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UNION PUBLIC SERVICE COMMISSION

 Advt.No.
51/2014

INVITES ONLINE RECRUITMENT APPLICATIONS (ORA*) FOR RECRUITMENT BY SELECTION TO THE FOLLOWING POSTS (*: by using the website <http://www.upsconline.nic.in>)

(Vacancy No. 14015101611)

Four Engineer & Ship Surveyor cum Deputy Director General (Technical) in Directorate General of Shipping, Ministry of Shipping. Of the four posts, one post is reserved for Scheduled Tribes Candidates, two posts are reserved for Other Backward Classes Candidates and remaining one post is Unreserved. **QUALIFICATIONS: ESSENTIAL: A. EDUCATIONAL:** Certificate of competency of marine Engineer Officer Class-I (Steam and Motor or Combined Steam and Motor) as specified in section 78 of the Merchant Shipping Act-1958 (44 of 1958) or equivalent as specified in section 86 of the said Act. **B. EXPERIENCE:** Five year's service at sea of which one year service as Chief Engineer or Second Engineer. **NOTE: Certificate of competency is required to be valid as on closing date for submission of online application. DESIRABLE:** One year experience in survey and inspection of merchant ship and one year experience in survey inspection and examination of merchant ship. **DUTIES:** Work in connection with Survey and Inspection of Machinery boiler and other mechanized equipments, testing of materials used in ships, construction, repairs and inspection, examination of Engineers & Engine Driver, performance of other statutory duties under M.S Act, 1958 and Indian Steam Vessels Act, 1917. **HQ:** D.G. Shipping, Mumbai/Mercantile Marine Departments, but liable to be posted anywhere in India. **PROBATION:** One year.

b) NATURE OF POST: Posts are permanent.

c) PAY SCALE & CLASSIFICATION: (Figures in bracket at the end of the pay scale indicate the approx Total Emoluments (per month) (T.E.) . Rs.15,600-39,100 (PB-3) + Rs.7,600 (Grade pay) (T.E. Rs. 44,080/-),+ TA and HRA as admissible General Central Service, Group 'A', Gazetted, Non-Ministerial, for the above posts.

d) AGE LIMIT AS ON CLOSING DATE:

 Not exceeding **50 years** for the posts mentioned above.

e) The age limit shown above is the normal age limit and the age is relaxable for SC/ST/PH candidates upto 5 years and upto 3 years for OBC candidates in respect of vacancies reserved for them. SC/ST/OBC Candidates have to produce a caste certificate in prescribed proforma. For age concession applicable to other categories of applicants please see relevant paras of the "Instructions and Additional Information to Candidates for Recruitment by Selection".

f) A candidate will be eligible to get the benefit of community reservation only in case the particular caste to which the candidates belong is included in the list of reserved communities issued by the Central Government. If a candidate indicates in his/her application form that he/she belongs to SC/ST/OBC/General category but subsequently writes to the Commission to change his/her category, such request shall not be entertained by the Commission.

g) Physically Handicapped (PH) Persons or Persons with disabilities, as indicated against various item(s) in the VACANCY DETAILS, can apply to the respective posts even if the post is not reserved for them but has been identified as Suitable. However, such candidates will be considered for selection to such post by general standard of merit. Persons suffering from not less than 40% of relevant disability shall alone be eligible for the benefit of reservation and other relaxations as permissible under the rules. Thus, Physically Handicapped (PH) persons can avail benefit of :

h) Reservation and other Concessions & Relaxations as permissible under the rules only when degree of physical disability is 40% or more and the posts are reserved for PH candidates.

i) Other Concessions & Relaxations as permissible under the rules only when degree of physical disability is 40% or more and the posts are suitable for PH candidates.

j) HEADQUARTERS: At places specifically stated against certain posts, otherwise anywhere in India.

NOTE: INSTRUCTIONS AND ADDITIONAL INFORMATION TO CANDIDATES FOR RECRUITMENT BY SELECTION & PRESCRIBED PROFORMAE ARE SAME AS PUBLISHED UNDER ADVT.NO.01/2014 IN THE SAME EDITION OF EMPLOYMENT NEWS AT PAGE NOS. 49 to 55.

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IMPORTANT

 CLOSING DATE FOR SUBMISSION OF ONLINE RECRUITMENT APPLICATION (ORA) THROUGH ORA WEBSITE IS **23:59 HRS ON 11.03.2014**

 THE LAST DATE FOR PRINTING OF COMPLETELY SUBMITTED ONLINE APPLICATION IS UPTO **23 :59 HRS ON 12.03.2014**

DATE FOR DETERMINING THE ELIGIBILITY OF ALL CANDIDATES IN EVERY RESPECT SHALL BE THE PRESCRIBED CLOSING DATE FOR SUBMISISON OF ONLINE RECRUITMENT APPLICATION (ORA). THE APPLICANTS ARE ADVISED TO FILL IN ALL THEIR PARTICULARS IN THE ONLINE RECRUITMENT APPLICATION CAREFULLY AS SUBMISSION OF WRONG INFORMATION MAY LEAD TO REJECTION THROUGH COMPUTER BASED SHORTLISTING APART FROM DEBARMENT BY THE COMMISSION.

DATE FOR THE INTERVIEW ON WHICH THE SHORTLISTED CANDIDATE IS REQUIRED TO BRING THE PRINTOUT OF HIS/HER ONLINE APPLICATION ALONG-WITH OTHER DOCUMENTS AT UPSC SHALL BE INTIMATED SEPARATELY.

NOTES:

a) Candidates are requested to apply only Online against this advertisement on the Online Recruitment Application (ORA) website <http://www.upsconline.nic.in> and NOT write to the Commission for Application forms. They are also requested to go through carefully the details of posts and instructions published below as well as on the website <http://www.upsconline.nic.in>.

POLICY DEBATE ON ...

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fuel subsidies are enjoyed by the people in the high income groups who have greater per capita consumption of fuel and have higher shares of expenditures going towards fuel consumption. However, they do not recommend a complete removal of the fuel subsidies and estimate that doing so would reduce the real income of the Indian households by about 4 per cent. It is also argued by many that higher fuel costs would aggravate the problem of inflation in the country by pushing up the costs for transportation of most of the goods.

Fertilizer subsidies are criticized on the distributional aspects. In a paper by V. P. Sharma and Hrima Thaker the authors have suggested that although inter-state disparity of subsidy distribution has reduced over the years (with higher concentration in states like Uttar Pradesh, Madhya Pradesh, Punjab, Maharashtra and Andhra Pradesh), it still is high. However, they also indicate that the distribution of the fertilizer subsidy has been equitable with small and marginal farmers having a larger share of the subsidy. Also, the share of the subsidies used for the unirrigated land has increased over the years. They have also suggested that reductions in fertilizer subsidies could have an adverse impact on farm production and incomes as farmers do not always benefit from higher output prices but are certainly helped by lower input prices.

According to the National Sample Survey (NSS) data for 2011-12, in the monthly per capita expenditure (MPCE) of households in the country, 53 per cent gets spent on food items for rural households and 43 per cent for urban households. With several regions across the country still reporting a high extent of hunger and malnutrition, ensuring food security has rightly been taken up as a priority by the Union Government. In this context, doing away with the Public Distribution System (PDS) for foodgrains and a gradual shift to direct cash transfers to the poor has been put forward as a policy option for enabling better utilization of the Food Subsidy. However, lack of adequate banking infrastructure in the country, a high share of rural population and other such constraints have made some sections skeptical of the effectiveness of the proposed direct cash transfers mechanism. On the other hand, some states like Tamil Nadu and Chhattisgarh have managed to reduce the leakages in the PDS significantly by adopting appropriate transparency and accountability measures; thus, it could be argued that the PDS for foodgrains can be improved significantly for effective utilization of the Food Subsidy. A similar kind of argument holds for the petroleum subsidies as both rural and urban households spend close to 10 per cent of their monthly per capita expenditure (MPCE) on fuel and light. So given the inflationary trends in fuel prices, any drastic reduction in petroleum subsidies could again be socially undesirable at the current juncture.

The preceding section attempts to capture the

divergent views pertaining to subsidies in India, which implies that the issue of subsidies needs a lot more scrutiny and that the policy debates in this regard are far from being resolved. However, it may be worthwhile to add here that instead of focusing solely on the expenditure side of the budget, a lot more emphasis could be laid on the revenue mobilized by the government. Not many would disagree with the view that for a large developing country, India's tax - GDP ratio at less than 17 per cent is low and it needs to be stepped up to enable the government meet its expenditure commitments to a better extent.

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