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Title: Demand to delink the Lakshadweep Harbour Works from Andaman and UTL Administration, construction of back waters demiloisfed due to Okhi cyclone , construction of eastern side jetties and stilt clearance in water channels.

SHRI MOHAMMED FAIZAL P.P. (LAKSHADWEEP): Thank you very much hon. Speaker, Sir, for allowing me to raise an important issue. The issue, which I am going to raise, is very important as far as development of Lakshadweep is concerned.

The entire development work of harbour in Lakshadweep is entrusted to the Andaman and Nicobar and Lakshadweep Harbour Works which is falling under the Ministry of Shipping. The Headquarters of the Andaman and Nicobar and Lakshadweep Harbour Works falls in Andaman and Nicobar Islands. The Head, who is sitting in Lakshadweep, who is a Deputy Chief Engineer, is left with no powers. He cannot buy even a piece of paper sitting there in Lakshadweep. The entire work of developmental projects is funded by the Lakshadweep Administration, which is given in-turn to the Lakshadweep Harbour Works. The UT Administration has no control over this Department. Due to this what happens is that there is no monitoring of all the developmental proposals which are pending in Lakshadweep. Sir, I may be permitted to raise three or four issues as there is an alarming situation in Lakshadweep.

The first issue, which I have already raised earlier in this House, is the construction or re-strengthening of the breakwaters which got

demolished due to the Cyclone Okhi which hit in 2017. It is after two years that I am standing here again. I raised this issue while Okhi had hit. The Government has shown mercy and the Ministry of Shipping sanctioned nearly Rs. 36 crore for re-strengthening this breakwater. Now, what is the current scenario? After completion of two years, still, it remains the same.

If you ask me about the importance of breakwater for my Kalpeni island, this is the only area where people can embark and disembark and cargo movement is happening only through this. This is completely shut off due to lack of re-strengthening. The cranes were supposed to transport, to lift all the harbour stones and major stones from the Mangalore Port. They are lying idle for the last one year because of non-transportation from the Kalpeni unit.

Secondly, when it comes to the construction of eastern side jetties of Kilthan, Chetlat, Kadmat and Kalpeni, all these issues are there from the previous year. This is my second term. I have been vigorously following it and taking it up. It is still in the study stage and environmental clearance and all those things are pending.

Now, I come to the issue regarding silt clearance of the channels which allows the ships to enter inside the channel. The Lakshadweep Harbour Department is under-capacitated. They do not have any equipment to carry out the silt clearance. It is very tough to complete in one year; even they are not in a position to complete at least one island for the silt clearance. The reason behind raising this most important issue before you is this. Silt clearance is so important for the ship to embark inside and passengers can come inside. In the present scenario, the fate of my island is this. If I reach at night in my island, I am forced

to sleep in the ship till the day dawns. Otherwise the ship cannot embark and cannot embark the passengers. If the Lakshadweep Harbour Works is not in a position to do the silt clearance, the Lakshadweep Administration or the Government of India may come out with a proposal to approach the Dredging Corporation of India Ltd. or any private agency through an Expression of Interest so that in one go the silt clearance can take place. Even in my island, the Androth Island, ships started entering and, finally, the Lakshadweep Administration asked for the clearance of the channel.

The final conclusion is that unless the Government of India is coming up with a decision to delink the Andaman and Lakshadweep Harbour Works separately, the Administration is not having any control over the Lakshadweep Harbour Works. So, I would demand that the Lakshadweep Harbour Works should be delinked from Andaman and UTL Administration should be empowered to take over the charge. Thank you so much, Sir.

माननीय अध्यक्ष: माननीय सदस्य, इस नये सत्र में आप ही सबसे ज्यादा बोले होंगे। आप पांच साल का रिकॉर्ड देख लीजिएगा।

SHRI MOHAMMED FAIZAL P.P. : I am very thankful to you, Sir, because there is no other MP from Lakshadweep, and not even an MLA. I am the only Member who gets a chance. I am very thankful to you for that and the people of Lakshadweep are also thankful to you.

Thank you.

माननीय अध्यक्ष : श्री कुलदीप राय शर्मा को श्री मोहम्मद फैजल पी.पी. द्वारा उठाए गए विषय के साथ संबद्ध करने की अनुमति प्रदान की जाती है।