

**MINISTRY OF HOME AFFAIRS
ANDAMAN AND NICOBAR
ISLANDS**

**ESTIMATES COMMITTEE
1988-89**

EIGHTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

EIGHTY-FIRST REPORT
ESTIMATES COMMITTEE
(1988—89)

(EIGHTH LOK SABHA)

MINISTRY OF HOME AFFAIRS
ANDAMAN AND NICOBAR ISLANDS



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LOK SABHA SECRETARIAT
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CORRIGENDA
TO
EIGHTY-FIRST REPORT OF ESTIMATES COMMITTEE
(1988-89) ON MINISTRY OF HOME AFFAIRS -
ANDAMAN AND NICOBAR ISLANDS.

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ESTIMATES COMMITTEE
(1988-89)

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2. Shri R.L.L. Dubey — *Director*
3. Shri S.M. Mehta — *Under Secretary*

INTRODUCTION

I, the Chairman of Estimates Committee having been authorised by the Committee to submit the Report on their behalf, present this Eighty-first Report on the Ministry of Home Affairs-Andaman & Nicobar Islands.

2. The Estimates Committee (1988-89) took the evidence of the representatives of the Ministry of Home Affairs on 24th January, 1989. The Committee wish to express their thanks to the Secretary, Ministry of Home Affairs and other officers of the Ministry for placing before them the material and information which they desired in connection with the examination of subject and giving evidence before the Committee.

3. The Report was considered and adopted by the Estimates Committee (1988-89) on 20th April, 1989.

4. The Committee have noted that the people of A&N Islands are dependent on the mainland for their subsistence. There is no production of wheat in the Islands and there is very limited production of rice. This is mainly due to the limited area of cultivation of paddy crop, which has not been increased since the inception of 6th Five Year Plan due to restrictions imposed on the diversion of forest land for agricultural purposes.

5. The Committee have been informed that to minimise the quantity of foodgrains brought from mainland, the only way is to increase the area under double cropping of paddy, for which adequate irrigation facilities are not available in the Islands. The Department of Agriculture of A&N Administration is stated to be encouraging farmers for construction of minor irrigation ponds to facilitate double cropping. However, the Committee have noted that these ponds collect only the surface rain water by which only life saving irrigation is possible. The Committee have, therefore, desired that the problem of lack of irrigation facilities should be assessed in depth without delay by the Department of Agriculture of the A&N Administration with the assistance and guidance of the Ministry of Agriculture, Government of India and appropriate measures taken to augment the irrigation facilities in the Islands. Irrigation facilities which are stated to have been planned for Little and North Andaman should also be finalised early.

6. The Committee have noted that the work of construction of irrigation projects in Little Andaman has not been taken up for want of clearance from the Ministry of Environment and Forest. The Committee have deplored the undue delay that has taken place in the clearance of

proposal by the Ministry of Environment and Forests. They have found that the proposal in this regard was sent to the Ministry on 25.3.87 but even after a lapse of two years it has not been cleared by them. The Committee had noted in their earlier recommendation that the irrigation facilities in the Islands are not adequate to meet the requirement of agriculture crops. They have been highly concerned about lack of adequate irrigation facilities and delay in construction of irrigation projects. The Committee have desired that the matter should be taken with the Ministry of Environment and Forests expeditiously so that the proposal regarding clearance of irrigation projects be cleared and further action taken for the construction of irrigation projects.

7. The Committee have found that one of the important reasons for lesser demand of seeds among the farmers is that they use the seeds produced by themselves. The Committee have felt that the steps being taken to motivate the farmers in this regard should be further intensified. They have felt that it is imperative to properly educate them about the long term utility of using better seeds.

8. The Committee have also noted that besides lack of demand among farmers, non-availability of certified seeds at the appropriate time also affects the distribution work. The Committee have, therefore, desired that Agriculture Department of Andaman & Nicobar Administration should produce seeds themselves and distribute them to the farmers in time. The Committee have also desired that an assessment of space requirement for storage of seeds be made and adequate steps taken to arrange for the space which will result in saving in freight on account of transportation from the mainland.

9. The Committee have noted with dismay that the land of the farmers has not cleared even after a lapse of about 3 decades due to non-extraction of timber within the stipulated period by the Department of Forest. Since pineapple cultivation has great prospects throughout the year and could be cultivated very economically in the hilly tract it is desirable to give it serious consideration with a view to taking appropriate measures to exploit this as a source of generating revenue. Steps are also needed to set up fruit canning industry to create more revenue for the Islands. The Committee have desired that the Govt. should give serious consideration to exploit successfully this vast revenue earning potential and take necessary steps to provide for requisite resources, manpower and infrastructure in the Eighth Plan period so that the country is in a position to make full use of the available resources for augmenting its revenues. They have also desired that to attract entrepreneurs, an industrial policy should be formulated.

10. The Committee have deprecated that there has been phenomenal delay in the extraction of timber from hilly lands. The Forest Department

was assigned the work in sixties and for a very long period nobody bothered about it, resulting in loss of revenue to Government and affecting the cultivation of timber crop and pineapple which is highly remunerative. Lamentably, the work which was initiated in Sixties is no where near completion even though we are about to enter the nineties. The Committee have expressed the view that it was time that such delays and lapses are looked into with introspection so as to plug the slippages and to avoid such phenomenal delays in future which brings disgrace to the Administration.

11. The Committee have noted that an Integrated Development Corporation with many divisions has been set up in Andaman and Nicobar Islands during the financial year 1988-89. Various functions pertaining to the development of fisheries viz. creation of deep-sea fishing project, creation and maintenance of facilities for processing and storage of fish and fish products etc. will be looked after by the Fisheries Division of the Corporation. However, they have noted that fisheries wing of the Integrated Development Corporation is not headed by an expert in the field and the administration has requested the Ministry for this purpose. The Committee have desired that the Fisheries Wing of the above Corporation should be headed by an expert in the field so that the work of development of fisheries is properly directed.

The Committee have emphasised that in the present circumstances when there is a great demand for fish in the country, concerted efforts should be made by the fisheries wing of the Integrated Development Corporation for development of fish in these islands so that not only the demands of the local people may be met in full but fish could be exported to mainland also for generating more revenue. This would also help the economic development of the Islands.

12. The Committee have noted that under National Leprosy Eradication Programme a proposal for establishing a physiotherapy unit and strengthening the existing hospitalisation ward has already been sent to the Ministry. They have desired that matter should be pursued vigorously so that the proposal is cleared and further steps are taken for establishing of physiotherapy unit and strengthening of hospitalisation ward.

13. The Committee have noted that an expert team is conducting a survey in the Andaman & Nicobar Island for assessing the magnitude of the problem of blindness. They have desired that the survey should be completed according to a time-bound programme and comprehensive measure including the supply of sufficient quantity of medicines, proper medical care etc. be initiated so as to provide adequate treatment to the afflicted persons as also to prevent the spread of disease in the Islands.

14. The Committee have recommended that the strength of doctors in the Islands, particularly in the outlying Islands, should be reviewed so as to ensure that the same is adequate in number and specialisation to provide effective medical help to the residents of these Islands.

15. The Committee have been concerned to note that some of the posts of specialists in the hospitals in Andaman & Nicobar Islands are lying vacant since the last 5-7 years. The Committee have attached great importance to the provisions of proper medical facilities to the inhabitants of these far flung islands and desired that immediate effective action should be taken to fill up the vacant posts.

16. The Committee have found that at present, there are 68 posts of Medical Officers / Junior Medical Officers under the Administration which are filled mostly by Junior Medical Officers on *ad hoc* basis. What is distressing is that some of the Junior Medical Officers have worked on *ad hoc* basis for as many as 14 years.

The Committee have also found that despite the fact that the posts of Medical Officers have been from the CHS, their services have not been regularised for want of clearance from the UPSC, although the proposal in this regard was placed before them 6 years ago i.e. in 1983. The Committee have failed to understand as to why any decision has not been taken for regularisation of these doctors during all these years.

The Committee in this connection have noted that in the past services of some *ad hoc* doctors working in Islands were regularised by UPSC by holding interviews at Port Blair. In 1978 and 1982, as a result of such interviews services of 25 *ad hoc* Junior Medical Officers were regularised. The Committee have found no reason for not adopting similar procedure for regularisation of remaining *ad hoc* doctors.

17. The Committee have noted that some of the other important causes for lack of adequate doctors in the A&N Islands are the inadequate incentives and lack of opportunities for up-dating their knowledge. The Committee have considered that in the interest of speedy development of these Islands, Government should reorient their personnel policies and procedures in such a way so as to attract the best and most efficient officers to these areas.

18. The Committee have desired that Doctors may be granted additional allowances which may be exempted from income tax so that the vacancies of doctors including those of specialists are filled up with due expedition. The Committee have desired that mutual exchange programme between doctors serving in the Islands and those in the mainland should be explored to the mutual advantage of both the categories in consultation with specialised hospitals and institutes in the country.

19. The Committee have desired that the S.C.I. should make an assessment of the total requirements of passengers / cargo vessels for the people of Andaman & Nicobar Islands and initiate necessary steps for their procurement and subsequent deployment under a time-bound programme. While working out these requirements, the future expansion of tourist traffic to the Islands should also be taken into account. The Committee have been constrained to note that the work of construction of 3 passenger-cum-50 tonnes cargo vessels by M / s. Cleback Boats Co (Pvt.) Ltd., Calcutta could not be completed during the 6th Five Year Plan period due to delays on the part of the Shipyard and financial constraints experienced by the Yard.

The Committee have deplored the ineffectiveness of the Andaman & Nicobar Administration in the matter of pursuing the question of construction of passenger-cum-cargo vessels, inadequacy of which is causing considerable hardships to the people of Andaman & Nicobar Islands. The Committee have desired that the work of construction of remaining stages of the 2nd vessel on which 80% work has been completed should be entrusted to another shipyard at the earliest and the progress be watched regularly to avoid any further delay.

20. The Committee have desired that Andaman & Nicobar Administration should assess the quantum of passenger / cargo traffic between Port Blair and Vizag and on that basis consider the feasibility of introducing a direct ship service between Port Blair & Vizag, at least once in a month. Alternatively the present schedule of Ships going to Madras and Calcutta could be rescheduled so as to at least provide one trip to Vizag during a month.

21. The Committee have regretted that only 72.12 kms. of Andaman Trunk Road in South Andaman, as against the target of construction of 124.5 kms., were completed during 6th Plan period, due to delay in getting the environmental clearance of Government to take up the construction work as also due to shortage of material and machinery. They have desired that the reasons for delay may be examined and appropriate action taken against those found responsible for the delay. The Committee have also recommended that the additional requirement of machinery should be assessed and appropriate measures taken for their procurement. Urgent steps should also be taken for the augmentation of shipping space in the mainland-island sector and inter-island sector.

22. The Committee have observed that at present there are no firms registered with DGS&D on rate contract basis for construction of bus bodies which has resulted in the delay in fabrication of bus-bodies. The Committee have desired that the matter may be taken up with DGS&D to initiate necessary action for regularisation of firms with them on rate contract basis for construction of bus bodies.

The Committee, have found that due to impediments like paucity of water and electricity, environmental constraints for construction of any structure in these Islands, as also due to the high cost of reaching these Islands, and lack of adequate transport facilities, it has not been possible to develop tourism in a big way.

23. The Committee have expressed the view that not withstanding the above impediments these Islands with pristine white beaches, clear blue seas, gracefully swaying palms and general balmy climate-unspoiled and unexploited, provide an ample scope for developing tourism potential in a big way. It is imperative to draw a perspective plan after projecting future tourists' requirements, so that necessary infrastructure is provided and there is a big boost to tourist traffics. While drawing up such plans, the need to provide suitable facilities to tourists of middle class should also be duly considered as tourism is a catalyst to national integration and results in better understanding between people of different regions.

24. The Committee have recommended that concerted efforts should be made to attract tourists from the mainland particularly students and youth to visit these islands by organising educational tours and trekking parties as this can go a long way in promoting national integration, acquainting the people in the mainland about the conditions and way of life in this remote part of our country. The Committee have recommended that every possible inducement like concessional rates in fares, boarding and lodging facilities at cheap rates, etc. should be provided for this purpose. Tourist literature relating to these Island should also be developed and constantly updated to attract more tourists.

The Committee have noted that 18 islands do not have the facility of post offices. It is stated that as per norms of postal department, these islands do not fulfil the criteria for opening of post-offices.

25. The Committee have felt that in view of the remoteness of the Islands and difficulties of inter-island shipment between different islands, there is a strong case for relaxation of perscribed norms for the opening of post offices in these Islands. The Committee have recommended that to relieve the congestion from the mainland to Port Blair, capacity of STD channels should be augmented suitably.

26. The Committee have noted that the students studying in the A&N Islands are facing problem with regard to the languages in which Question papers are set in examinations. While the students are free to answer in any of the six languages spoken in the islands, the question papers are set in English and Hindi only. The Committee have felt that there is an imperative need to provide the question papers in other languages as well.

27. For facility of reference, the recommendations / observations of the Committee have been printed in thick type in the body of the Report and have also been reproduced in a consolidated form in Appendix to the Report.

NEW DELHI;
April 20, 1989.

Vaisakha 30, 1911(S).

ASUTOSH LAW
Chairman,
Estimates Committee.

CHAPTER I

A. *Introductory*

1.1 The Andaman and Nicobar Islands are a string of about 300 islands (over 500 if you count all the tiny outcrops) that form an archipelago in the Bay of Bengal. Their very remoteness and inaccessibility from the mainland has preserved the spectacular natural beauty of these rain-forested islands. It has also helped to preserve some of the original tribes who still inhabit the islands and live untouched by the world of today-hunting, fishing and food gathering as their ancestors did thousands of years ago. The population of the Islands is 1,88,741 (1981 census) and these have an area of 8249 sq. KMs.

1.2 Regarding discovery of these Islands earliest record would seem to indicate that the 2nd century Roman geographer who indicated the position of the islands in his first map of the world describing them as islands of good fortune. The 7th century Buddhist scholar I Tsing who refers to them as the Andamans. Marco Polo, too, appears to have known them. And in the 15th century, Nicolo Contri, the Italian Traveller, called them islands of gold. But Indian legends trace back the origins of the islands to anitquity. The name Andaman being derived from Handuman, or Hanuman, the Monkey God of the epic Ramayana, who is said to have used the islands as stepping stones on his journey to Sri Lanka across the sea. The modern history of the Andamans, however began around 1789 when Lord Cornwallis, then British Governor General, commissioned a survey of the islands by Lt. Archibald Blair, and the settlement of Port Cornwallis was established. But it was not until after India's First War of Independence in 1857, that the British established a penal colony at Port Blair, earning for the islands the dreaded name of Kala Pani, or Black Waters. During World War II, the Japanese occupied the Andaman and Nicobar Islands and held them from 1942 to 1945, the British having hastily evacuated and abandoned the islands. The occupation was short-lived. But evidence of those years can still be seen in the massive cement bunkers that they built into the hillsides all over the islands. In 1947, with the coming of Independence, the Andaman and Nicobar Islands became the easternmost outpost of the Indian union.

1.3 The Andaman and Nicobar Islands have been described as 'a living museum of planet earth'. Dense rain forests are surrounded by thick mangroves that begin in the sea and surround the coastline.

1.4 Of the 19 islands in the Nicobar Islands chain, Car Nicobar is the most populous and the headquarters of the Nicobar district. The land is fertile and is covered with coconut trees.

B. Production of Foodgrains

1.5 The production of food grains in the A & N Islands, as intimated to the Committee, (i) at the end of 6th Plan; (ii) in the first three years of the 7th Five Year Plan is as follows:—

End of Sixth Plan	25785 tons
<hr/>	
Seventh Five Year Plan	
1985-86	28196 tons
1986-87	28805 tons
1987-88	21544 tons

1.6 It has been stated by the Ministry that so far as food grains are concerned only paddy is produced in A & N Islands. Wheat is not cultivated at all.

1.7 About the total requirement of foodgrains of the people of A&N Islands, it has been stated that quarterly allocation of rice after discounting the requirement of farmers who produce paddy for their own consumption is of the order of 4000 tons. As far as the wheat is concerned the entire requirement is imported from the main land. The demand and allocation of rice and wheat for the year 1988 is as under:

	Demand	Allocation	Requirement
Rice	16000 M.T.	15000 M.T.	46000 MT
Wheat	8400 M.T.	8400 M.T.	8500 MT

1.8 Asked as to what steps have been taken to achieve self-sufficiency in the foodgrains production, the Ministry of Home Affairs in a note has stated that since the area under cultivation is limited and there is no hope of any substantial increase in that area, the possibility of attaining self-sufficiency for A&N Islands in so far as food grains is concerned seems to be highly remote. The only plausible way out to minimise this gap is to increase the area under double cropping. Efforts have been made in this direction. The area under double cropping has increased from 33 Hect. to 181 Hect. in 1987-88 which was incidentally a drought year. It is likely to go up further.

1.9 In subsequent note, the Ministry has stated that Department of Agriculture is making all out efforts to increase area under double cropping of paddy. Heavy rains are received during the harvesting season of first crop of paddy during August / December months. Second crop needs 3-4 additional irrigation during December / January which is gener-

ally not available in these Islands. This situation restricts the adopting of second paddy crops. In this direction, the Department of Agriculture is encouraging farmers for construction of Minor Irrigation ponds to facilitate double cropping. Besides this the emphasis has also been placed on construction of community threshing floors in villages. Tarpaulines have also been distributed for threshing and drying of paddy. The Department of Agriculture is providing loan facilities to the tune of Rs. 24,000 to farmers for digging Minor Irrigation ponds. 331/3% of the loan amount is treated as subsidy in the 6th year. The total loan is treated as a long-term covering 15 years. The amount is released to farmers only after the Minor Irrigation ponds are dug by farmers. Upto the end of 1987-88, 200 Nos. of Minor Irrigation ponds were constructed with the help of loan facilities provided by the department of Agriculture. These ponds only collect the surface rain water by which only life saving irrigation is possible to cover 0.6 Hect. area / pond. The water holding capacity is very poor to the ponds and gravelly soil. The increase in production of rice was 272 MT due to double cropping of paddy during the year 1987-88.

1.10 About the increase in the area for cultivating rice, Chief Secretary, A&N Island stated during evidence:

“We have made the efforts two-fold. First is the high-yielding variety and the second is the double crop. We enlarge the area under high yielding variety and grow more.”

1.11 He also stated that same irrigation schemes for Little and North Andaman had been planned.

1.12 From the Seventh Five Year Plan document for Andaman and Nicobar Administration, it is noted that the main object, envisaged under the scheme of land shaping and tractor ploughing, is to increase production of food grains and to reach the goal of self-sufficiency. At present the islands are dependent on supply of foodgrains from Mainland. With a view to doing away with the existing system, it is emphasised to intensify the departmental tractorisation which will not only help the farmers to overcome the problem for shortage of bullock carts but also to complete the cultivation in time. As such it is proposed under the scheme to hire out the departmental tractors to the farmer at a reasonable rate / hire charges.

1.13 Asked as to what extent the intensification of departmental tractorisation has helped the farmers to overcome the problem of shortage of bullock carts and to complete cultivation in time, the Ministry has stated that the requirement of tractorisation is surveyed in the entire territory so as to provide efficient service at the time of necessity. This is being done every year from time to time as and when the need is felt. Farmers are provided with the requisite help in ploughing of their fields.

1.14 As regards the assessment made to ascertain the requirement of tractors by the farmers, the Ministry has stated that the allotment of lands under resettlement schemes had been such that each farmer was allocated about 5 acres of paddy land. This has got fragmented further in a large no. of families because of subsequent division, with the result that land holdings has become much smaller. There are very few individual farmers who can afford to purchase and maintain the tractor. Therefore, the requirement of ploughing of the field is being catered through departmental tractorisation. Coming to the actual survey, no such survey has been made to assess the requirements of the tractors by the individual farmers. However, there was a scheme under the agricultural sector to provide subsidy to the farmers on tractors. This has been discontinued under the instructions of the Ministry / Planning Commission. During the operation of this scheme the Admn. was not faced with the situation under which the number of farmers who wanted to avail such subsidy were far in excess of the no. of tractors provided for under the scheme. During 1987-88 subsidy on 8 tractors was provided to the individual farmers.

1.15 In a subsequent note the Ministry has stated that the actual requirement of tractorisation will require deployment of nearly 350 tractors. The achievement for last 2 years under tractorisation are as follows:—

1986-87	-	900 Hect.
1987-88	-	1343 Hect.

Tractors were provided to farmers on hiring basis @ Rs. 35 /— per working hours.

C. Area Under Cultivation of crops

1.16 From the preliminary material furnished to the Committee it is noted that area under cultivation of paddy crop at the beginning of 6th Plan was 12000 Hectares and it remained static upto 31.3.88. Asked as to why the area under cultivation of paddy crop has remained the same, the Ministry in the note furnished to the Committee has stated that the paddy area has remained static since the beginning of Sixth Plan till 31.3.1988 primarily due to the reason that increase in the area for agriculture in the Islands can only be done at the expense of forest lands and the diversion of forest land for agriculture purposes is not permissible. The rehabilitation programme under which the forest lands used to be diverted for agriculture purposes in favour of beneficiaries of the scheme was discontinued long back. As the forest lands cannot be diverted for agriculture purposes, the area available with the cultivators for cultivation of paddy crops has not increased since the beginning of Sixth Plan.

1.17 During evidence before the Committee, the Chief Secretary of A&N Islands in this regard stated:

“...The area under cultivation under paddy is 12,000 hectares. Even in the 8th Plan it is not likely to be increased further.”

1.18 Asked whether the A&N Island administration sought the permission of appropriate authorities for diversion of forest land for agricultural purposes, the Ministry in a subsequent note has stated that after the introduction of Forest conservation Act, the Andaman & Nicobar Islands Administration had submitted 3 proposals regarding the release of forest land for allotment to settlers for agriculture. The proposals were approved by Govt. of India covering an area of 50 ha. of forest land in Miletalak, covering 111.27 ha. of forest land in Havelock. These lands were released with the stipulation that the legal status of the lands would remain unchanged. Since the lands were to be released to the Settlers for permanent cultivation this condition was not acceptable to the Administration the Ministry was approached to change the legal status of the land to Revenue land. The Ministry has since agreed to change the legal status of 50 ha. land at Miletalak Revenue land but similar change in the legal status of land in respect of Jirkatang and Havelock has not been approved by the Ministry although a number of reminder have been sent to the Ministry. Last reminder was sent vide D.O. No. CF / G / 171 / 1010 dated 21st February, 1989.

1.19 The Committee note that the people of A&N Islands are dependent on the mainland for their subsistence. There is no production of wheat in the Islands and there is very limited production of rice. This is mainly due to the limited area of cultivation of paddy crop, which has not been increased since the inception of 6th Five Year Plan due to restrictions imposed on the diversion of forest land for agricultural purposes.

1.20 The Committee have been informed that to minimise the quantity of foodgrains brought from mainland, the only way is to increase the area under double cropping of paddy for which adequate irrigation facilities are not available in the Islands. The Department of Agriculture of A&N Administration is stated to be encouraging farmers for construction of minor irrigation ponds to facilitate double cropping. However, the Committee note that these ponds collect only the surface rain water by which only life saving irrigation is possible. The Committee, therefore desire that the problem of lack of irrigation facilities should be assessed in depth without delay by the Department of Agriculture of the A&N Administration with the assistance and guidance of the Ministry of Agriculture, Government of India and appropriate measures taken to augment the irrigation facilities in the Islands. Irrigation facilities which are stated to have been planned for Little and North Andaman should also be finalised early.

1.21 The Committee also note that with a view to help the farmers to overcome the problem of shortage of bullock carts and to complete the cultivation in time, a scheme of land shaping and tractor ploughing has been started in 7th Five Year Plan. Under the scheme it is proposed to hire out the departmental tractors to the farmers at a reasonable hire charges. The Committee have been informed that no survey has been made to assess the requirement of tractors by the individual farmers and the requirement of tractorisation of farmers is surveyed in the territory as and when the need is felt. The Committee feel that the present system of assessing the requirement of farmers is rather *ad hoc* and the farmers might not getting the tractors for use regularly. The Committee therefore, desire that a survey to assess the requirement of tractors of all the farmers be made and appropriate steps taken to provide the requisite number of tractors to all of them on subsidised rental basis.

1.22 The Committee also note that the Andaman & Nicobar Islands Administration had submitted three proposals regarding allotment of land to settlers for agriculture . The proposals were approved by Government and the land were released on the stipulation that the legal status of the lands would remain unchanged, a condition which was not acceptable to the Administration. Subsequently, Ministry agreed to change the legal status of land of Miletalak but similar change in the legal status of land in respect of Jirkatang and Havelock have not been approved by the Ministry. The Committee, however, feel that since a decision in regard to Miletalak has been taken, it is imperative to take a similar decision in regard to Jirkatang and Havelock so as to give the settlers a sense of belonging and make their involvement in the cultivation of land meaningful by giving them some legal rights. The Committee, therefore, desire that the matter should be taken at an appropriately higher level and pursued to finality.

D. Minor Irrigation

1.23 It is noted from the plan document that a sum of Rs. 140 lakhs was earmarked during the Seventh Five Year Plan for construction of two minor irrigation projects in Little Andaman. However, the main project could not be taken up as the environmental clearance for transferring the forest land for the project from Ministry of Environment and Forests was still awaited.

1.24 Asked as to when the proposal was submitted to the Ministry of Environment and Forest and what was the position of the scheme at present, the Ministry of Home Affairs has stated that the proposal was submitted to the Ministry of Environment and Forest on 25.3.87 and is still pending clearance. The Ministry further stated that the project could not be taken up for want of clearance from Ministry of Environment and Forests. It is, however, expected that the clearance will be forthcoming soon and expenditure will be made during the current Five Year Plan to

1.25 The Chief Secretary Andaman & Nicobar Islands further clarified during evidence:—

“We had sent some of the information which we thought we had furnished to them sufficiently. But on receipt of their letter we said that this was the information already made available and this was supplied to them earlier. May be it has been misplaced there. It some times happens....Sir, in their letter, what they had said was that after waiting for a certain period our proposal was rejected for want of information. Thereafter, what we had requested them was that the information had already been furnished earlier also and may be it got misplaced somewhere. We further requested them kindly to review the case again and accord sanction.”

1.26 In a subsequent note, the Ministry of Home Affairs has also stated that there are only 2 irrigation projects for which the Andaman and Nicobar Administration had submitted proposals to Government of India.

1. R. K. Pur Minor Irrigation Scheme

The proposal for release of 88.40 hec. of forest land in Little Andaman was sent to the Government of India vide letter No. CF / G / 109 / B / 828 dated 26th March, 1987. Additional information sought by the Ministry has also been furnished and so also the details of the revenue land ear-marked to compensate the loss of forest land.

2. Vishnunallah Minor Irrigation Scheme

The proposal for release of 70.99 hec, of forest land in Little Andaman was submitted to the Ministry vide letter No. CF / G / 109-B / 827 dated 25th March, 1987. The additional information needed by the Ministry as well as the location of revenue land identified to compensate the loss of forest land has also been furnished to the Ministry.

1.27 The Committee note that the work of construction of irrigation projects in Little Andaman has not been taken up for want of clearance from the Ministry of Environment and Forest. The Committee deplore the undue delay that has taken place in the clearance of proposal by the Ministry of Environment and Forests. They find that the proposal in this regard was sent to the said Ministry on 25.3.87 but even after a lapse of two years it has not been cleared by them. The Committee have noted in their

earlier recommendation that the irrigation facilities in the Islands are not adequate to meet the requirement of agriculture crops. They are highly concerned about lack of adequate irrigation facilities and delay in construction of irrigation projects. The Committee desire that the matter should be taken with the Ministry of Environment and Forests expeditiously so that the proposal regarding clearance of irrigation projects be cleared and further action taken for the construction of irrigation projects.

E. Seed Production

1.28 From the Seventh Five Year Plan document for Andaman and Nicobar Administration it is noted that seed procurement and distribution against the targeted estimates of 60 M.T. during each of the years 1985-86, 1986-87 and 1987-88 has been 30, 53 and 44.76 M.Ts. respectively.

1.29 Asked to indicate the reasons for shortfalls in achievement of set targets, the Ministry has stated that in case of seeds, a large number of farmers use only seeds produced by them. In addition to this, the bottleneck like non-availability of the certified seeds at the relevant point of time and the non-availability of shipping space, again at the required period of time also affects the performance adversely. Besides, the Agriculture Department is presently faced with the shortage of adequate godowns facility. The seed is procured at the Andaman & Nicobar Administration from the main land either through National Seeds Corporation failing which through other governmental organisations like Department of Agriculture, Tamil Nadu. The difference in the period of sowing and raising of nursery on the main land and that on the islands also leads to certain difficulties in the availability of certified seeds in Andaman & Nicobar Islands. The seed is required to reach Port Blair a minimum of one month in advance for distribution thereof to various other islands. The time for raising nursery is in the month of April or so. This means that the seeds should be transferred from the main land by February end. The islands at times get the seeds just recertified by the concerned organisation on the Administration's request. This also results in delays at time. The combined effect of these factors leads to certain delays occasionally. The main reason of shortfall is related to demand. As explained above, a large number of farmers use the seeds produced by themselves. Therefore, an assessment is made every year and accordingly the seeds are procured from the main land.

1.30 Pointing out that if the farmers were allowed to prepare their own seeds then the whole concept of having better variety would be defeated. In reply, the Chief Secretary, Andaman & Nicobar Islands, during evidence before the Committee stated:—

“As you are aware a large number of farmers do not adhere to the norms which have been prescribed by the scientists.”

1.31 Asked about the procurement and distribution of seeds, the Chief Secretary stated:—

“We procure through the National Seeds Corporation. The seed is procured & sold through agriculture department.”

1.32 About the percentage of distribution of seeds through the department, Chief Secretary stated:—

“It is 100 per cent to meet the deficiency...

We undertake the exercise sometimes in the month of February. We gather through their agencies the information as to how much seed is required by the farmers.”

1.33 About the efforts made by the Administration to motivate the farmers to the use the seeds provided by the Agricultural Department, the Ministry has stated that the Department is encouraging the farmers to adopt improved seeds by providing cost and transport subsidy.

1.34 The Committee have been informed that because of space constraints, it has not been possible to produce own seeds by the agriculture department of Andaman & Nicobar Administration. On the steps taken to remove the bottlenecks in regard to non-availability of — (i) the certified seeds at the relevant point of time and (ii) shipping space, it has been stated that seeds are mostly procured through the national Seeds Corporation. The advance intimation regarding requirement of seeds is sent to NSC for timely supply of seeds. Seeds which are not available with NSC are being procured from State Government Agencies like Tamil Nadu etc. The number of ships playing between Mainland to this Island have increased recently and therefore the problem of paucity of shipping space has eased to a great extent. Shipping space for seeds transportation is allotted on priority.

1.35 It is also noted that the Department is facing problem connected with storage of seeds of paddy, vegetables, pulses and oilseeds. For want of proper storage godown facility the seeds produced locally and procured from mainland are badly deteriorating and losing the shelf life very quickly. Hence an improved storage godown is proposed to be constructed in South Andaman (Port Blair).

1.36 Asked as to what extent due to want of proper storage facility, deterioration in quality and shelf life of seeds is taking place and what is the actual position as regards the construction of storage godown in South Andaman, the Ministry has stated that the seeds, immediately after procurement from the main-land, are transhipped to the places where they are needed. The operation does not take more than two months. As such lack of proper storage facilities which would have been a boon to

prolong the shelf life of the seeds, does not lead to the deterioration in quality or the shelf life thereof. It has not affected the operation of the overall scheme. Things would have been smoother had this bottleneck not existed. The storage capacity of the proposed godown is 500 mt. tons. There was some difficulty regarding the technical feasibility of constructing the godowns at Golghar. Therefore, some other site is being located for construction of godowns and the work is likely to start only in the next financial year. It will be completed within a period of 6 months from the date of construction. Godowns are required on other islands also. The expenditure on construction of godowns during 1988-89 is Rs. 3 lakhs upto the end of December, 1988.

1.37 The Committee note that as against a target of procurement and distribution of 60MT seeds during each of the last three years i.e. 1985-86, 1986-87, and 1987-88 the actual procurement and distribution was far less i.e. 30MT- 53MT & 44.76 MT respectively. The Committee find that one of the important reasons for lesser demand among the farmers is that they only use the seeds produced by themselves. The Committee feel that the seeds produced by the farmers which might not be of good quality, must be affecting the production adversely. The Committee feel that the steps being taken to motivate the farmers to use the improved seeds provided by the Agricultural Department of Andaman & Nicobar Islands should be further intensified, and concrete measures taken to motivate the farmers in this regard. It is imperative to properly educate them about the long term utility of using better seeds.

1.38 The Committee also note that beside lack of demand among farmers, non-availability of certified seeds at the appropriate time also affects the distribution work. The Committee, therefore, desire that Agriculture Department of Andaman & Nicobar Administration should produce seeds themselves and distribute them to the farmers in time. However, the Committee have been informed that due to space constraint it has not been possible for the Agricultural Department to provide own seeds. The Committee desire that an assessment of space requirement in this regard be made and adequate steps taken to arrange for the space which will result in saving of freight on account of transportation from the mainland.

Further, for proper storage of paddy seeds, vegetable pulses and oilseeds, adequate godown facility should be made available so as to avoid the deterioration of seeds, etc. The Committee also desire that work for construction of godown proposed to be constructed at South Andaman should be expedited.

F. Oil Mill

1.39 About the arrangements for procurement and extract of oil seeds,

it has been stated that procurement is done by the cooperative societies direct from the place of production. There is a proposal for setting up of an oil extracting mill by one of the cooperative societies of the tribals. This is likely to be set up soon after getting the environmental clearance. The proposal has already been submitted to the concerned authorities.

1.40 Asked during evidence as to how long the proposal had been pending with the Department of Environment, in reply the Chief Secretary, Andaman & Nicobar Islands, stated:-

“We do have the oil extraction plant there. But the recovery is very low. To augment the percentage recovery, it has been proposed to set up another oil recovery plant. The proposal had been submitted last year.”

1.41 He added:-

“There are different types of plants. For example screw driver type and the other processing units. We want the better type now.”

1.42 The Committee note that there is a proposal for setting up an oil extracting mill and the said proposal is lying with the Department of Environment of the Central Govt. The Committee desire that the Administration should vigorously pursue the matter with them so as to obtain their clearance expeditiously so that it is possible to set up the mill at the earliest. After the clearance of the Department of Environment, urgent steps should be taken to set up the mill.

G. Development of Pineapple and Tuber Crops

1.43 The Agro-climatic conditions of Andaman & Nicobar Islands are stated to be quite conducive to tuber crops and pineapple cultivation. The tuber crops form a part of staple food of the tribal population. A good number of tuber crops may even serve an important food particularly for the tribals living in Southern Group. Huge areas of hilly lands are available with the farmer which can be best utilised by growing tuber crops in the inter spaces. There is ample of scope and as such, its cultivation in the territory, has to be under taken on large scale basis.

1.44 As mentioned above, cultivation of pineapple is to be encouraged to greater extent and even on commercial basis. These fruits are suitable for canning also. Experience reveal that pineapple cultivation has great prospects throughout the Islands and could be cultivated very economically in the hilly tracks. Planting materials are being procured from mainland but consequent on establishment of two progeny farms during Sixth Plan

Period, the planting materials of reputed varieties are now being propagated produced locally. With the same aim and object separate scheme under the Central Sector was launched and implemented for 2 years viz. 1978-79 and 1979-80. This scheme found to be beneficial and as such it is mandatory to continue under the State Sector. The Scheme envisages to encourage the cultivators to cultivate tuber crops and pineapple in their hilly lands on large scale basis.

1.45 An outlay of Rs. 10.270 lakhs for Seventh Five Year Plan (1985—90) was approved under the scheme. From the approved outlays and actual expenditure it is seen that outlays during annual plans of 1985-86, 1986-87 and 1987-88 have been Rs. 3.170 lakhs, Rs. 2.900 lakhs and Rs. 2.900 lakhs whereas the actual expenditures have been Rs. 0.150 lakhs, Rs. 0.825 lakhs and Rs. 0.825 lakhs respectively.

1.46 Asked to indicate the reasons for under-utilisation of plan outlays and steps being taken to achieve the targeted outlays, the Ministry has stated that the main reason for non-utilization of plan outlays is the lack of demand from the farmers which in turn is an off-shoot of the fact that the settlers i.e. the present farmers after the hilly land was allotted to them decades i.e. the present farmers after the hilly land was allotted to them decades back, have not been able to get their lands cleared. According to the legal provisions the timber was to be extracted by the Department of Forest within the stipulated period but unfortunately this was not done. Now since the matter is very old and some other Acts regarding conservation of the forests have been enacted, the matter needs reconsideration. Reference was made to the Ministry of Forest to seek their guidance in this matter. It has become a complicated issue and action regarding felling of timber and clearance of the hilly lands allotted to the settlers can be taken only after in accordance with the approval to be accorded by the Government of India. In so far as the administration is concerned it has been meeting the demand of pineapple sapling fully. There is no canning industry in the islands and in spite of incentives which are available and have been made public, nobody has come forward as yet to set up canning industry in the islands. The issues are interrelated and are connected with the clearance of hilly lands and the setting up of canning industry.

1.47 Asked as to when the matter regarding the clearance of hilly land of farmers was referred to the Ministry of Environment and Forests, the Chief Secretary stated:—

“This land was allotted in sixties. Accordance to the regulations, the forest department were supposed to clear it within a stipulated period of five years extendable by another year or two, The Forest Department could not do it because of certain limitations on their part, because they did not have proper equipment, machinery and roads, construction was not possible during rainy season. Then in eighties this issue

was examined but the responsibility could not be pinpointed because of a number of administrative reasons. Thereafter, we made a reference to Government of India after review. A decision was taken on the payment of royalty. After receipt of Government's clearance we may ask the farmers, to whom the land had been allotted, to clear their land."

1.48 Asked to explain the reasons for not taking up this matter earlier, the Chief Secretary stated:—

"For seven years nobody bothered about it, thereafter, an exercise started but it took sometime. Now we are seized of the issue, we have sorted out the problem. We will try to get it expedited."

1.49 In a subsequent note, Ministry has stated that Andaman & Nicobar Administration, vide Lt. Governor's DO No. Sectt/Forests/87(25)(PF) dated 20th February, 1988 addressed to Secretary, Environment & Forests has proposed some amendments in section 156 of Andaman & Nicobar Land Revenue and Land Reforms Regulations, 1966 wherein it is proposed :—

(i) The settlers to whom the hilly or paddy lands have been allotted more than 6 years back, should be declared the absolute owners of all the wood thereon.

(ii) He may dispose off the commercial or non-commercial timber if he so wishes.

1.50 The Ministry has requested the Administration to submit some more information on the subject which is being submitted to the Government of India.

1.51 The Committee note that under the scheme of development of pineapple and tuber crops as against the approved outlays of Rs. 3.170 lakhs, Rs. 2.900 lakhs and Rs. 2.900 lakhs respectively during the annual plans of 1985-86, 1986-87 and 1987-88, actual expenditure has been Rs. 0.150 lakhs, Rs. 0.825 lakhs and Rs. 0.825 lakhs only. The main reason for under-utilisation of funds is stated to be due to non-clearance of hilly land of farmers. The Committee note with dismay that the land of the farmers has not been cleared even after a lapse of about 3 decades due to non-extraction of timber within the stipulated period by the Department of Forest.

1.52 Since pineapple cultivation has great prospects throughout the year and could be cultivated very economically in the hilly tract it is desirable to give it serious consideration with a view to taking appropriate measures to exploit this as a source of generating revenue. Steps are also needed to set

up fruit canning industry to create more revenue for the Islands. The Committee desire that the Govt. should give serious consideration to exploit successfully this vast revenue earning potential and take necessary steps to provide for requisite resources, manpower and infrastructure in the Eighth Plan period so that the country is in a position to make full use of the available resources for augmenting its revenues. They also desire that to attract entrepreneurs an industrial policy should be formulated. The Committee would like to be apprised of further developments in this regard.

The Committee deprecate that there has been phenomenal delay in the extraction of timber from hilly lands. The Forest Department was assigned the work in sixties and for a very long period nobody bothered about it, resulting in loss of revenue to Government and affecting the cultivation of timber crop and pineapple which is highly remunerative. Lamentably, the work which was initiated in sixties is no where near completion even though we are about to enter the nineties. This indeed is a very sad reflection on the working of Island Administration which has worked at snail's pace in a matter so vital for the welfare of cultivators. It is time that such delays and lapses are looked into with introspection so as to plug the slippages and to avoid such phenomenal delays in future which brings disgrace to the Administration.

CHAPTER II

DEVELOPMENT OF FISHERIES

A. Coastal Aquaculture

2.1 Andaman and Nicobar Islands have almost one-fourth of the coast line of the entire country. The numerous bays, lagoons and inlets fringing the islands offer vast area suitable for taking up coastal aquaculture. During the 7th Plan under the scheme of coastal aquaculture it is proposed to establish a model fish farm for brackish water culture in South Andaman, Middle Andaman and Car Nicobar. It is, however, seen from the plan document that no target whatsoever has been achieved in the first three years of 7th Plan and only Rs. 25000/- have been so far utilised out of the earmarked Rs. 10700/- lakhs.

2.2 Asked to indicate the reasons for non-implementation of the Scheme, the Ministry of Home Affairs in a note furnished to the Committee, has stated that U.T. Administration had approached the Ministry for approval of the Scheme in the year 1985 itself, thereafter a number of developments have taken place. The scheme has not made any headway because the survey of brackish waters suitable for undertaking culture programme is to be taken up by the Expert body CICEF, Bangalore. They have taken the job in hand and it will take some time to complete the same. Moreover, the rules regarding allotment of brackish water areas for agricultural purposes have been framed and are under consideration of the Pradesh Council of Andaman & Nicobar Islands. It is hoped that the Pradesh Council will consider these rules in their meeting likely to be held in June, 1989. Thereafter depending upon the recommendations of the Pradesh Council further action will be taken regarding finalization of the rules. These are the main factors why an expenditure of only Rs. 2500/- could be incurred under the scheme so far.

2.3 Asked as to when the job of survey of brackish water was taken in hand and whether the job has since been completed, in reply the Ministry in a subsequent note has stated that the related survey of brackish water areas was carried out as per the advice of the Department of Ocean Development, New Delhi, representatives from Department of fisheries, A&N Islands, MPDDA Cochin, CICEF, Bangalore, Department of Forest & Environment, A & N Islands and CARI, Port Blair. The team conducted macro level survey around Port Blair from 1.9.1988 to 14.9.1988 and has identified 450 ac. of land, suitable for brackish water aquaculture out of 1000 hec. surveyed by the team. The team has surveyed only a part of South Andaman, rest of the areas in the Islands are yet to be surveyed.

2.4 Pointing out that the potentiality of a particular variety of fish was very high in brackish water and if such an area was available in the Islands the Committee wanted to know as to why there was delay in surveying the area. In reply the Chief Secretary stated during evidence.

“We have already started doing the survey. But since we started taking action in this matter, we have been right earnest in making progress in this regard and a survey has already been made.”

2.5 The Committee are constrained to note that no tangible progress has been made under the scheme of coastal aquaculture. The Committee regret that the work of survey of brackish water suitable for undertaking cultrual programme has not been completed by the team conducting it. The team has surveyed only a part of South Andaman and the rest of the areas in the Islands are yet to be surveyed. The Committee desire that the survey work of the remaining areas should be completed on urgent basis and further steps taken for the establishment of model fish farms for brackish water culture in South Andaman, Middle Andaman and Car Nicobar.

B. Processing and Storage Facilities at Fish Landing Centres

2.6 It is noted from the Seventh Plan document that in the Scheme for providing processing and storage facilities at landing centres at Rangat, Little Andaman and Car Nicobar, out of an approved outlay of Rs. 40.070 lakhs nothing has been spent in the first three years of 7th Plan.

2.7 Asked about the reasons for non-implementation of the Scheme, the Ministry has stated that even though it was envisaged that processing and storage facilities will be created at fish landing centres at three different locations in the Andaman Nicobar Islands, the project has had to be tied up with the setting up of the then envisaged Fisheries Development Corporation of Andaman and Nicobar administration. Again when the setting up of Fisheries Development Corporation was almost finalised, it was decided on the recommendations of the Island Development Authority that it will be better to have an Integrated Development Corporation, with many divisions including fisheries. Such an Integrated Corporation has been set up during the current financial year. It is expected that the Fisheries Division of the Corporation will create and maintain facilities for processing and storage of fish and fish products. Under these circumstances no expenditure has been incurred under the scheme in the first three years in Seventh Five Year Plan.

Deep Sea Fishing

2.8 Pointing out that in the Andaman & Nicobar Islands, a large quantity of tune fish was being caught by a neighbouring country illegally, the Committee asked whether any efforts would be made to have projects

for deep-sea fishing so as to improve the economy of the Island. In reply, the Chief Secretary stated during evidence:-

“Sir, this was projected in the Seventh Five Year Plan. In fact, we wanted to set up a Fishery Development Corporation. When the exercise was going on and, was almost at the final stage, IDA was set up and a suggestion was made to set up an integrated Corporation for the purpose. Fishery is a separate wing of that Corporation. The first meeting of the Board of Directors of the Corporation has also taken place. We have requested thereafter to the Ministry also to give us some expert to head that particular Fisheries Wing. This is insofar as the efforts made are concerned.”

2.9 As regards the work done by the Corporation, the Chief Secretary stated, “The Corporation has been set up recently, only in 1988”.

2.10 The Committee note that an Integrated Development Corporation with many divisions has been set up in Andaman and Nicobar Islands during the financial year 1988-89. Various functions pertaining to the development of fisheries viz. creation of deep-sea fishing project, creation and maintenance of facilities for processing and storage of fish and fish products etc. will be looked after by the Fisheries Division of the Corporation. The Committee, however, note that Fisheries Wing of the Integrated Development Corporation is not headed by an expert in the field and the administration has requested the Ministry for this purpose. The Committee desire that the Fisheries Wing of the above Corporation should be headed by an expert in the field so that the work of development of fisheries is properly directed. The Committee also desire that urgent steps should be taken to create and maintain facilities for processing and storage at fish landing centres at Rangat, Little Andaman & Car Nicobar. A project for deep-sea fishing should also be formulated and implemented.

2.11 The Committee would like to emphasise that in the present circumstances when there is a great demand for fish consumption in the country, concerted efforts should be made by the fisheries wing of the Integrated Development Corporation for development of fish in these islands so that not only the demands of the local people may be met in full but fish could be exported to mainland also for generating more revenue. This would also help the economic development of the Islands.

C. Training in Fisheries Discipline

2.12 Under the scheme of training in fisheries discipline it is proposed to train the tribals and local youths in various fisheries discipline. Departmental candidates are intended to be sent for specialised training in mainland institutions and, if necessary, to foreign countries to improve their

proficiency. The training centre at Car Nicobar is also proposed to be strengthened. Absence of adequate number of trained fishermen and trained personnel in the Fisheries Department is one of the bottlenecks in the development of fisheries in this territory.

2.13 From the statement regarding approved outlay and expenditure for 1986-87 & 1987-88, it is noted that as against an approved outlay of Rs. 5.840 lakhs during each of the said years actual expenditure incurred on the above scheme was Rs. 0.717 and Rs. 0.520 lakhs respectively.

2.14 Asked to indicate the reasons for substantial under-utilisation of funds during 1986-87 and 1987-88, existing facilities available for training in the centre at Car Nicobar, and steps taken to strengthen the training centre at Car Nicobar, the Ministry has stated that during the years in question, the training was provided to the local candidates by utilising the existing resources, available with the administration at the end of the 6th Five Year Plan. These resources were proposed to be augmented by acquiring a new training boat. Since foreign trawlers have been and are still being captured by the Coast Guard Authorities in the Andaman Sea, they remain unutilised for long drawn period of litigation. Even thereafter the mode of utilization of these trawlers is decided with the approval of the Government of India. While the issue of acquiring a new boat for training of the local candidates was being considered; it was considered desirable to utilize one of the confiscated boats for the purpose. By doing so the administration got a better boat for providing the training on one hand and on the other the outlay provided for in the annual plan 1986-87 and 1987-88 could be saved in this scheme. The confiscated trawler slated for use as a training vessel has been repaired and is being utilised for training in the deep sea fishing which is what exactly is required in these islands.

2.15 As regards the use of captured trawlers, the Chief Secretary stated during evidence:—

“Some of the trawlers which we had apprehended, have been handed over to the Marine and Shipping Department for use as ferry boats and all that. But of late, we have decided to use them for deep sea fishing. One of such trawlers has been repaired last year and our own personnel are manning this trawler.”

2.16 In a subsequent note, the Ministry has stated that the Administration has taken a view that the apprehended trawlers should be utilised during the pendency of litigations. For this proposal, the Departments have been asked to indicate as to in what manner they can utilise the apprehended trawlers. Since the matter is sub-judice, the request will be placed before the competent Court of Law for appropriate orders. The apprehended trawlers will be utilised by various departments in case the court permits the Administration to do so.

2.17 About the steps taken to strengthen the training centre at Car Nicobar and in regard to additional facilities required for the purpose, the Ministry has stated that a training centre already exists at Car Nicobar. The facilities available with this centre which exists today and those which are required to be provided on a futuristic scale will be reviewed in the light of the recommendations of the Working Group on fisheries constituted by the Government of India to prepare a Master Plan for the development of fisheries in these islands during next ten years. In so far as the facilities as they exist at present in the training centre and the provisions made in the annual plan are concerned, these are basically designed at marginally improving the efficiency of the fishermen for fishing in the coastal area. For this purpose the following additional facilities are required:

- (a) Boat—43½ feet with fishing material.
- (b) Adequate number of teaching personnel.
- (c) Hostel facilities for the trainees.
- (d) Workshop.

2.18 Subsequently it has been stated that there was a proposal to acquire a bigger new boat for providing training to the local youths at Car Nicobar. The acquisition of the boat was deferred because the training needs of the local youths were fully met by the departmental boats stationed at present at Car Nicobar is a smaller one. The bigger boat was not acquired because of less number of trainees. It has been deferred to the 8th Five Year Plan.

2.19 Asked as to when was the Working Group to prepare the Master Plan for the development of fisheries in A&N Islands constituted by the Government, it has been stated that the working group was set up during September, 1987 vide Ministry of Agriculture's OM No. 30012/1/87-FY (T-1) dated 3.9.1987. As per the terms of reference of the above letter, the Committee was to submit the report within one month from the date of constitution i.e. 3.9.87. It is gathered that the report is likely to be finalised shortly by the convenor of the Working Group.

2.20 Absence of adequate number of trained fishermen and trained personnel in the fisheries department is one of the bottlenecks in the development of fisheries in the A&N Islands.

The Committee, however, note that present facilities available in the training centre at A&N Islands are not adequate and there is an urgent need for providing more facilities viz. boats, hostel facilities, adequate number of teaching personnel and workshop. The Committee regret to note that the funds provided under the scheme of training in fisheries during 1986-87 and 1987-88, remained under-utilised and no efforts were made to acquire the aforesaid facilities and the matter regarding the strengthening of training centres at Car Nocobar has been kept in abeyance

till the receipt of recommendation of the Working Group on fisheries constituted by Government to prepare a master plan for development of fisheries in A&N Islands during next 10 years. The Committee feel that the available fund under the scheme should have been utilised for strengthening the training centre, and they could have been further strengthened in the light of the recommendation of the Working Group. It has been stated that Working Group is likely to submit its report shortly. The Committee desire the A&N administration should take urgent steps in pursuance to their recommendations for strengthening the facilities for training in fisheries discipline.

2.21 They also desire that introduction of fisheries technology in schools curriculam should also be considered to accelerate development of fisheries in the Islands.

CHAPTER III

MEDICAL FACILITIES

A. Prevalence of Diseases

3.1 The Estimates Committee in their Eighty-Seventh Report (Fifth Lok Sabha) had expressed grave concern over the prevalence of diseases like TB, Leprosy, Eye ailments, venereal diseases, etc. in the Islands. Asked about the present position in this regard and steps taken to check these diseases, Ministry has stated that diseases like TB, Leprosy, eye ailments and venereal are disproportionately not higher than in the mainland. National Health Programme as per the guidelines of the GOI for the respective diseases are being implemented in the territory.

3.2 A special TB project was taken up in tribal area of Car Nicobar during September, 1986. Under the scheme granted by the GOI with the assistance of WHO the entire population of 17,269 persons were registered and of these 1555 were subjected to X-ray and 1621 were screened by sputum exam. A total of 62 sputum positive cases were given intensive short course chemotherapy and 145 X-ray suspects and 40 extra pulmonary cases were also given to treatment.

3.3 Under National Leprosy Eradication Programme a proposal has been sent to Ministry for establishing of a physiotherapy unit and strengthening of temporary hospitalisation ward.

3.4 For control of blindness 3 posts of ophthalmologists were lying vacant for a long time. However, one ophthalmologist from the Armed Forces Medical Services joined in 1987 and the programme has since been activated. Survey has been conducted in different parts of this territory. At present an expert team is conducting a survey in the territory for assessing the magnitude of the problem.

3.5 Asked as to when the proposal for establishing a physiotherapy unit and strengthening of temporary hospitalisation ward was sent to the Ministry and what was the present position in this regard, the Ministry has stated that a proposal for establishing a physiotherapy unit and strengthening the existing temporary hospitalisation ward was sent to Government of India during the year 1988. This was sought in lieu of the sample survey-cum-assessment unit. Meanwhile Government of India has sanctioned a Sample Survey-cum-assessment Unit in order to assess the quantum of Leprosy problem in the Territory and subsequently strengthen the Leprosy infrastructure.

3.6 As regards the steps being taken to fill up the remaining posts of ophthalmologists, it has been stated in a subsequent note that the posts of Ophthalmologists (Non-CHS Posts) were lying vacant due to non-availability of qualified local candidates. Action has been initiated to include these posts under the CHS cadre so that qualified candidates can be appointed from CHS/Defence Services.

3.7 The Committee note that diseases like T.B., leprosy, eye ailments and venereal diseases are prevalent in the Island. Although these diseases are not disproportionately higher than in the mainland, the Committee deprecate that adequate arrangements for treatment of patients suffering from these diseases are not available in the Andaman & Nicobar Islands.

3.8 The Committee note that under National Leprosy Eradication Programme a proposal for establishing a physiotherapy unit and strengthening the existing hospitalisation ward has already been sent to the Ministry. They desire that matter should be pursued vigorously so that the proposal is cleared and further steps are taken for establishing of physiotherapy unit and strengthening of hospitalisation ward. The Committee also desire that sample-cum-survey assessment unit should assess urgently the quantum of leprosy problem in the Islands under a time-bound programme and take adequate steps to strengthen the leprosy treatment infrastructure.

3.9 The Committee regret to note that the work pertaining to control of blindness programme has suffered adversely due to the fact that the 3 posts of Ophthalmologists were kept vacant since long and only after filling up of one post of ophthalmologist from AFMS in 1987 the programme has been activated. The Committee are unable to appreciate the existence of vacancies for an unduly long period. The Committee are of the opinion that adequate steps were not taken to fill up these vacancies from CHS cadre earlier and the post remained vacant due to non-availability of qualified local candidates. Only now action has been initiated to include these posts under the CHS cadre so that qualified candidates can be appointed from CHS/Defence services. The Committee desire that more steps should be taken with due promptitude so that remaining two posts are filled up without any further delay.

3.10 The Committee also note that an expert team is conducting a survey in the Andaman & Nicobar Islands for assessing the magnitude of the problem of blindness. The Committee desire that the survey should be completed according to a time-bound programme and comprehensive measure including the supply of sufficient quantity of medicines, proper medical care etc. be initiated so as to provide adequate treatment to the afflicted persons as also to prevent the spread of disease in the Islands.

B. Primary Health Centres

3.11 There are 11 Primary Health Centres functioning in rural areas. From the preliminary material furnished by the Ministry it is seen that as

on 31.3.88, in some of the Primary Health Centres only one Doctor was in position. Asked (i) whether existing number of doctors in each of the Primary Health Centres/Hospitals was adequate; (ii) what should be the strength of doctors in each of Primary Health Centres/Hospitals; and (iii) what steps were being taken to augment their strength, in reply, the Ministry of Home Affairs stated that as on 31/3/1988, 8 Primary Health Centres had sanctioned strength of two doctors each and 3 Primary Health Centres had sanctioned strength of one doctor each. But due to shortage of doctors second doctor could not be provided to every Primary Health Centre at that moment. However, during 1987-88 strength of doctors has improved and second doctor has been provided to Primary Health Centre. At present 7 Primary Health Centres has been provided with two doctors and remaining 4 have one doctor each.

3.12 Considering the population, isolation and availability of communication, a Primary Health Centre with more than 5 sub-centres under its jurisdiction will require services of 3 doctors while a Primary Health Centre with less than 5 sub-centres under its jurisdiction will need the services of two doctors. Considering the above norms action is being taken to provide inputs in the 8th Five Year Plan.

3.13 All the Primary Centres/Hospitals in the territory have been provided minimum one doctor, and the movement of any one doctor from the Primary Health Centres/Hospitals is always ensured with suitable and timely substitute in advance.

3.14 The Committee note that the position regarding the strength of doctors in each of the 11 Primary Health Centres is not satisfactory. They note that as on 31.3.88, 8 Primary Health Centres had sanctioned strength of two doctors each and 3 Primary Health Centres had sanctioned strength of one doctor each, although as per norms there should be at least 2 doctors each in all the Primary Health Centres with less than 5 sub-centres under its jurisdiction, and Primary Health Centres with more than 5 sub-centres under its jurisdiction should have 3 doctors each.

3.15 The absence of adequate number of doctors causes the hardships and agony to the inhabitants of these far-flung Islands and is at a great cost to the health of their residents. The Committee desire that urgent steps should be taken to fill up the posts of doctors in the Primary Health Centres without delay.

3.16 The Committee further recommend that the strength of doctors in the Islands, particularly in the outlying Islands, should be reviewed so as to ensure that the same is adequate in number and specialisation to provide effective medical help to the residents of these Islands.

C. Strengthening of Civil Hospitals

3.17 It has been stated in the Preliminary Material that for strengthening Civil Hospital at Car Nicobar, proposal for creation of posts of specialists i.e. Medical Specialists, Gynaecologists, Paediatrician, ENT Surgeon was made to the Government of India by the Administration for establishment of CHC at Rangat. Approval for the creation of posts is still awaited.

3.18 Asked to indicate the period since when the posts of specialists in various Hospitals were lying vacant and when the proposal for creation of these posts was sent to Government for approval and the present position, the Ministry has stated that the posts already created and lying vacant are as follows:—

		Date Since When Post Vacant
(a) Surgical Specialist	Civil Hospital Car Nicobar	7/85
(b) Medical Specialist	Dr. RP Hospital Mayabunder	12/78
(c) Jr. Anaesthetist	Civil Hospital Car Nicobar	6/80
(d) Jr. Ophthalmologist	-do-	7/84

The proposal for the creation of other Specialist post of Medical Specialist, Gynaecologist, Paediatrician and ENT Surgeon for Civil Hospital, Car Nicobar and 4 Specialists for CHC, Rangat have been submitted to the Government of India in February, 1987. Sanction is awaited.

3.19 In a subsequent note the Ministry has stated that proposal regarding creation of posts of specialists was sent to the Government of India on 5.2.87 and the same has been cleared by the Ministry of Health and Family Welfare. The Ministry of Finance have raised some queries as communicated vide Ministry of Health & Family Welfare letter dated 21.2.1989. The required information has already been furnished vide d.o. letter No. 13-3/1/88-Plg/1423 dt. 14.3.89 to Shri R.S. Mathur, Under Secretary, Ministry of Health & Family Welfare, Nirman Bhavan, New Delhi.

3.20 Asked as to how the patients are given medical treatment in the absence of specialists in various hospitals, the Ministry has stated that in the absence of Specialists the cases are managed by General Duty Doctors. The Chief Medical Officer at Car Nicobar has received training in Surgery who manages surgical cases. Patients are referred to G.B. Pant Hospital by helicopter in case of emergency.

D. Specialised Departments

3.21 The Committee have been informed that a proposal for opening of 13 new specialised departments in G.B. Pant Hospital has been submitted to Government.

3.22 Asked as to when the proposal was submitted to Government and what was its present position, the Ministry has stated that a proposal of opening of 13 new Specialised Department in G.B. Pant Hospital was submitted to Shri P.V. Narasimha Rao, the then Union Minister of Health and Family Welfare (vide Lt. Governor's DO letter No. 25-45/87-MPH dated 28/11/1987). Since all these Department cannot be opened at one time due to the financial constraints and huge infrastructure requirement. It is proposed to phase out the upgradation of G.B. Pant Hospital and accordingly provision has been made in the year 1989-90 for the 3 Specialised Departments viz. Orthopaedics, Neonatology, and Cardiology and Government of India have been requested to create the post of Specialists in the concerned disciplines. The remaining major component of the scheme will be included in the 8th Five Year Plan.

3.23 The Committee are concerned to note that some of the posts of specialists in the hospitals in Andaman & Nicobar Islands are lying vacant since the last 5-7 years. The Committee attach great importance to the provision of proper medical facilities to the inhabitants of these far flung islands and desire that immediate effective action should be taken to fill up the vacant posts.

3.24 The Committee also note that the proposal for creation of other posts of Medical Specialist, Gynaecologist, ENT surgeon, etc. for Civil Hospital, Car Nicobar and 4 specialists for CHC, Rangat has been cleared by the Ministry of Health & Family Welfare and is awaiting clearance from Ministry of Finance. The Committee desire that matter should be pursued with the Ministry of Finance and Ministry of Health so as to obtain their approval expeditiously. After the approval, urgent steps should be taken to fill up the posts of specialists.

3.25 Matter regarding creation of posts of specialists in the 3 specialised departments in G.B. Pant Hospital viz. Orthopaedics, Neonatology & Cardiology, proposal for which is awaiting clearance from the Government, should also be cleared expeditiously and further steps taken with due promptitude to fill up the posts. Since the existing posts of specialists in various hospital in the Islands have not been filled so far the creation of more posts of specialists in the near future is likely to add to the difficulties in regard to the filling up of these posts. It is, therefore, imperative that the Administration should make some advance planning in this regard so that not only the existing posts of specialists are filled up but also those likely to be sanctioned are filled up without any perceptible delay. They would like to be apprised of the steps taken in this direction.

E. Medical Officers

3.26 It has been stated by Andaman & Nicobar Islands administration that some of junior medical officers have worked on ad-hoc basis for as many as 10 to 14 years. Although the posts of Medical Officers have been decadred from the CHS, their services could not be regularised for want of clearance from the UPSC. For regularisation of their cases, the matter has been taken up with the UPSC.

3.27 Asked as to when the matter regarding regularisation of ad-hoc medical officers was taken with UPSC and what was the final outcome in this regard, Ministry of Home Affairs stated that the matter regarding regularisation of ad-hoc appointment of J.M.O.'s was taken up with the Government of India, Ministry of Health and Family Welfare and Chairman UPSC by the Andaman & Nicobar Administration by various levels like Secretary (Health), Chief Secretary and finally by Hon'ble Lt. Governor. For the first time it was initiated in the year 1983 vide Andaman & Nicobar Administration letter No. 25-15/82-MPH dated 6/6/1983.

The matter also figured in the discussion of IDA. However a decision for regularisation is still awaited. The affected Junior Medical Officers also filed a writ in the Central Administrative Tribunal, Calcutta for regularisation of their ad-hoc appointment which is still under trial.

20.32

3.28 In a subsequent note furnished by the Andaman and Nicobar Administration, it has been stated that the posts of Medical Officers / Junior Medical Officers created for the Andaman and Nicobar Health Department were filled from amongst the CHS Officers by appointing Doctors on *ad-hoc* basis in early seventies. Due to the reluctance on the part of CHS Officers to take up the posting in these Islands, Ministry of Health and Family Welfare could not fill up most of the posts of Medical Officers / Junior Medical Officers inspite of all efforts, resulting in large vacancies. This forced the Administration to fill up the vacant posts by Junior doctors from among the local graduate on *ad-hoc* basis to manage the Health Services.

3.29 Considering the inability of Ministry to fill up the posts of Medical Officers in these Islands, the Ministry of Health and Family Welfare decadred 36 existing posts of Medical Officers (of the CHS Cadre) (*vide* Government of India letter No. A. 11016 / 4 / 84-CHS. V dated 7.3.1986).

3.30 At present there are 68 posts of Medical Officers / Junior Medical Officers under the A&N Administration which are filled mostly by Junior Medical Officers on *ad-hoc* basis. These doctors working on *ad-hoc* basis for a long period man most of the peripheral health institutions and

constitute the backbone of the health care programme. The long continued *ad-hoc* appointments, inadequate incentives and lack of opportunities for up-dating their knowledge often demoralise and force them to opt out for a better job in mainland, which, in turn, continues to create a shortage of JMO's in the Union Territory.

3.31 The services of these doctors working on *ad-hoc* basis could not be regularised since as per the recruitment rules notified by the Administration (*vide* Administration Notification No. 105-85 dated 18.10.1985) it needs consultation with UPSC for regularisation.

3.32 In the past, services of *ad-hoc* doctors working in the Islands were regularised by UPSC by holding an interview at Port Blair. In 1978 and 1982 such interviews were held and services of more than 25 Junior Medical Officers working on *ad-hoc* were regularised. In line with the above precedence, the Administration has taken up the matter with the Secretary, UPSC (*vide* its letter No. 25-19 / 86-MPH dated 21.4.1988), for arranging similar interviews of the doctors working on *ad-hoc* basis in the Islands for regularisation of their services. The Administration has also sent necessary requisition to the UPSC for filling up of the posts of JMOs on regular basis and conducting the interviews at Port Blair (*vide* Administration letter No. 25-15 / 87-MPH dated 5.8.88). The UPSC has asked certain information which is being furnished.

3.33 Asked about the steps being taken by the Government to motivate the Doctors to serve in the Islands, the Ministry has stated that provision of incentives to doctors for serving in Islands has been under consideration. matter was also discussed during the recent IDA meeting held Thy at Car Nicobar on 6.1.1989 and it was agreed in principle to provide additional incentives to doctors to serve in the Islands.

3.34 Regarding steps being taken to develop medical profession in the Islands so the local inhabitants could become doctors / nurses to cater to the needs of local population, it has been stated that Government of India has earmarked 10 to 12 Medical seats and a number of Nursing Seats for the candidates of this territory. Administration nominates local candidates against the reserved seats. A local graduate and Nursing personnel after completing their course against the reserved seats serve in the Islands. Full requirement of Nursing personnel and a major requirement of Junior doctors are met by the Nominations.

Specialists in various disciplines are not available since the Union Territory is dependant upon CHS. For a long term solution to the problem it is suggested that some post graduate seats should be reserved for local candidates.

3.35 The Committee note that due to the reluctance on the part of CHS officers to take up the posting in these Islands, Ministry of Health & Family Welfare could not fill up most of the posts of Medical Officers /

Junior Medical Officers, thereby resulting in large vacancies. This forced the Administration to fill up the vacant posts by Junior doctors from among the local graduates on an *ad-hoc* basis to manage the Health services. At present, there are 68 posts of Medical Officers / Junior Medical Officers under the Administration which are filled mostly by Junior Medical Officers on *ad hoc* basis. What is distressing is that some of the Junior Medical Officers have worked on *ad hoc* basis for as many as 14 years.

3.36 The Committee also find that despite the fact that the posts of Medical Officers have been decadred from the CHS, their services have not been regularised for want of clearance from the UPSC, although the proposal in this regard was placed before them 6 years ago i.e. in 1983. The Committee fail to understand as to why any decision has not been taken for regularisation of these doctors during all these years.

3.37 The Committee in this connection note that in the past services of some *ad hoc* doctors working in Islands were regularised by UPSC by holding interviews at Port Blair. IN 1978 and 1982, as a result of such interviews services of 25 *ad hoc* Junior Medical Officers were regularised. The Committee find no reason for not adopting similar procedure for regularisation of remaining *ad hoc* doctors. The Committee find that the matter for arranging similar interviews of doctors working on *ad hoc* basis is stated to have been taken by the A&N Administration with the UPSC. The necessary requisition to the UPSC for filling up the posts of JMOs on regular basis and conducting the interviews at Port Blair is also stated to have been sent. The Committee desire that the matter may be pursued vigorously with the UPSC so that the services of Junior doctors working on *ad hoc* basis are regularised expeditiously. The continuance of these doctors on *ad hoc* basis without making them regular must be demoralising and is also indicative of lackadialisical approach of the Government in dealing with this vital issue. Whatever may be the difficulties, these should not have been in-surmountable for being resolved by this time.

3.38 The Committee note that some of the other important causes for lack of adequate doctors in the A&N Islands are the inadequate incentives and lack of opportunities for up-dating their knowledge. The Committee consider that in the interest of speedy development of these Islands, Government should rerient their personnel policies and procedures in such a way so as to attract the best and most efficient officers to these areas. They would like the Ministry of Health to take final decision regarding giving more incentives and facilities including exemption from income tax so that the vacancies of doctors including those of specialists are filled of with due expedition. Any delay in the filling of the above posts would only be at the cost of human life and health and nothing could be more precious than human life. The Committee cannot comprehend why it is not possible to give training to doctors serving in the Islands.

In fact a mutual exchange programme between doctors serving in the Islands and those in the mainland could be easily explored, to the mutual advantage of both the categories in consultation with specialised hospitals and institutes in the country. The Committee would like this to be considered expeditiously after taking all the pros and cons of the matter.

F. Registration of Pharmacists

3.39 In the meeting of the Home Minister's advisory committee held for Andaman & Nicobar Islands on 11.3.85, it was noted that the proposal of the Administration to set up a Pharmacy Council in Andaman & Nicobar Islands to enable trained local pharmacists to get them registered was under active consideration in the Ministry of Health and Family Welfare.

3.40 Asked whether the aforesaid proposal had been cleared by the Ministry of Health & Family Welfare and what further steps had been taken to set up the Pharmacy Council, the Ministry of Home Affairs has stated that the Ministry of Health and Family Welfare (*vide* confidential DO letter No. V. 13011/6/84-PMS dated 19/1/1987) has suggested to the Administration to initiate action for the establishment of UT Pharmacy Council and open first register for the registration of un-registered compounders working under the Andaman & Nicobar Health Department. For the establishment of a State Pharmacy Council under section 20 of the Pharmacy Act, 1948, it is necessary that the powers of the State Government under Pharmacy Act, 1948, are to be delegated to the Administrator of the Union Territory of Andaman & Nicobar Islands, for which necessary action has already been initiated to obtain the delegation of powers to the Lt. Governor.

3.41 In a subsequent note the Ministry has stated that as already stated the Pharmacy Council can be constituted by the State Government under Section 20 of the Pharmacy Act, 1948. Since the Administrator of the UT of Andaman & Nicobar Islands has not been delegated the powers of the State Government, the Government of India were moved to delegate the powers. The Government of India, Ministry of Health & Family Welfare, has examined the issue in consultation with the Ld. Public Prosecutor of the Ministry who commented that no fresh notification would be necessary. This issue was again examined by the Administration in consultation with the Law Department and held that the Administrator of this UT cannot exercise the powers of the State Government under a particular Act unless the Act provides so specifically or unless the President delegates the powers in favour of the Administrator. The word 'State Government' has not been defined in the Pharmacy Act, 1948. In view of the above, the Government of India, Ministry of Health and Family Welfare, has again been approached for delegation of the powers of the State Government to the Administrator (Lt. Governor) (*vide* letter No. 21-58/-85-MPH dated 22.2.89).

3.42 The Committee note that the matter of establishment of a Pharmacy Council in the Union Territory of Andaman & Nicobar Islands has been hanging fire due to non-delegation of powers of the State Government to the Administrator of Andaman & Nicobar Islands. The Committee also find that this issue is under the consideration of the Ministry of Health and Family Welfare. The Committee desire that an early decision in the matter may be taken so that the Pharmacy Council may be set up in the Union Territory of Andaman & Nicobar Islands without any further delay.

CHAPTER IV
SHIPPING AND TRANSPORT

A. Requirement of Passenger/Cargo Vessels

4.1 The Committee have been informed that at present, 4 passenger-cum-cargo ships are plying between the Mainland and these Islands. The particulars of these ships are given below:—

Name of vessel	Passenger Capacity	Cargo carrying capacity (in tonnes)
M. V. Akbar	1571	500-1000 (passenger and cargo capacity may vary)
M. V. Andamans	618	1150
M. V. Harshavardhana	749	1550
T. S. S. Nancowdy	900	2000

4.2 M. V. Andaman and TSS Nancowdy are due to replacement. During the 7th Five Year Plan, it was proposed to buy three more vessels for augmenting shipping service in the Mainland-Island Sector. Till such time the new vessels are procured it is proposed to hire two vessels to cope up with the demand.

4.3 The following vessels are deployed for providing inter-Island shipping service:—

Name of the vessel	Cargo capacity (in tonnes)	Passenger capacity
MV 'Sentinel'	200	300
MV Onge	85	204
MV Chowra	200	300
TSS Yerewa	85	209

4.4 Besides, there are two small cargo vessels viz. MV Teressa and MV Kondul of 40 tonnes capacity each, which are carrying supplies to outlying Island. During the 7th Five Year Plan, it was proposed to buy various type

of cargo and passenger vessels. Orders for 22 inter-Island vessels have already been placed on various shipyards. Till such time new vessels are procured to cope up with the demand, it is proposed to hire one vessel for inter-Island service.

4.5 It has also been stated that the total capacities of all the ships which are in operation in the Islands are not adequate to meet the requirements of the people of Andaman & Nicobar Islands. The Committee have been informed that a decision has already been taken for acquisition of three new ships to meet the demands of passenger traffic on the Mainland-Islands sector and provision of Rs.90 crores has been made in the 7th Plan for acquisition of three new ships for Andaman & Nicobar Islands.

4.6 Asked as to when the decision regarding the acquisition of these ships was taken and what steps have been taken to acquire these ships, the Committee have been informed that the ships have not been acquired as yet. The acquisition of 3 passenger-cum-cargo vessels having a capacity of 1200 passengers and 1500 MT cargo each was recommended by the Working Group constituted by Government of India to work out the shipping requirements of this territory during VIIth Five Year Plan in its final report submitted to the Government of India on 15.9.1986. Sanction of the President of India to the acquisition of passenger-cum cargo ships by the Administration was accorded by the Ministry of Surface Transport (vide their letter No. SS /14012/5/86-ST II dated 17.9.1987 for 2 vessels and letter No. SS/14012/5/86-SY II(Vol.II) dated 18.8.1988 for the 3rd vessel.) Orders for construction of 2 vessels were placed by SCI on M/s. Centromor Peland on 12.11.1987 and the order for the 3rd vessel was placed on 18.8.1988 on the said firm. The delivery schedule of these vessels is as under:—

1st vessel	—	within 24 months from the date of contract becoming effective <i>i.e.</i> in Nov. 1989.
2nd vessel	—	Four months after the delivery of 1st vessel, <i>i.e.</i> in March, 1990.
3rd vessel	—	31.12.1992

The SCI is responsible for supervising the construction of these 3 passenger-cum-cargo vessels and no difficulties have so far been brought to the notice of the Administration by SCI in the matter of construction/acquisition etc. of these vessels.

Of the 3 passenger-cum-cargo vessels mentioned above 2 are in replacement of T.S.S. Nancowdy and M.V. Andamans and 3rd one is an additional vessel. The passenger traffic on the Mainland-Island sector has been affected very badly due to:—

- (i) Withdrawal of T.S.S Nancowry from service in July 1988.
- (ii) Increased non-operation state of age old vessel M.V. Andamans.
- (iii) Withdrawal of MV Akbar from Andaman service for meeting the requirements of Haj as well as defence requirements. In order to meet the passenger requirement for mainland Island sector, the Govt. of India have chartered MV Najd-II and MV Najd-III with a capacity of 767 passengers in each vessel. This has considerably eased the pressure on Mainland-Island passenger traffic.
- (iv) MV Najd-II and MV Najd-III have already been chartered for Mainland-Islands traffic. In addition, MV Ramanujam has also been chartered for inter-Island traffic.

4.7 The Committee note that the present passenger/cargo capacities of ships operating in Andaman & Nicobar Islands are not adequate to meet their requirements. At present four passenger-cum-cargo ships are plying between Mainland and Andaman & Nicobar Islands. To meet the demand of passenger/cargo traffic between Mainland-Island sector, a proposal to buy three vessels was contemplated during the 7th Five Year Plan. The Committee, however, find that as per the schedule of construction of vessels they will be ready by November, 1989, March, 1990 and December 1992 only. The Committee find that the passenger traffic on the Mainland-Islands sector has been affected very badly due to withdrawal of vessels TSS Nancowry from service in July, 1988 and non-operational state of another vessel viz MV Andaman. The situation has also deteriorated due to withdrawal of MV Akbar from Andaman service for meeting the requirements of Haj pilgrims and defence. Although this situation has eased considerably by hiring two chartered vessels for Islands-Mainlands services and one vessel for inter-Island service, the Committee feel that the situation cannot improve unless the vessels, which are under construction, are constructed as per their schedule. The Committee, therefore, would like the shipping Corporation of India, which is responsible for the construction of these vessels, to ensure their timely construction.

4.8 The Committee would also like the S.C.I. to make an assessment of the total requirements of passenger/cargo vessels for the people of Andaman & Nicobar Islands and initiate necessary steps for their procurement and subsequent deployment under a time-bound programme. While working out these requirements, the future expansion of tourist traffic to the Island should also be taken into account.

B. Procurement of Passenger Ferry Vessel

4.9 From the 7th Plan document for Andaman & Nichobar Islands, it is noted that 3 passenger-cum-50 tonne cargo vessels were under construction with M/s. Cleback Boat Co. (Pvt.) Ltd., Calcutta during 6th Five Year Plan period. Third stage of one vessel and 2nd stages of remaining 2

vessels were completed during 6th Five Year Plan. A target was laid for completion of the remaining work of all the vessels during the 7th Plan period.

4.10 Asked to state the reasons due to which the construction of vessels could not be completed during the 6th Five Year Plan period, the Ministry has stated that the construction of new vessels could not be completed in the Sixth Five Years Plan due to delays on the part of the Shipyard and financial constraints experienced by the Yard.

4.11 It is also noted from the Plan document that during first 3 years of 7th Five Year Plan period the actual progress in regard to the completion of remaining work of 3 vessels was nil. The actual expenditure to be incurred out of an earmarked outlay of Rs. 202 lakhs was also nil during this period.

4.12 Asked to give the reasons for non-utilisation of allocations, the Ministry has stated that in view of the near bankruptcy from the legal angle, the shipyard is now unable to progress any further with the construction of the vessels. After due consideration at all levels, the Government of India, Ministry of Home Affairs, has now decided that DGS&D may progress action only to get the second vessel completed at some other yards and the matter may be treated as closed as regards the third and fourth vessel since those vessels cannot be constructed and delivered by the shipyard. Since the Shipyard has not progressed any further in the construction of these vessels, the funds earmarked for these purposes have not been utilised.

4.13 Asked about the completion of remaining stages of 3 vessels, the Ministry has stated that the remaining stages of vessels have not been completed as yet. DGS&D has been requested by the Ministry to study the possibility of completing the 2nd vessel at some other place and to initiate legal proceedings against the Shipyard to recover the stage payments already made by the Administration/DGS&D.

4.14 In a subsequent note it has been stated that Administration has already accorded approval to DGS&D for treating the remaining two vessels as written off/cancelled and withdrawn from Administration's indent and to take action to recover the amount paid so far from the firm concerned as per the contractual provisions. As regards the vessel on which 80% work has been completed, the Administration has requested DGS&D to take over the vessel from M/s. Cleback Boats Co. (Pvt.) Ltd., Calcutta, and to get the same completed by any other Shipbuilding firm.

4.15 The Committee are constrained to note that the work of construction of 3 passenger-cum-50 tonnes cargo vessels by M/s. Cleback Boats Co. (Pvt.) Ltd., Calcutta could not be completed during the 6th Five Year Plan

period due to delays on the part of the Shipyard and financial constraints experienced by the Yard. What is more agonising is that no progress in the construction work took place in the first three years of the Seventh Five Year Plan.

4.16 The Committee deplore the ineffectiveness of the Andaman & Nichobar Administration in the matter of pursuing the question of construction of passenger-cum-cargo vessels, inadequacy of which is causing considerable hardships to the people of Andaman & Nichobar Islands. The Committee note that of late it has been decided that the DGS&D may progress action only to get the second vessel completed by some other yard and the matter may be treated as closed as regards the third & fourth vessels.

4.17 The Committee are unable to comprehend as to why at the outset it was not ensured whether the Shipyard to whom the work of construction of ships was entrusted was or not in a position to construct the ships. When the work of construction of vessels was not completed within the 6th Five Year Plan, the matter should have been pursued with the shipyard so that the work could have been entrusted to another shipyard in the beginning of 7th Five Year Plan itself. The Committee would like that all these issues be examined in-depth and adequate action taken to safeguard the financial interests of the Government. The Committee also desire that the work of construction of remaining stages of the 2nd vessel on which 80% work has been completed should be entrusted to another shipyard at the earliest and the progress be watched regularly to avoid any further delay.

C. Shipping service between Port Blair & Vizag

4.18 To a question by the Committee about the shipping facilities from Port Blair to Vizag, a representative of Ministry of Surface Transport informed the Committee during evidence:—

“As the Hon. Chairman is aware, the actual scheduling of the ships as also the routing is decided in consultation with the Andamans Administration. Now the Chairman is also aware of the tight paucity of shipping services and the routing from Calcutta or Madras is alternately done on a seven or ten days basis. In terms of the destination of the outsiders and facilities, Administration is, even once in three months, asking for direct sailing, if that is possible in the present circumstances. When the three new vessels which have been ordered for acquisition and are presently under construction in the foreign shipyards come, from 1990 and 1991 the position is likely to improve. Those vessels are of higher capacity and they will be capable of taking more people. And then it will also be possible to have a direct sailing from Port Blair to Vizag.

But in the immediate future it will not be possible to accommodate the request of the Administration."

4.19 Asked further whether it could be possible to re-adjust the schedule of ships going to Madras as Calcutta so that they could go to Vizag directly, the representative of Ministry of Surface Transport stated:

"The minimum requirement is that when either of the ships to go to Calcutta or Madras they go *via* Vizag once. But this is a matter to be decided basically by the Administration."

In this regard, the Chief Secretary Andaman & Nicobar Islands supplemented:—

"As far as the Administration is concerned it is much more for Madras, that is, the passenger traffic as well as cargo is much more between Madras and Port Blair but not to Calcutta. Between Port Blair and Vizag the requirement is on a much lower side."

4.20 Pointing out that people from Vizag were forced to go *via* Madras or Calcutta due to non-availability of direct ship between Port Blair & Vizag, the Committee suggested that the shipping schedule should be announced one month in advance. In reply, the representative of Ministry of Surface Transport stated:—

"I do appreciate the suggestion made by the hon. Member that if the schedule had been announced well in time, then many people who are going to Vizag *via* Madras or Calcutta would be willing to go directly to Vizag. It is because of paucity of ships, we could not operate. It is a question of optimising the movement of the vessels."

4.21 The Committee were also informed that at present frequency of ships from Port Blair to Calcutta and Port Blair to Madras was 3 times a month.

4.22 Pointing out when there are three trips to Madras in a month, at least once a month a trip should also be for Vizag. In reply, the Additional Secretary, Ministry of Home Affairs, stated:—

"The basic problem is resource constraint. We shall take up this matter with the Pradesh Council. They are the representatives of the people. They represent all sections of the people."

4.23 The Committee note that due to non-availability of direct ship service between Port Blair & Vizag, the people of Vizag are forced to go to Port Blair *via* Calcutta or Madras. The Committee desire that Andaman

& Nicobar Administration should assess the quantum of passenger/cargo traffic between Port Blair and Vizag and on that basis consider the feasibility of introducing a direct ship service between Port Blair & Vizag, at least once in a month. Alternatively the present schedule of ships going to Madras and Calcutta could be rescheduled so as to at least provide one trip to Vizag during a month. It is also desirable that a survey may be conducted of passengers going to Vizag from Port Blair with a view to augmenting the ship fleet to provide for a more frequent and regular service between Vizag and the Islands and *vice versa*. The matter regarding diversion of ships to Vizag should also be taken up with the Pradesh Council as was promised during evidence.

D. Shipping Corporation for Andaman & Nicobar Islands

4.24 It has been stated in the 7th Plan document that during 1988-89 project report on setting up of a Shipping Corporation for Andaman & Nicobar Islands will be prepared and on the basis of same, action for setting up of Shipping Corporation will be taken. Further study works for integration of transportation system will be done. Techno-economic study for the containersiation programme will be done. An outlay of Rs. 6 lakhs has also been earmarked for 1988-89.

4.25 Asked whether the project report on setting up of a Shipping Corporation for Andaman & Nicobar Islands has been prepared, and what action has been taken for the setting up of the Corporation, the Ministry has stated that the Techno-Economic Feasibility Report for setting up Shipping Corporation, for Andaman & Nicobar Islands is in the final stages by the consultancy firm M/s WEBCON. The final report is expected to be received by early Feb. 1989. On receipt of the same, the same will be forwarded to the Government of India (Ministry of Surface Transport) for approval and executing the schemes.

4.26 In a subsequent note, the Committee have been informed that the report has been submitted to the Administration on 28th January, 1989. The study has highlighted need of forming Andaman & Nicobar Islands Shipping Corporation. The proposed Shipping Corporation is economically viable, socially beneficial and deserve financial, technical and other support from the Government for its early and smooth implementation. The report has been scrutinized by the Administration and forwarded to the Govt. of India for their approval *vide* the Administration's letter No. 9-1/87-TR dated 8-3-1989. The study was entrusted to the above organisation on 23rd June, 1987.

4.27 The Committee note that final report by the consultancy firm M/s. WEBCON, Calcutta regarding establishment of Shipping Corporation for Andaman & Nicobar Islands has been submitted to the Andaman & Nicobar Administration on 28.1.89 and it has been forwarded on March 8, 1989 by the Administration to the Government of India for their approval. The Committee desire that the Government should accord its approval to the report urgently so that, the Shipping Corporation for Andaman & Nicobar Islands is set up expeditiously.

E. Great Andaman Trunk Road

4.28 It has been stated that as at the end of Sixth Plan, 258 kms. of the proposed Great Andaman Trunk Road had been constructed. The remaining work will be completed during the Seventh Five Year Plan. Once completed the Great Andaman Trunk Road will provide means of communication by road rather than by sea. The work in North Andaman will be taken up on receipt of environmental clearance from the Government of India.

4.29 It is noted from the Preliminary material that due to delay in getting the clearance of Government of India to take up the construction of Andaman Trunk Road beyond 87 kms. in South Andaman (due to shortage of material and machinery), as against the target of construction of 124.5 kms. of road during 6th Five Year Plan only 72.12 kms. of road could be constructed.

4.30 Asked to explain the reasons for delay in getting the clearance of Government for construction of road beyond 87 kms. in South Andaman during 6th Plan, the Ministry has stated that during the Fifth Five Year Plan, it was decided that the construction of the Andaman Trunk Road beyond 87 km. passing through the tribal reserved areas for the primitive 'Jarawa' tribe should be suspended. The Govt. of India constituted a Committee in 1980 to go into all issues connected with restarting of the work. The Committee submitted a report in November 1980 recommending the restarting of the work. However, another High Powered Committee consisting of anthropologists was set up in response to the representations received during the visit of the Hon'ble Prime Minister to the Andaman & Nicobar Islands in March, 1983. The Committee was called upon to make an in-depth study of the likely effects of the resumption of road in Jarawa area. The Committee finally submitted its report in July, 1983 suggesting certain alternate alignments for the roads and increasing the areas reserved for the Jarawas. The recommendations of the Committee were examined by the Govt. of India and resumption of work beyond 87 km. was approved in July, 1983. The construction was taken up in the last year of Sixth Five Year Plan. The stretch of Andaman Trunk Road in South Andaman Islands has now been completed except for the construction of a major bridge over a nalla which is expected

to be completed during 1989-90.

4.31 The targets and achievements with regard to the construction of rural roads during each of the years in the 7th Plan are stated to be as follows:—

Year	Targets (Km.)	Achievements (Km.)
1985-86	10.5	10.5
1986-87	15.0	15.0
1987-88	13.5	12.0
1988-89	7.0	7.0 (anticipated)

4.32 The targets and achievements with regards to Andaman trunk road are stated to be follows:—

Year	Targets (Km.)	Achievements (Km.)
1985-86	15	20
1986-87	11	9
1987-88	14	10
1988-89	14	8 (anticipated)

Environmental clearance for taking up work for the construction of Andaman trunk road in North Andaman is awaited from the Ministry of Environment & Forests. Similarly, forestry clearance is needed in case of some rural roads.

4.33 Asked about the reasons for not getting the environmental clearance, a representative of Ministry of Environment & Forests stated during evidence:

“We have already written to the Andaman & Nicobar Administration. If we have to have an appraisal to be done, we need certain basic information which has to be provided. In some cases it is so scanty that one cannot really do it”.

4.34 Asked as to when the matter regarding environmental clearance for taking up work for the construction of Andaman Trunk Road (A.T.R.) in North Andaman, placed before the Ministry of Environment and Forests and what was the present position in this regard, the Ministry of Home Affairs in subsequent note has stated that the matter regarding Environ-

mental clearance for A.T.R. in North Andaman was forwarded by the Administration to the Govt. of India, Ministry of Environment and Forests in May, 1988 alongwith sketch map and Index Plan showing the alignment at the road and all other information prescribed by the Govt. of India in their proforma.

Shri Dilip K. Biswas, Adviser in the Ministry of Environment and Forests, requested the Administration to submit additional information in a new proforma, for getting clearance from environmental angle for the construction of this road. The Administration informed the Ministry that no such clearance is necessary in the case of construction of A.T. Road. However, to avoid delay, the proforma sent by Shri Dilip K. Biswas has also been filled up and submitted to the Ministry (*vide* C.E.'s letter No. WS/3-1 (2)/NA/CE/89/866 dated 21.2.1989).

4.35 As regards the steps taken to overcome the shortage of material and machinery, the Ministry has stated that some of the machineries such as bulldozers and trucks which require replacement have been replaced during the last year of Sixth Five Year Plan. Further, additional machineries have also been procured in a phased manner to cope with the construction load. Additional requirement of machineries is being assessed and will be projected in the 8th Five Year Plan also. As for materials, it is to be noted that stone for construction of roads is available only in a few locations. These have to be carried and transported to other Islands for road construction. Explosives have to be transported from main land to the Islands for undertaking quarry operation. Bitumen has to be transported from the refineries on the main land to Port Blair and to the other Islands. The position of availability of bitumen which has been affected by power cut in the production units has since improved. The carriage of materials by ships both in the main land and Islands sector and the inter-Island sector can be improved with the improvement in availability of a shipping space. Steps have been taken to augment shipping space in both sectors. The matter has also been brought to the notice of the Island Development Authority.

4.36 The Committee regret to note that only 72.12 kms. of Andaman Trunk Road in South Andaman, as against the target of construction of 124.5 kms., were completed during 6th Plan period, due to delay in getting the environmental clearance of Government to take up the construction work as also due to shortage of material and machinery.

4.37 The Committee fail to understand as to why the work of construction of this road beyond 87 kms. was not resumed immediately after its approval by the High Powered Committee of Anthropologists in July, 1983 and why the construction work was taken up in the last year of 6th Five Year Plan only. They would like that the reasons for delay may be

examined and appropriate action taken against those found responsible for the delay. The Committee also note that the position in regard to construction of Andaman Trunk Road is also not better during the Seventh Five Year Plan as there have been shortfall in the achievement of targets in the years 1986-87, 1987-88 and 1988-89.

4.38 The Committee further note that as the environmental clearance for taking up work for the construction of Andaman Trunk Road in North Andaman is still awaited from the Ministry of Environment & Forests, the work for constructing the road has not been taken up. The Committee are constrained to note that although the matter regarding environmental clearance for Andaman Trunk Road in North Andaman was forwarded by the Administration to the Ministry of Environment & Forests in May, 1988, it has not been cleared as yet. It has led to further delay in the construction of the road. The Committee desire that the matter should be sorted out between the Administration and Ministry of Environment and Forests so that clearance be given without any further delay. The work of construction of road in North Andaman should be started immediately after the receipt of environmental clearance.

4.39 The Committee also find that besides delay in getting environmental clearance, another reason for non-achievement of set targets as far as construction of Andaman Trunk Road is concerned, has been the shortage of material and machinery. The additional requirement of machinery should be assessed and appropriate measures taken for their procurement. Urgent steps should also be taken for the augmentation of shipping space in the mainland island sector and inter-island sector.

4.40 The Committee would stress that in view of the constraint of resources, priorities for road construction should be most carefully drawn up and executed so as to get optimum returns on the capital invested and the objectives of better means of communication for trade, industry etc. are achieved expeditiously. The Committee would like to be apprised of concrete action taken in this regard.

F. Purchase of buses

4.41 It is noted from the preliminary material that during the 6th Five Year Plan 34 buses were purchased as against the target of 60 buses. It has also been stated that body construction of 24 buses is in progress in mainland. Owing to timelag in finalising contract with suitable firm in mainland and delivery of chassis to the firm by supplier on whom DGS&D had placed orders, buses could not be purchased. The Committee have been informed that facility to build body for buses is also available locally.

4.42 Asked to give the reasons for delay in the delivery of chassis to the firm by the suppliers on whom DGS&D had placed orders and to state the

action taken against the suppliers for causing delay, the Ministry has stated that the Administration purchases the chassis through DGS&D. The information regarding delay in the delivery of chassis will be available with DGS&D authorities.

4.43 Asked whether the Andaman & Nicobar Administration took up the matter with the DGS&D regarding delay in supply of chassis through them, the Ministry of Home Affairs in a subsequent note, has stated that the supply orders for the bus chassis are directly placed on the Telco who is the rate contract holder of DGS&D supplies in respect of these chassis. Thereafter quotations are invited by floating tenders giving sufficient time in the mainland and news papers and as well as local news papers for construction of bus bodies. On receipt of tenders, the process of scrutiny of tenders and its finalisation and agreement with the firm takes considerable time as it requires consultation with Finance and Law departments. After finalisation/acceptance of quotations and execution of agreement, the name of interim consignee is intimated to Telco for handing over the chassis. After receipt of chassis by the interim consignee, the firm submits bills, being 98% of cost of chassis, to the DGS&D for making payment to the firm. Thereafter, the DGS&D makes the payment to the firm and sends the debit to us for adjustment. The DGS&D takes very long time for raising the debit against the PAO, Port Blair and as a result of which delay occurs sometime for booking of expenditure.

4.44 To a question as to why the contract for body construction of buses was given to a firm in mainland when the facility to built body was available locally, the Ministry has stated that though Central Island Water Transport Corporation Ltd. (a public sector undertaking) has undertaken the repair of bus chassis in a limited way pending development of facilities in the new dry dock for which they had been engaged. Their capacity to undertake building bus bodies of new chassis was very limited. Moreover, according to the financial rules, the work of body building of chassis had to be awarded to the best advantage of the Govt. irrespective of location of the body building firm whether it is on the mainland or on the islands.

G. Transport Service

4.45 As regards the adequacy of present fleet strength of the State Transport Service, steps taken to augment their strength and assessment, if any, made in regard to the total requirement of fleet strength of State Transport Service to meet the requirement of people of Andaman & Nicobar Islands, it has been stated that present fleet strength (82 on the road and 34 off the road) of the buses of State Transport Service is inadequate. It was envisaged that 100 more buses will be procured during 7th Five Year Plan for operation by State Transport Service. This target is likely to be achieved in full. The Master Plan for transport system in the

Andaman & Nicobar Islands prepared by Shri N.S. Srinivasan has been approved by the I.D.A. for implementation. An assessment has been made of the total requirement of the fleet strength in the future also. The following augmentation of the fleet strength has been recommended:—

Years		No. of additional buses
1991	—	24
2001	—	44
2011	—	71

4.46 Regarding the target fixed for purchase of buses during 7th Five Year Plan and the actual achievement, the Ministry has stated that the total target for the 7th Plan Period was 100 against which the achievement has been 62.

4.47 When asked about the reasons for shortfall in the achievement of target, the Ministry has furnished the details of buses which were to be purchased during the 7th Five Year Plan, as indicated below:—

Year	Targets	Achievement	Remarks
1985-86	12	12	Under investigation by CBI at Patna.
1986-87	18	18	Body construction completed by CIWTC.
1987-88	12	12	Under body construction by M/s Mactool Industries, Lucknow.
1988-89	20	20	Quotation accepted and chassis being delivered to CIWTC after execution of agreement.
1989-90	39		These will be purchased after 1st April, 1989. From the above statement it may be seen that there may not be any short fall in the achievement of target fixed for purchase of bus chassis during 7th Five Year Plan.

However, procurement of bus chassis and that the construction of bus bodies cannot be compared, as there are no firms registered with DGS&D on rate contract basis for construction of bus bodies. As such, the lengthy procedure has to be followed for undertaking construction of bus bodies as already explained above.

4.48 The Committee note that for the 34 buses purchased during 6th Five Year Plan there was delay in the supply of chassis by TELCO on whom Directorate-General of Supplies & Disposals had placed orders which consequently delayed the construction of bodies of buses by the firm. The information regarding delay in the delivery of chassis is stated to be available with the DGS&D. The Committee are of the opinion that the matter should be probed further in consultation with the DGS&D so as to see whether any damages could be levied against TELCO for delay in delivery of chassis which ultimately delayed the construction of bodies of buses. While finalising such contracts in future also it has to be ensured that the financial interests of the Govt. are properly secured.

4.49 The Committee have been informed that the case of 12 buses procured during 1985-86 is under investigation by CBI at Patna. They would like to be apprised of the causes of investigation and the actual position in this regard.

4.50 The Committee further note that 18 buses which were targeted for achievement during 1986-87 are stated to have been completed only recently. The Committee would like to know the reasons for undue delay in completion of the work of construction of the bus bodies. The Committee also find that work of fabrication of 12 bus bodies which was given to a private agency in Lucknow is yet to be completed. The Committee are of the opinion that delay in the building of bus bodies is due to lack of adequate monitoring by the administration. The Committee desire that the progress of work of fabrication of bodies should be reviewed at regular intervals and it should be ensured that the work is finished as per schedule.

4.51 The Committee have observed that at present there are no firms registered with DGS&D on rate contract basis for construction of bus bodies which has resulted in the delay in fabrication of bus-bodies. The Committee desire that the matter may be taken up with DGS&D to initiate necessary action for regularisation of firms with them on rate contract basis for construction of bus bodies.

CHAPTER V

TOURISM

A. Development of Tourism

5.1 About the steps being taken for development of tourism in A & N Islands during his evidence before the Committee, Additional Director-General, in the Ministry of Civil Aviation and Tourism stated:—

“As far as tourism development in the Island is concerned, the matter is receiving attention of the Island Development Authority. It has already been pointed out that there is an optimum size of tourist arrivals to the Islands in the Union Territories...As far as tourism in the island is concerned, right now there is shortage of water and electricity and they have said that we should not have any additional influx into Port Blair and we should not encourage them. There are a number of islands where new constructions have been taken up, where there are water and electricity. Those islands have been developed for tourism.”

5.2 Asked about the measures taken to remove the shortage of drinking water and electricity, the Chief secretary of A&N Islands stated during evidence:—

“For augmentation of water supply, we have taken up the scheme for raising the dam height by a few metres and by 1990 or so our supply to Port Blair will become double. We are adopting other methods also to double the water supply by the end of 1990.”

5.3 In a subsequent note, the Ministry has stated that Port Blair the HQ is the only Municipal Town in Andaman and Nicobar Islands. At present its water supply needs are met from Dhanikhari Reservoir which supplies 18 lakhs gallons per day including the Defence requirements of 2.5 lakhs gallons per day and 1 lakh Gallon each for ships and industries.

But the demand for water supply in Port Blair has steadily increased over the years in the recent years and the existing supply is found inadequate. It has, therefore, been proposed to augment the storage capacity of the Dhanikhari Dam to 40 lakhs gallon per day by providing 3 more high gates over the spill way of Dhanikhari Dam. The proposal also envisages construction of additional Raw Water Main, treatment unit of 15 lakh gallons per day. Sanction to the project was accorded by the

Government of India for Rs. 385.00 lakhs. To begin with, laying of parallel raw water main has been completed. Construction of additional treatment unit is being taken up by the CPWD. The Tamil Nadu PWD authorities have visited the site recently and have agreed to take up the erection of gates over spill way. On completion of the project, the quantity of water will be shared in the ratio of 2:1 by the Civilian and the Defence establishment i.e. 26.66 lakh Gallons for the Civilian population and 13.34 lakh Gallons per day for the Defence. The cost of the project will also be shared in the same ratio by the Local Administration and Defence. During the Seventh Five Year Plan, an outlay of Rs. 408 lakhs has been provided for Urban Water Supply. The scheme as a whole is expected to be completed by the end of 1990. The approved cost of the project is Rs. 385 lakhs which needs to be revised.

B. Promotion of Tourism

5.4 Asked about the plans for encouraging tourists belonging to middle class and arrangements being made for lodging of such tourists, the Ministry of Home Affairs has stated that as matter of policy the working group has recommended that considering the constraints imposed by the environment and the limited capacity of the territory, mass tourism is not to be promoted. However, to cater to the existing traffic of middle class tourists certain steps have been initiated by way of constructing suitable lodging space like Yatri Niwas Complex at Port Blair and Havelock.

5.5 Asked about the constraints imposed regarding environment and steps taken to remove them, the Ministry of Home Affairs, in a subsequent note, has stated that the following are the constraints for construction of any structure in these islands; According to the guidelines of the Ministry of Environment and Forests, no structure can be put up within 500 metres of high water mark. In case this becomes necessary, these cases may have to be forwarded to the Ministry of Environment for obtaining clearance accompanied by environment management plan. Though the Government of India was requested to relax the above provision, the proposal has not been approved and individual cases may have to be referred for clearance which will be cleared by them based on merits.

For promotion of Tourism in A&N Islands the Administration is making constant efforts to get environmental clearance in establishing Yatri Niwas/Hotels.

5.6 On the aspect of promotion of mass tourism, Additional Director-General in Ministry of Civil Aviation and Tourism stated during evidence:-

“With regard to domestic tourism, our approach is to cater to the needs of the middle and lower class people and in pursuance of this objective,

Government of India provides assistance to the State Governments as also motivates the private sector to come forward in this direction. We have a scheme of construction of Yatri Niwas with a traffic of Rs. 5 to Rs. 25 per day single bed and Rs. 60 per day for double bed. The capital cost is being made by the Central Government and we are requesting the State Governments to provide loan for this. That is the overall policy. As far as Lakshadweep and Andamans and Nicobar are concerned, there is the problem of transport at Lakshadweep and that is true to a certain extent for Andamans also. There is difficulty of augmenting that further. Otherwise, we are committed to promotion of tourism for everybody."

5.7 Subsequently, Additional Secretary, Ministry of Home Affairs clarified:-

"Because of high cost of reaching these islands, anticipation is that mass tourists may not prefer this destination. Therefore, to create infrastructure for mass tourism may not be that advantageous. It is better to utilise the resources for such tourists as are likely to visit the place. But the Yatri Niwas scheme is going on."

Asked whether the experts do not want mass tourism to be promoted; the Additional Secretary stated:-

"In entirety, the purport of the whole thing is that since they would not be coming, therefore, it was not to be promoted. Yatri Niwas is being constructed to cater to the small number of tourists, but other Government resources will be utilised more for such tourists, who are likely to come. This is slightly out of context."

5.8 Asked further as to how the needs of middle class tourists are proposed to be met, the Ministry in a subsequent note has stated that the Government and private accommodation is available at Port Blair with capacity of about 750 beds which includes AC and Non-AC accommodation. The Government accommodation being 159 beds and private accommodation being 594 beds. The tourism Department of the Administration has already initiated action to get more accommodation by constructing Yatri Niwas of 52 beds capacity at Doodhline which is nearing completion. One Yatri Niwas of 60 beds at Havelock will be started very soon. By constructing 60 Beds tourist accommodation at Delanipur the accommodation for middle class tourists will be solved to a great extent. Weekly 4 flights from Calcutta and Madras to Port Blair are already operating besides Helicopter service to nearby islands. MV Andaman, MV Harshavardhna, Najd II & Najd III passenger vessels are plying between the mainland and Port Blair. Interisland shipping service is also being strengthened to cater to the needs of the middle class tourists. In future some more ships are likely to be added.

5.9 To a question about the scheme to make the Andaman & Nicobar Islands attractive to foreign tourists, the Ministry has stated that at present the tourists particularly foreign tourists are allowed to visit only, limited islands namely Cinque, Jolly Buoy, Red Skin besides Port Blair. More areas need to be allowed to be visited by foreign tourists in order to make their stay more enjoyable. It is therefore, recommended that the foreign tourists may also be allowed to visit islands like Grub, Snub, Ross, Viper and Mount Harriat for day trips and Wandoor and Chiriya Tapu for night stays.

The schemes for introduction of water sports at Wandoor, Corbyns' Cove, Ross, Viper has already been prepared and sent to the Tourism Ministry which will no doubt attract the Foreign Tourist. Action has also been taken to open Sea resorts/hotels for the convenience of the foreign tourist. The number of Tourists who visited to Andaman during the year 85-88 are as follows:-

Year	Domestic	Foreigner	Total
1985	20291	1264	21,555
1986	20942	1791	22,733
1987	31591	2085	33,676
1988	34599	3663	38,252

5.10 Andaman & Nicobar Islands have vast potentialities for tourism in view of their scenic beauty, historical importance and socio-economic peculiarities. The Committee, however, find that due to impediments like paucity of water and electricity, environmental constraints for construction of any structure in these Islands, as also due to the high cost of reaching these Islands, and lack of adequate transport facilities, it has not been possible to develop tourism in a big way.

5.11 The Committee are of the view that notwithstanding the above implements these Islands with pristine white beaches, clear blue seas, gracefully swaying palms and general balmy climate unspoiled and unexploited, provide an ample scope for developing tourism potential in big way. It is imperative to draw a perspective plan after projecting future tourists' requirements, so that necessary infrastructure is provided and there is a big boost to tourist traffics. While drawing up such plans, the need to provide suitable facilities to tourists of middle class should also be duly considered as tourism is a catalyst to national integration and results in better understanding between people of different regions. Due care should be exercised about preservation of the beaches and prevention of pollution.

5.12 The Committee also recommend that concerted efforts should be made to attract tourists from the mainland particularly students and youth to visit these islands by organising educational tours and trekking parties as this can go a long way in promoting national integration, acquainting the people in the mainland about the conditions and way of life in this remote part of our country. The Committee would like that every possible inducement like concessional rates in fares, boarding and lodging facilities at cheap rates, etc. should be provided for this purpose. Tourist literature relating to these Island should also be developed and constantly updated to attract more tourists.

5.13 The scheme of water sports at some of the places in the Islands, which is stated to have been prepared and sent to the Ministry of Tourism, should be finalised early and further steps be taken for introduction of water sports on an urgent basis. They would also like to refer to the proposal made by Lakshadweep Administration to establish a branch of the National Institute of Water Sports and to suggest similar measures to attract tourists to A & N Islands. For the convenience of the foreign tourists necessary action should also be taken to open sea resorts/hotels.

C. Tourist Accommodation

5.14 It has been stated in the preliminary material that with a view to overcome the shortage of tourist accommodation construction of Yatri Niwas with 75 beds at Doodhline and Travellers lodge in Guest House No.1 complex is under way.

5.15 Asked as to when the work of construction of Yatri Niwas and Travellers lodge was started and what was the Present position in this regard, the Ministry of Home Affairs in a note had stated that the construction of Yatri Niwas and Travellers Lodge was taken up in the financial year 1986-87. The construction of travellers lodge has been stopped and is awaiting the clearance from the architect appointed in accordance with instruction of Government of India and I.D.A., Yatri Niwas project has been cleared by the architect and the construction work is in progress.

5.16 Asked as to how long the matter regarding the construction of travellers' lodge has been awaiting the clearance from the Architect and what was the present position as regards the clearance, the Ministry in a subsequent note has stated that the Ministry of Urban Development communicated approval for making reference of selected projects for Architectural Consultancy.

Based on model agreement for Architectural Consultancy received from the Ministry of Urban Development, the agreement for this work has been finalised with an Architect of the Export Group in February, 1989.

5.17 It is also noted that under the scheme of 'construction of Tourist accommodation' in Andaman & Nicobar Island during the Seventh Plan (1985 — 90), it was envisaged to undertake following projects:-

- (1) Construction of 60 Bed Tourist Lodge at Port Blair;
- (2) 30 Bed Tourist Home at Diglipur;
- (3) 3 Rooms extension of Mayabunder Guest House.

5.18 It is observed from the plan document that even though 75% of plan period is already over all the three construction works are still in the estimate stage or basic construction stage. It has also been stated that work beyond plinth level had to be postponed till clearance from the Expert Group set up by the Island Development Authority (IDA).

5.19 During the visit of the member of the group to Port Blair during August, 87, they paid visit to various Construction sites. It was their considered opinion that the 60 bedded tourist lodge should be redesigned so as to blend properly with the environment. The matter was also taken up with the Ministry of Urban Development for obtaining instructions regarding engaging of the Architects as approved by the expert group. It is almost in the final stage. Shri Ashish Gangu, Architect paid a visit to Port Blair in December, 1988, just before the I.D.A. meeting, to deliberate upon the terms and conditions of contract. After the terms are finalised, he will take some time to redesign the tourist lodge and only thereafter the work can be taken up. Accordingly the project regarding construction of 60 bedded tourist lodge was dropped in the year 1988-89. The work on 30 bedded tourist Home at Diglipur is likely to commence since the site has been selected and handed over to APWD. The Mayabunder Guest House has been renovated but since adequate land adjacent to guest house is not available, a proposal to add 3 more rooms in the guest house has been taken up.

5.20 In this regard the Additional Director-General in the Ministry of Civil Aviation and Tourism stated during evidence:-

"In the Union Territories, as far as construction of large hotels is concerned, there were other considerations that the new construction should be taken up in the islands without affecting the local tourism. It was decided that two constructions would be referred to a group of architects which would certify the design taking into account the surroundings of the land. Even if the construction of Yatrik Niwas was temporarily suspended, it will be taken up afterwards...."

D. Utilisation of Funds in Tourism Sector

5.21 From the abstract of Outlay and Expenditure for sector 'Tourism' it is seen that Rs.70 lakhs were allocated for the Seventh Plan for this Sector.

Out of total of Rs.20 lakhs for 1985-86, Rs.20 lakhs for 1986-87 and Rs. 35.00 lakhs for 1987-88, the actual expenditure has been Rs.4.220 lakhs, Rs.20.700 lakhs and Rs.25.000 lakhs respectively.

5.22 Asked to indicate the reasons for the massive under utilisation of funds during 1985-86 and lesser utilisation during 1987-88.

5.23 The Ministry of Home Affairs stated that the main reason why there has been under utilisation of funds during 1985-86 was the limited capacity of the APWD to undertake construction works envisaged. While the pavillion had been constructed at Wandoor, Works could not be taken up in Ross Islands since the same was under the control of Indian Navy and at Diltaman Tank. Since the land required for development of the tourist spot was the subject matter of litigation then pending in the court.

5.24 During 1987-88, the progress of construction work was impeded owing to architectural requirements decided upon by the Island Development Authority and the Ministry of Urban Development, Government of India.

5.25 Regarding the projected allocation and actual utilisation during the year 1988-89, the Ministry has stated that the actual expenditure incurred under the sector Tourism during 1988-89 is Rs.5.238 lakhs. The construction work with regard to the 60 bedded tourist lodge at Port Blair has been dropped owing to architectural requirement, it is, however expected that the outlay of Rs.16 lakhs provided for other items of expenditure under sector Tourism during 1988-89 will be fully utilised by 31.3.89.

5.26 The Committee note that work of construction of Yatri Niwas with 75 beds at Doodhline and a travellers' lodge in Guest House No. 1 Complex was taken up in 1986-87. The work of construction of travellers' lodge has been stopped due to non receipt of clearance from the Architect. The Committee desire that the A&N Administration should take necessary steps for an early clearance of the projects so that work of construction of travellers' lodge is started expeditiously and there is proper utilisation of resources.

5.27 The Committee also desire that the work of construction of 30 bedded tourist home at Diglipur should be commenced immediately and completed under a time-bound programme. The proposal regarding addition of three more rooms in the Mayabunder guest house should be considered and finalised early.

5.28 The Committee have also noted that due to limited capacity of APWD to undertake construction works, there has been under-utilisation of funds earmarked for Tourism sector in 1985-86. The Committee desire that the capacity of APWD should be augmented suitably so that the work of construction of tourist home at Diglipur is completed as per schedule and the funds earmarked are utilised fully.

CHAPTER VI

MISCELLANEOUS

A. Postal Facilities

6.1 It has been stated that there are 492 villages in Andaman & Nicobar Islands. The post office facility has been provided in the entire Union Territory as per the prescribed norms. In fact, the norms have been diluted to make the facility available to more population of Andaman and Nicobar Islands.

6.2 The representative of Postal Department informed the Committee during evidence as under:-

“The number of villages in Andaman & Nicobar Islands, according to 1981 census, was 491. We have a network of 80 post offices according to the norms which we have prescribed for backward areas in general. This network should be considered adequate as per our norms. There are a number of islands where people are living, but there are no post offices at present. According to our information, there are 40 islands in the Andaman group of islands as a whole. This is the information which we have received from our field authority. So, according to our information, there are 18 islands where people are living but there are no post offices. This being isolated, community post offices are required. The Andaman & Nicobar Islands Administration have written to us saying that in some of the islands they have recommended that post offices should be opened. Now, according to our norms, population-wise it is quite negligible. As far as we are concerned, these norms we can liberalise after consulting the Finance Ministry. The minimum population requirements we are prepared to liberalise provided the inter-island shipping facility is available, because our mail is sent and received. To the extent that this facility is available on a regular basis, we will be able to meet the requirement of the Andaman & Nicobar Islands Administration as desired by them. They want post offices in six more islands where this facility is not there. The other requirement we will consider provided the inter-island shipping facility is available to us.”

6.3 The Committee note that 18 islands do not have the facility of post offices and the A&N administration is stated to have asked the postal

authorities to open the post-offices in some of the islands. It is stated that as per norms of postal department, these islands do not fulfil the criteria for opening of post-offices.

6.4 It needs hardly to be pointed out that provision of basic communication facilities is the barest minimum requirement for the development of any area. In view of the remoteness of the Islands and difficulties of inter-island shipment between different islands, there is a strong case for relaxation of prescribed norms for the opening of post offices in these Islands. The Postal Department should have a reappraisal of the whole issue and take step to open post offices in 18 Islands deprived of this facility at present. The A&N administration should also take adequate measures to ensure that inter-island shipping facility is available regularly when post offices are opened in the remaining islands.

COMMUNICATION

B. Telecommunication Facilities

6.5 As regards the existing Telecommunication facilities available in the Andaman&Nicobar Islands, in a note furnished to the Committee it has been stated that telecom. facilities are not yet provided to all villages of Andaman & Nicobar Islands. The existing facilities and proposed facilities are likely to be extended within 1989-90 are furnished below:-

- A. Telephone Exchanges are working in the following places as on date.
 1. Port Blair 2. Campbell Bay 3. Car Nicobar 4. Diglipur 5. Brichgunj
 6. Mayabunder 7. Nancowry 8. Rangat 9. Wimberlygunj.

The above exchanges cater to the need of the people of the villages nearby.

B. As there are demands for Telephone facilities in the following places, new exchanges are to be opened in the year 1989-90.

1. Ferrargunj 2. Hut Bay 3. Katchal 4. Lapathy (New exchange) 5. Garacharma (now provided from Port Blair exchange).

C. In addition, long distance telephones have also been programmed, at the following places on MARR (Multi Access Rural Radio) system using Port Blair and Nancowry as base Earth Stations.

Port Blair Base Station: 1. Burmala 2. Hamfrigunj 3. Port Mount 4. Chouldari 5. Bedinavad 6. Calicut 7. Chidiatappu 8. Manjeri 9. Wandoor 10. Tushnabad.

Nancowry Base Station: 1. Little Nicobar 2. Katchal, 3. kanka.

To connect the remote islands by trunk services with Port Blair; Satellite Earth Stations at Campbell Bay and Diglipur are expected to come shortly. As and when demands are placed by members of public of other villages for providing Telephone facilities, action will be taken for providing the same.

6.6 It has also been stated that STD facilities are available between Port Blair and all places in India as well as foreign countries connected with ISD Network.

6.7 The Committee asked as to why from outside it was difficult to get Port Blair on STD. In reply a representative the Deptt. of Telecommunication stated during evidence:

“Sir, the congestion from the main land to the Port Blair is more because of very large number of subscribers from mainland accessing the limited STD channels. We are aware of this problem and it is due to constraints in the availability of space segment due to partial failure of INSAT-1C. The capacity of STD channels is proposed to be augmented which will relieve this congestion. We are not able to have additional channels to Port Blair from the mainland. I think in due course of time we will have a project. One project is already sanctioned. We have only one scheme now. INSAT-1(D) is going to be launched in May this year and we have plans to augment that capacity substantially.”

6.8 The Committee note that all the villages of A&N islands do not have telecommunication facilities. The Department of telecommunications has drawn schemes to extend the telecommunication facilities in 1989-90, by opening of more telephone exchanges Schemes for providing long distance telephones at certain places and to connect the remote islands by Trunk services with Port Blair have also been chalked out for implementation. The Committee desire that these schemes be implemented in the right earnest so that there are no delays in providing the long distance telephones and connecting the remote islands by Trunk services with Port Blair.

6.9 To relieve the congestion from the mainland to Port Blair, capacity of STD channels should also be augmented suitably. Action in this regard should be taken with due promptitude.

C. Industrial Development

6.10 Andaman & Nicobar Island administration has stated that in order to provide integrated assistance for an orderly and speedy growth of industries in the backward areas, a Corporation titled “Andaman and Nicobar Integrated Development Corporation Limited” has since been registered which will also take up industrial development. The Corporation is expected to start functioning after the Board of Directors is appointed.

6.11 Asked as to when the proposal regarding setting up of aforesaid Corporation was sent to Government for approval; when was the approval accorded by the Government of India, and whether the Board of Directors

have been appointed, the Ministry has stated that in pursuance of the recommendations of the Island Development Authority in the meeting held on 7.8.87 a proposal has been made to the Govt. of India for the establishment of an Integrated Corporation for fuller utilisation of the resources available in the A&N Islands. The Govt. of India conveyed their approval for the setting up of the Corporation on 20.3.88. The memorandum and articles of association of the A&N Integrated Development Corporation were drafted and the company has been registered under the Company Act, 1956.

6.12 The Board of Directors has been appointed. The following constitute the Board of Director:-

- 1) Shri Virendra Singh, Chief Secretary, A&N. Administration, Chairman.
- 2) Shri Ravi Malik, Finance Secretary, Managing Director.
- 3) Shri William Cyril, Capt. Small Lapathy.
- 4) Shri M.D. Dixit, Manager, Industrial Development Bank of India, Neru, Guwathi.
- 5) Shri K.M. Joseph, Jt. Commissioner, (Fisheries), Govt. of India.
- 6) Shri R. Mahadevan, Dy. Secretary to the Govt. of India, Ministry of Industries.
- 7) Shri Shanker Kumar Sen, Regional Manager, State Bank of India, Calcutta.

6.13 As to whether the Andaman & Nicobar Development Corporation has started functioning, the Ministry in a subsequent note has stated that the A&N Islands Integrated Development Corporation has recently started functioning, but the various activities related to the Integrated Corporation have not yet taken up so far due to the reason that the Technical experts relating to the different sectors of integrated Corporation are not provided so far. However, the scheme relating the fisheries sector has since been taken up after the Administration has transferred two fishing trawlers vessels for fishing purpose. However, the necessary assistance would be provided for growth of Industries to the backward areas in due course of time.

D. Khadi & Village Industries Board

6.14 From the material furnished to the Study Group I of Estimates Committee during their visit to A&N Islands in October, 1989, it was seen that Government of India had since notified the Andaman & Nicobar Islands Khadi and Village Industries Board Regulation, 1988 and the Board was being constituted.

6.15 Asked as to when the notification as regards the setting up of Board was issued and whether the Board had since been constituted, the Ministry of Home Affairs in a note furnished to the Committee has stated that Andaman and Nicobar Khadi & Village Industries Board Regulation, 1988 was published in the Gazette of Govt. of India bearing No. 42 dated 27.6.88 and the same has been republished in the Gazette of the Andaman & Nicobar Administration vide No. 74 dated 10.8.1988 enforcing the regulation with effect from 16.8.1988.

According to the Section (4) of the regulation the Administration of A&N Island has to appoint the members of the Board not less than 33 and not more than 10 in number after consultation with the Commission. Section (5) of the regulation also provided for nomination of the Chairman of the Board from among the members other than the Govt. officers by the Administrator and after consulting with the Commission of the Board.

The concurrence of the KVI Commission, Bombay has been sought for the appointment of the members (vide Admn's letter No. 50-469(1)/88-Dev. I dated 22nd December, 1988) and the same is still to be received. The reconstitution of the Board is, therefore, pending from the KVI Commission, Bombay.

6.16 The Committee commend the decision to set-up 'Andaman and Nicobar Integrated Development Corporation Limited' and feel that this will go a long way in providing assistance for a comprehensive and well planned growth of industries in this industrially backward area.

6.17 The Committee observe that though the peripherals like approval to the proposal and setting up of the Board of Directors have been completed the Corporation has yet to become operational. The Committee are of the opinion that nothing concrete can be achieved merely by appointing the Board of Directors.

6.18 The Committee also desire that KVI Commission, Bombay should be urged to give their concurrence immediately for appointment of the members of Andaman & Nicobar Khadi and Village Industries Board. After the receipt of concurrence, urgent action should be taken for the appointment of Chairman and members of the Board.

EDUCATION

E. Government College Port Blair

6.19 It has been stated in the Preliminary Material that Government College at Port Blair is the only institution for higher learning in this Union Territory since its establishment in 1967.

6.20 Asked whether one college was adequate to cater to the needs of people of Andaman & Nicobar Islands and was there any proposal to open more colleges; the Ministry has stated that there is a proposal to open one more college in the Nicobar District at Car Nicobar. This has been approved in principle by the Islands Development Authority. Once a college is established at Car Nicobar, two colleges together would be adequate to meet the requirements of the people of the Territory. The College at Car Nicobar is scheduled to be established by 1990.

6.21 In a subsequent note, the Ministry has stated that a decision has already been taken in the IDA meeting to establish a college at Car Nicobar. It is proposed to be started in July, 1990. Although there is no specific provision made so far in the budget for the year 1989-90, there is a provision of Rs. 50 lakhs under the Sector 'University Education' for the year 1989-90 to meet the preliminary requirement for opening a college at Car Nicobar. The Senior Secondary School building at Big Lapathi is under extension. The students of the Senior Secondary School, Big Lapathi will be shifted to Chukchucha and Mus-in a phased manner to make accommodation for the college available at Car Nicobar. Initially a Sub-campus will be started by the Principal, JNRM, Port Blair by sending lecturers from Port Blair for imparting instructions to the students. If the number of students are sufficient and the opening of a college is viable, then there will be a fullfledged college at Car Nicobar. Necessary provisions in scheme and budget are being made during 8th Five Year Plan for the year 1990-91.

F. Medium of Instructions and Examination

6.22 The Study Group I of Estimates Committee visited Andaman & Nicobar Islands during October, 1988. During their discussion with the representatives of Andaman and Nicobar Islands administration the Study Group were informed that one difficulty being faced by the students was with regard to the languages in which question papers were set in examinations. While the medium of instructions was in languages other than English and Hindi but the examination papers by the Central Board of Secondary Education were set in English and Hindi only.

6.23 Asked whether the question of change of medium of examination papers from English and Hindi to the language of medium of instructions had been taken with CBSE, the Ministry has stated that the question papers of the Central Board of Secondary Education are available in English & Hindi languages. "The question of providing question papers in other languages has not been taken up with the Central Board of Secondary Education."

6.24 During evidence, the Chief Secretary, A&N Islands clarified:

“Let me first clarify this. The information given by us may please be corrected. The question of providing question papers in other languages has been taken up with CBSE. We took up the matter with them, but CBSE has not agreed to it.”

6.25 Supplementing the above statement, Joint Secretary, Deptt. of Education in the Ministry of Human Resource Development stated:—

“I would like to submit that there are two areas. One is the availability of text books and the second is examination in examination again, there are two parts. One is in which language the question paper should be and the other is in which language the candidate can answer. We have consulted both NCERT and CBSE and we were informed by CBSE that the candidates have the option to answer in any of the six languages. The candidates have the facility of answering in any of the six languages. If you want, I can give the languages also. But the question papers are set only in English and in Hindi.”

6.26 Asked as to how the candidates were expected to understand English and Hindi, the Joint Secretary, Deptt. of Education, further stated:—

“When we consulted CBSE in this regard, they informed us that English and Hindi are being taught in all the classes and no candidate appears in Class X Examination without five years study in English and Hindi. Further, CBSE informed us at they are having certain problems with regard to the exact translation and the problem of confidentiality.”

6.27 In this regard, the Chief Secretary, A&N Islands, stated:

“Sir, we took up the matter with CBSE after getting ourselves convinced that this was the need and we feel that the question paper should be also in other languages.”

6.28 Asked whether there was any difficulty in setting up question papers in all the languages, the Joint Secretary, Deptt. of Education stated:

“I was wanting to submit that the Chief Secretary is here and, I think, it would be a good idea if we can arrange a meeting between the Chairman of Central Board of Secondary Education and the Chief Secretary.”

6.29 In a subsequent note, the Ministry has stated that the question

relating to printing of papers of CBSE in languages other than English and Hindi has already been taken up with the Govt. of India, Ministry of Human Resource Development (vide Administration's D.O. letter No. 2-44/86-D.III dated 6.3.89). Since the examinations during the current academic year have already been started, the Ministry has been requested for arranging the question papers from next academic year onwards in the 3 languages i.e. Bengali, Tamil and Telugu in addition to English and Hindi.

6.29 (A) Pointing out that supplying of textbooks was a problem in Andamans, the Committee asked as to why the books were not printed in the Government press there. In reply, the Joint Secretary, Department of Education stated:—

“If any of the Union Territory wants to re-print the textbooks of NCERT with any modification, I can get the permission within 7 days. In Calcutta there is a supply depot where text-books go from the press. If any body from the UT administration comes, he will be given supply of all the textbooks which he requires provided they are able to take this additional trouble of carrying the textbooks and arranging for their distribution.

In this connections, Additional Secretary, Ministry of Home Affairs, supplemented:—

“Printing of textbooks on such a small scale may be a problem. Moreover, it will be highly uneconomical. What we will do is to streamline the system further so that textbooks are available well in advance....I have discussed with the Chief Secretary..... This would be examined both for Andaman & Lakshadweep.

6.30 The Committee note that there is a proposal to open one more college in the A & N Islands in the Nicobar district at Car Nicobar. The college is scheduled to be established by 1990. The Committee desire that necessary action may be initiated in advance so that the college is opened as per schedule.

6.31 The Committee note that the students studying in the A & N Islands are facing problem regard to the languages in which question papers are set in examinations. While the students are free to answer in any of the six languages spoken in the islands, the question papers are set in English and Hindi only. The Study Group of the Committee during their visit to A & N Islands were informed by the students that they were facing a lot of hardships due to question papers being set in English and Hindi only. The Committee, therefore, feel that there is an imperative

need to provide the question papers in other languages as well. They find that steps have been taken in this regard by the A & N Administration by requesting the Ministry of Human Resource Development to arrange the question papers from next academic year onwards in three more languages, that is in Bengali, Tamil and Telugu in addition to English and Hindi. The Committee desire that Ministry of Human Resource Development, Department of Education should take appropriate steps, in consultation with CBSE, so as to ensure that the question papers are made available to the students in the other languages also from the next academic year.

6.32 The Committee also desire that appropriate steps may be taken so as to provide the text books to the students well before the beginning of academic year so that their studies are not adversely effected.

G. Construction of Quarters

6.33 It is noted from the preliminary material that due to delay in procurement of materials through DGS&D and shortage of technical personnel, out of target of constructing 730 quarters during 6th Five Year Plan, only 166 quarters were constructed.

6.34 Asked, (i) to give the reasons for delay in procurement of material through DGS&D; (ii) probable period upto which these quarters are likely to be completed, and (iii) the likely cost of construction as against originally estimated cost, the Ministry has stated that according to the delegation of Financial Powers, local purchase of materials can be made only if the cost of purchase of an item is within Rs. 100 lakhs. For most of the materials the DGS&D finalise the rate and running contracts annually and orders for supply on the firms on Rate Contracts by Govt. departments are placed. In other cases where rate / rate contract do not exist, indents replaced on DGS&D who arrange to call tender and finalise. The following are the bottlenecks that cause delay.

(1) DGS&D have their rules and procedures which have to be abided and which cause certain amount of delay. For example if tenders could not be finalised they may resort to recall of tender which would certainly entail delay.

(2) Firms borne on DGS&D rate contracts invariably delay supply of materials for the reasons that they quote low rates compared to the prevailing market rates. Consequently firms prefer to meet the requirement of public and delay Govt. supplies.

(3) For items like cement, the rate for levy cement being lower than non-levy cement and also since a percentage of production of levy cement

is considerably lower than non-levy cement, the firms delay supply of levy cement.

(4) Materials procured through DGS&D are received by the A.D. Shipping, Calcutta/Madras who is responsible for transporting materials to these Islands. In general it is seen that priority is not given to construction materials for transportation.

6.35 While formulating the 7th Five Year Plan, a revision of requirement of quarters was made and construction of 656 Nos. quarters under the sector: Housing was included with an approved outlay of Rs. 660/- lakhs. The construction of these quarters is likely to spill over to the next plan since large scale construction could not be taken up for want of strengthening of the Department as a whole. It is expected that these quarters will be completed by the 1st year of VIII Plan at the approximate cost of Rs. 760/- lakhs.

6.36 Asked whether the matter regarding delay in finalisation of tender, supply of materials, etc. has been taken up by the Andaman and Nicobar Administration with DGS&D, the Ministry has stated that the delay involved on purchase of materials through the DGS&D has been taken up with the DGS&D, New Delhi. They have also given a special importance to meet the demands of Andaman and Nicobar Islands to facilitate timely implementation of the development programme of the islands. For this purpose the regional office of the DGS&D at Calcutta has been declared a focal office to coordinate procurement and execution of contracts. To facilitate interaction and proper coordination periodical meeting with all intenders of this Administration is arranged every year. The first of such meeting was held at Calcutta on 10.9.86. The second meeting was held at Port Blair on 18th to 22nd May, 1987. Another meeting will be held at Port Blair on 6th April, 1989 wherein all the problems will be discussed with the officers of the DGS&D.

6.37 As regards the question of delay in transportation of construction material from Calcutta/Madras to A&N Islands, it has been stated that the delay in transportation of material from Calcutta/Madras to A&N Islands, it has been stated that the delay in transportation of material from Calcutta/Madras to A&N Islands has been taken up with A/D Shipping, Calcutta and Madras. But no progress has so far been achieved. For instance, the water treatment chemicals which were received in A/D Shipping, Calcutta's godown about 8 months back have not yet been transported to Port Blair in spite of best efforts from this office.

6.38 As regards the efforts made to utilise the services of technical personnel and problems faced in this regard, the Ministry has stated that available technical potential was put to optimum use. However, the Department had to function under constraints in the absence of strengthening the Deptt. The services of other Central Agencies including the CPWD were availed by the Administration.

6.39 About the steps taken to strengthen the department, the Ministry in a subsequent note has stated that a consolidated case for a total review of the set up of the Andaman P.W.D. and sanction of additional units was sent to the Ministry of Urban Development vide Principal Engineer-Cum-Ex-Officio Secretary, letter dated 21-4-1986. A.D.O. letter was sent to the Secretary, Ministry of Urban Development by the Lt. Governor Dated 17th Oct., 1986. A reference was also made to the PM's office vide D.O. letter dated 10-11-1986 from the Lt. Governor. During December, 1986 the Chief Secretary and the Finance Secretary A & N Administration discussed the issue with the Joint Secretary (Works) and the Joint Secretary (Finance) of the Ministry of Urban Development in a meeting. During the discussions the Administration was given to understand that the case will be put up to the Cabinet. A.D.O. letter dated 18th March, 1987 on the subject was sent by the Lt. Governor to the Ministry of Urban Development with a copy each to Professor M.G.K. Menon, Member, Planning Commission and Shri J.P. Gupta, Addl. Secretary, Ministry of Home Affairs. A reference was made to the Joint Secretary, Ministry of Home Affairs by the Principal Engineer vide letter dated 5-5-87 with copy to Dr. (Mrs.) Manju Sharma, Planning Commission.

On 11-6-87 the issue of sanction of additional staff to A.P.W.D. was discussed with the Secretary, Ministry of Urban Development by the Lt. Governor when it was given to understand that the Finance Ministry has agreed to sanction 50 percent of the posts proposed by the Administration.

The matter was discussed in the Steering Committee of the I.D.A. held in New Delhi in June, 1988. On the basis of the decision taken in that meeting, sanction was accorded by the Ministry of Urban Development sanctioning the posts of Chief Engineer, Superintending survey or of Works, Senior Architect, 3 Divisions and other complementary staff. Action has been taken to fill up these posts and it is expected that part of the quarters for the staff posted during the Seventh Five Year Plan will be completed during 1989-90. Since the strengthening of the Deptt. at the fag end of the plan, the balance No. of Quarters will spill over to the 8th Plan.

6.40 It is also noted from the preliminary material that during 7th Five Year Plan, it was envisaged to develop 2000 Nos. house sites with infrastructural facilities for allotment to the weaker sections/middle-income groups. About the present position in this regard, the Ministry has stated that in the approved 7th Five Year Plan, no scheme for development of house sites was included. However, in the Annual Plan for the year 1987-88 an outlay of Rs. 100 lakhs was approved for developing house sites in South Andaman near Port Blair comprising house sites for EWS, LIG, MIG, HIG. The Development Plans prepared by the APWD for the sites

near Carbys' Cove and Nayagoan were not approved and the work has now been entrusted to the CPWD for taking the help of consultant for preparing a lay-out and subsequent execution by the C.P.W.D.

6.41 In a subsequent note furnished by the Ministry, it has been stated that the preliminary works connected with the scheme have been taken by the CPWD, the layout plan has not yet been prepared. The matter is being pursued with the CPWD.

6.42 The Committee note that as against the target for constructing 730 quarters during the 6th Five Year Plan, only 166 quarters have actually been constructed. The Committee have been informed that the bottlenecks like (i) delay in finalisation of tenders by the DGS&D; (ii) delay in supply of material by the firms borne on DGS&D rate contracts; (iii) delay in supply of levy cement; (iv) delay in the transportation of construction material, etc. resulted in non-achievement of the set targets. The Committee find that the present system of holding of meetings by regional office of the DGS&D, Calcutta with the concerned officers of the Administration has not proved to be effective in removing the aforesaid bottlenecks. The Committee would like the DGS&D to make more concerted effort to remove these bottlenecks so that the work of construction of quarters is not adversely affected.

6.43 The Committee regret to note that the position regarding the transportation of construction material from Calcutta / Madras to A&N Islands has not improved despite the fact that the matter was taken up with the A / D Shipping, Calcutta, about 8 months back and construction material have not yet been transported to Port Blair. They urge the Administration to take steps to get the chemicals transported to the Islands. Simultaneously, responsibility for this lapse should be fixed after investigating reasons leading to it. The Committee would further urge that immediate effective measures should be taken to improve the position of transportation of construction material through Calcutta / Madras to Port Blair. It is indeed essential to strengthen the implementing and monitoring machinery relating to construction of quarters.

6.44 The Committee also regret to note that although the exercise in regard to the strengthening of the Andaman P.W.D. Department was initiated in April, 1986, and the sanction for post of Chief Engineer, Superintending Surveyor of works, Senior Architect, etc. was accorded in the later half of 1988, (although belatedly), yet these posts have not been filled up so far. The Committee desire that these posts may be filled up without any further delay.

6.45 The Committee note that in the annual plan for the year 1987-88 an outlay of Rs.100 lakhs was approved for developing house sites in South Andaman. The Committee have also been informed that the development plans prepared by the APWD for the sites near Carbys Cove and

Nayagaon were however, not approved, and the work has now been entrusted to CPWD for preparing a layout and subsequent execution. The Committee desire that the matter, may be vigorously pursued with the CPWD so that there is no further delay in the execution of scheme for development of house sites.

NEW DELHI;
April 20, 1989

Vaisakha 30, 1911(s)

ASUTOSH LAW
Chairman
Estimates Committee

APPENDIX

Statement of Recommendations / observations

Sl. No.	Para No.	Recommendation/observation
1	2	3
1.	1.19	<p>The Committee note that the people of A&N Islands are dependent on the mainland for their subsistence. There is no production of wheat in the Islands and there is very limited production of rice. This is mainly due to the limited area of cultivation of paddy crop, which has not been increased since the inception of 6th Five Year Plan due to restrictions imposed on the diversion of forest land for agricultural purposes.</p>
2.	1.20	<p>The Committee have been informed that to minimise the quantity of foodgrains brought from mainland, the only way is to increase the area under double cropping of paddy, for which adequate irrigation facilities are not available in the Islands. The Department of Agriculture of A&N Administration is stated to be encouraging farmers for construction of minor irrigation ponds to facilitate double cropping. However, the Committee note that these ponds collect only the surface rain water by which only life saving irrigation is possible. The Committee, therefore, desire that the problem of lack of irrigation facilities should be assessed in depth without delay by the Department of Agriculture of the A&N Administration with the assistance and guidance of the Ministry of Agriculture, Government of India and appropriate measures taken to augment the irrigation facilities in the Islands. Irrigation facilities which are stated to have been planned for Little and North Andaman should also be finalised early.</p>

1	2	3
3.	1.21	<p>The Committee also note that with a view to help the farmers to overcome the problem of shortage of bullockcarts and to complete the cultivation in time, a scheme of land shaping and tractor ploughing has been started in the 7th Five Year Plan. Under the scheme it is proposed to hire out the departmental tractors to the farmers at reasonable rates / hire charges. The Committee have been informed that no survey, has been made to assess the requirement of tractors by the individual farmers and the requirement of tractorisation of farmers is surveyed in the entire territory as and when the need is felt. The Committee feel that the present system of assessing the requirement of farmers is rather <i>ad hoc</i> and the farmers might not be getting the tractors for use regularly. The Committee, therefore, desire that a survey to assess the requirement of tractors of all the farmers be made and appropriate steps taken to provide the requisite number of tractors to all of them on subsidised rental basis.</p>
4.	1.22	<p>The Committee also note that the Andaman & Nicobar Islands Administration had submitted three proposals regarding allotment of land to settlers for agriculture. The proposals were approved by Government and the lands were released on the stipulation that the legal status of the lands would remain unchanged, a condition which was not acceptable to the Administration. Subsequently, the Ministry agreed to change the legal status of land of Miletalak but similar change in the legal status of land in respect of Jirkatang and Havelock have not been approved by the Ministry. The Committee, however, feel that since a decision in regard to Miletalak has been taken, it is imperative to take a similar decision in regard to Jirkatang and Havelock so as to give the settlers a sense of belonging and make their involvement in the cultivation of land meaningful by giving them some legal rights. The Committee, therefore, desire that the matter should be taken at an appropriately higher level and pursued to finality.</p>

1	2	3
5.	1.27	<p>The Committee note that the work of construction of irrigation projects in Little Andaman has not been taken up for want of clearance from the Ministry of Environment and Forest. The Committee deplore the undue delay that has taken place in the clearance of proposal by the Ministry of Environment and Forests. They find that the proposal in this regard was sent to the said Ministry on 25-3-87 but even after a lapse of two years it has not been cleared by them. The Committee have noted in their earlier recommendation that the irrigation facilities in the Islands are not adequate to meet the requirement of agriculture crops. They are highly concerned about lack of adequate irrigation facilities and delay in construction of irrigation projects. The Committee desire that the matter should be taken with the Ministry of Environment and Forests expeditiously so that the proposal regarding clearance of irrigation projects be cleared and further action taken for the construction of irrigation projects.</p>
6.	1.37	<p>The Committee note that as against a target of procurement and distribution of 60MT seeds during each of the last three years <i>i.e.</i> 1985-86, 1986-87 and 1987-88 the actual procurement and distribution was far less <i>i.e.</i> 30MT, 53MT & 44.76 MT. respectively. The Committee find that one of the important reasons for lesser demand among the farmers is that they use the seeds produced by themselves. The Committee feel that the seeds produced by the farmers which might not be of good quality, must be affecting the production adversely. The Committee feel that the steps being taken to motivate the farmers to use the improved seeds provided by the Agricultural Department of Andaman & Nicobar Islands should be further intensified, and concrete measures taken to motivate the farmers in this regard. It is imperative to properly educate them about the long term utility of using better seeds.</p>
7.	1.38	<p>The Committee also note that besides lack of demand among farmers, non-availability of certified seeds at the appropriate time also affects the distribution work. The Committee, therefore, desire that Agriculture Department of Andaman & Nicobar Administration should</p>

1	2	3
		<p>produce seeds themselves and distribute them to the farmers in time. However, the Committee have been informed that due to space constraint it has not been possible for the Agricultural Department to provide own seeds. The Committee desire that an assessment of space requirement in this regard be made and adequate steps taken to arrange for the space which will result in saving of freight on account of transportation from the mainland.</p> <p>Further, for proper storage of paddy seeds, vegetables, pulses and oilseeds, adequat godown facility should be made available so as to avoid the deterioration of seeds, etc. The Committee also desire that work for construction of godown proposed to be constructed at South Andaman should be expedited.</p>
8.	1.42	<p>The Committee note that there is a proposal for setting up an oil extracting mill and the proposal is lying with the Department of Environment of the Central Govt. The Committee desire that the Administration should vigorously pursue the matter with them so as to obtain their clearance expeditiously. So that it is possible to set up the mill at the earliest. After the clearance of the Department of Environment, urgent steps should be taken to set up the mill.</p>
9.	1.51	<p>The Committee note that under the scheme of development of pineapple and tuber crops as against the approved outlays of Rs.3.170 lakhs, Rs.2.900 lakhs and Rs.2.900 lakhs respectively during the annual plans of 1985-86, 1986-87 and 1987-88, actual expenditure has been Rs.0.150 lakhs Rs.0.825 lakhs and Rs.0.825 lakhs only. The main reason for under-utilisation of funds is stated to be due to non-clearance of hilly land of farmers. The Committee note with dismay that the land of the farmers has not been cleared even after a lapse of about 3 decades due to non-extraction of timber within the stipulated period by the Department of Forest.</p>

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10.	1.52	<p>Since pineapple cultivation has great prospects throughout the year and could be cultivated very economically in the hilly tract it is desirable to give it serious consideration with a view to taking appropriate measures to exploit this as a source of generating revenue. Steps are also needed to set up fruit canning industry to create more revenue for the Islands. The Committee desire that the Govt. should give serious consideration to exploit successfully this vast revenue earning potential and take necessary steps to provide for requisite resources, manpower and infrastructure in the Eighth Plan period so that the country is in a position to make full use of the available resources for augmenting its revenues. They also desire that to attract entrepreneurs an industrial policy should be formulated. The Committee would like to be apprised of further developments in this regard.</p>
11.	1.53	<p>The Committee deprecate that there has been phenomenal delay in the extraction of timber from hilly lands. The Forest Department was assigned the work in sixties and for a very long period nobody bothered about it, resulting in loss of revenue to Government and affecting the cultivation of timber crop and pineapple which is highly remunerative. Lamentably, the work which was initiated in Sixties is no where near completion even though we are about to enter th₄ nineties. This indeed is a very sad reflection on the working of Island Administration which has worked at snail's pace in a matter so vital for the welfare of cultivators. It is time that such delays and lapses are looked into with introspection so as to plug the slippages and to avoid such phenomenal delays in future which brings disgrace to the Administration. Even now the proposal has not been finalised.</p>
12.	2.5	<p>The Committee are constrained to note that no tangible progress has been made under the scheme of coastal aquaculture. The Committee regret that the work of survey of brackish water suitable for undertaking cultural programme has not been completed by the team conducting it. The team has surveyed only a part of South Andaman and the rest of the areas in the Islands</p>

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are yet to be surveyed. The Committee desire that the survey work of the remaining areas should be completed on urgent basis and further steps taken for the establishment of model fish farms for brackish water culture in South Andaman, Middle Andaman and Car Nicobar.

13. 2.10

The Committee note that an Integrated Development Corporation with many divisions has been set up in Andaman and Nicobar Islands during the financial year 1988-89. Various functions pertaining to the development of fisheries viz. creation of deep-sea fishing project, creation and maintenance of facilities for processing and storage of fish and fish products etc. will be looked after by the Fisheries Division of the Corporation. The Committee, however, note that fisheries wing of the Integrated Development Corporation is not headed by an expert in the field and the administration has requested the Ministry for this purpose. The Committee desire that the Fisheries Wing of the above Corporation should be headed by an expert in the field so that the work of development of fisheries is properly directed. The Committee also desire that urgent steps should be taken to create and maintain facilities for processing and storage at fish landing centres at Rangat, Little Andaman & Car Nicobar. A project for deep-sea fishing should also be formulated and implemented.

14. 2.11

The Committee would like to emphasise that in the present circumstances when there is a great demand for fish in the country, concerted efforts should be made by the fisheries wing of the Integrated Development Corporation for development of fish in these Islands so that not only the demands of the local people may be met in full but fish could be exported to mainland also for generating more revenue. This would also help the economic development of the Islands.

15. 2.20

Absence of adequate number of trained fishermen and trained personnel in the fisheries department is one of the bottlenecks in the development of fisheries in the A&N Islands.

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The Committee, however, note that present facilities available in the training centre at A&N Islands are not adequate and there is an urgent need for providing more facilities viz. boats, hostel facilities, adequate number of teaching personnel and workshop. The Committee regret to note that the funds provided under the scheme of training in fisheries during 1986-87 & 1987-88, remained under-utilised and no efforts were made to acquire the aforesaid facilities and the matter regarding the strengthening of training centres at Car Nicobar has been kept in abeyance till the receipt of recommendation of the Working Group on fisheries constituted by Government to prepare a master plan for development of fisheries in A&N Islands during next 10 years. The Committee feel that the available fund under the scheme should have been utilised for strengthening the training centre, and they could have been further strengthened in the light of the recommendation of the Working Group. It has been stated that Working Group is likely to submit its report shortly. The Committee desire that A&N administration should take urgent steps in pursuance to their recommendations for strengthening the facilities for training in fisheries discipline.

16. 2.21 They also desire that introduction of fisheries technology in schools curriculum should also be considered to accelerate development of fisheries in the Islands.
17. 3.7 The Committee note that diseases like T.B., leprosy, eye ailments and venereal diseases are prevalent in the Island. Although these diseases are not disproportionately higher than in the mainland, the Committee deprecate that adequate arrangements for treatment of patients suffering from these diseases are not available in the Andaman & Nicobar Islands.
- 3.8 The Committee note that under National Leprosy Eradication Programme a proposal for establishing a physiotherapy unit and strengthening the existing hospitalisation ward has already been sent to the Ministry. They desire that matter should be pursued vigorously so that the proposal is cleared and further steps are taken

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for establishing of physiotherapy unit and strengthening of hospitalisation ward. The Committee also desire that sample-cum-survey assessment unit should assess urgently the quantum of leprosy problem in the Islands under a time-bound programme and take adequate steps to strengthen the leprosy treatment infrastructure.

18. 3.9 The Committee regret to note that the work pertaining to control of blindness programme has suffered adversely due to the fact that the 3 posts of Ophthalmologists were kept vacant since long and only after filling up of one post of ophthalmologist from AFMS in 1987 the programme has been activated. The Committee are unable to appreciate the existence of vacancies for an unduly long period. The Committee are of the opinion that adequate steps were not taken to fill up these vacancies from CHS cadre earlier and the post remained vacant due to non-availability of qualified local candidates. Only now action has been initiated to include these posts under the CHS cadre so that qualified candidates can be appointed from CHS/Defence services. The Committee desire that more steps should be taken with due promptitude so that remaining two posts are filled up without any further delay.
19. 3.10 The Committee also note that an expert team is conducting a survey in the Andaman & Nicobar Islands for assessing the magnitude of the problem of blindness. The Committee desire that the survey should be completed according to a time-bound programme and comprehensive measure including the supply of sufficient quantity of medicines, proper medical care etc. be initiated so as to provide adequate treatment to the afflicted persons as also to prevent the spread of disease in the Islands.
20. 3.14 The Committee note that the position regarding the strength of doctors in each of the 11 Primary Health Centres is not satisfactory. They note that as on 31.3.88,
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		<p>8 Primary Health Centres had sanctioned strength of two doctors each and 3 Primary Health Centres had sanctioned strength of one doctor each, although as per norms there should be at least 2 doctors each in all the Primary Health Centres with less than 5 sub-centres under its jurisdiction, and Primary Health Centres with more than 5 sub-centres under its jurisdiction should have 3 doctors each.</p>
21.	3.15	<p>The absence of adequate number of doctors causes the hardships and agony to the inhabitants of these far-flung Islands and is at a great cost to the health of their residents. The Committee desire that urgent steps should be taken to fill up the posts of doctors in the Primary Health Centres without delay.</p>
22.	3.16	<p>The Committee further recommend that the strength of doctors in the Islands, particularly in the outlying Islands, should be reviewed so as to ensure that the same is adequate in number and specialisation to provide effective medical help to the residents of these Islands.</p>
23.	3.23	<p>The Committee are concerned to note that some of the posts of specialists in the hospitals in Andaman & Nicobar Islands are lying vacant since the last 5-7 years. The Committee attach great importance to the provision of proper medical facilities to the inhabitants of these far flung Islands and desire that immediate effective action should be taken to fill up the vacant posts.</p>
	3.24	<p>The Committee also note that the proposal for creation of other posts of Medical Specialist, Gynaecologist, ENT surgeon, etc. for Civil Hospital, Car Nicobar and 4 specialists for CHC, Rangat has been cleared by the Ministry of Health & Family Welfare and is awaiting clearance from Ministry of Finance. The Committee desire that matter should be pursued with the Ministry of Finance and Ministry of Health so as to obtain their approval expeditiously. After the approval, urgent steps should be taken to fillup the posts of specialists.</p>

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24.	3.25	<p>Matter regarding creation of posts of specialists in the 3 specialised departments in G.B. Pant Hospital viz. Orthopaedics, Neonatology & Cardiology, proposal for which is awaiting clearance from the Government, should also be cleared expeditiously and further steps taken with due promptitude to fill up the posts. Since the existing posts of specialists in Various hospital in the Islands have not been filled so far the creation of more posts of specialists in the near future is likely to add to the difficulties in regard to the filling up of these posts. It is, therefore, imperative that the Administration should make some advance planning in this regard so that not only the existing posts of specialists are filled up but also those likely to be sanctioned are filled up without any perceptible delay. They would like to be apprised of the steps taken in this direction.</p>
25.	3.35	<p>The Committee note that due to the reluctance on the part of CHS officers to take up the posting in these Islands, Ministry of Health & Family Welfare could not fill up most of the posts of Medical Officers/Junior Medical Officers, thereby resulting in large vacancies. This forced the Administration to fill up the vacant posts by Junior doctors from among the local graduates on <i>ad-hoc</i> basis to manage the Health services. At present, there are 68 posts of Medical Officers/Junior Medical Officers under the Administration which are filled mostly by Junior Medical Officers on <i>ad hoc</i> basis. What is distressing is that some of the Junior Medical Officers have worked on <i>ad hoc</i> basis for as many as 14 years.</p>
26.	3.36	<p>The Committee also find that despite the fact that the posts of Medical Officers have been decadred from the CHS, their services have not been regularised for want to clearance from the UPSC, although the proposal in this regard was placed before them 6 years ago i.e. in 1983. The Committee fail to understand as to why any decision has not been taken for regularisation of these doctors during all these years.</p>

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27.	3.37	<p>The Committee in this connection note that in the past services of some <i>ad hoc</i> doctors working in Islands were regularised by UPSC by holding interviews at Port Blair. In 1978 and 1982, as a result of such interviews services of 25 <i>ad hoc</i> Junior Medical Officers were regularised. The Committee find no reason for not adopting similar procedure for regularisation of remaining <i>ad hoc</i> doctor. The Committee find that the matter for arranging similar interviews of doctors working on <i>ad hoc</i> basis is stated to have been taken up by the A&N Administration with the UPSC. The necessary requisition to the UPSC for filling up the posts of JMOs on regular basis and conducting the interviews at Port Blair is also stated to have been sent. The Committee desire that the matter may be pursued vigorously with the UPSC so that the services of Junior doctors working on <i>ad-hoc</i> basis are regularised expeditiously. The continuance of these doctors on <i>ad hoc</i> basis without making them regular must be demoralising and is also indicative of lackadaisical approach of the Government in dealing with this vital issue. Whatever may be the difficulties, these should not have been in-accountable for being resolved by this time.</p>
28.	3.38	<p>The Committee note that some of the other important causes for lack of adequate doctors in the A&N Islands are the inadequate incentives and lack of opportunities for up-dating their knowledge. The Committee consider that in the interest of speedy development of these Islands, Government should reorient their personnel policies and procedures in such a way so as to attract the best and most efficient officers to these areas. They would like the Ministry of Health to take final decision regarding giving more incentives and facilities including grant of additional allowances. Which may be except from income tax so that the vacancies of doctors including those of specialists are filled of with due expedition. Any delay in the filling of the above posts would only be at the cost of human life and health and nothing could be more precious than human life. The Committee cannot comprehend why it is not possible to</p>

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give training to doctors serving in the Islands. Infact a mutual exchange programme between doctors serving in the Islands and those in the mainland could be easily explore to the mutual advantage of both the categories in consultation with specialised hospitals and institutes in the country. The Committee would like this to be considered expeditiously of the taking all the pros and cons of the matter.

30. 3.42 The Committee note that the matter of establishment of a Pharmacy Council in the Union Territory of Andaman & Nicobar Islands has been hanging fire due to non-delegation of powers of the State Government to the Administrator of Andaman & Nicobar Islands. The Committee also find that this issue is under the consideration of the Ministry of Health and Family Welfare. The Committee desire that an early decision in the matter may be taken so that the Pharmacy Council may be set up in the Union Territory of Andaman & Nicobar Islands without any further delay.
31. 4.7 The Committee note that the present passenger/cargo capacities of ships operating in Andaman & Nicobar Islands are not adequate to meet their requirements. At present four passenger-cum-cargo ships are plying between Mainland and Andaman & Nicobar Islands. To meet the demand of passenger/cargo traffic between Mainland Island sector, a proposal to buy these vessels was contemplated during the 7th Five Year Plan. The Committee, however, find that as per the schedule of construction of vessels they will be ready by November, 1989, March, 1990 and December 1992 only. The Committee find that the passenger traffic on the Mainland-Islands sector has been affected very badly due to withdrawal of vessels TSS Nonelit from service in July, 1988 and non-operational state of another vessel viz. MV Andaman. The situation has also deteriorated due
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		<p>to withdrawal of MV Akbar from Andaman service for meeting the requirements of Haz pilgrims and defence. Although this situation has eased considerably by hiring two chartered vessels for Islands-Mainland services one vessel for inter-Island service, the Committee feel that the situation cannot improve unless the vessels, which are under construction, are constructed as per their schedule. The Committee, therefore, would like the Shipping Corporation of India, which is responsible for the construction of these vessels, to ensure their timely construction.</p>
32.	4.8	<p>The Committee would also like the S.C.I. to make an assessment of the total requirements of passenger/cargo vessels for the people of Andaman & Nicobar Islands and initiate necessary steps for their procurement and subsequent deployment under a time-bound programme. While working out these requirements, the future expansion of tourist traffic the Islands should also be taken into account.</p>
33.	4.15	<p>The Committee are constrained to note that the work of construction of 3 passenger-cum-50 tonnes cargo vessels by M/s. Cleback Boats Co. (Pvt.) Ltd., Calcutta could not be completed during the 6th Five Year Plan period due to delays on the part of the Shipyard and financial constraints experienced by the Yard. What is more agonising is that no progress in the construction work took place in the first three years of the Seventh Five Year Plan.</p>
34.	4.16	<p>The Committee deplore the ineffectiveness of the Andaman & Nicobar Administration in the matter of pursuing the question of construction of passenger-cum-cargo vessels, inadequacy of which is causing considerable hardships to the people of Andaman & Nicobar Islands. The Committee note that of late it has been decided that the DGS&D may progress action only to get the second vessel completed by some other yard and the matter may be treated as closed as regards the third & fourth vessels.</p>

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35.	4.17	<p>The Committee are unable to comprehend as to why at the outset it was not ensured whether the Shipyard to whom the work of construction of ships was entrusted was in a position to construct the ships. When the work of construction of vessels was not completed within the 6th Five Year Plan, the matter should have been pursued with the shipyard so that the work could have been entrusted to another shipyard in the beginning of 7th Five Year Plan itself. The Committee would like that all these issues be examined in-depth and adequate action taken to safeguard the financial interests of the Government. The Committee also desire that the work of construction of remaining stages of the 2nd vessel on which 80% work has been completed should be entrusted to another shipyard at the earliest and the progress be watched regularly to avoid any further delay.</p>
36.	4.23	<p>The Committee note that due to non-availability of direct ship service between Port Blair & Vizag, the people of Vizag are forced to go to Port Blair <i>via</i> Calcutta or Madras. The Committee desire that Andaman & Nicobar Administration should assess the quantum of passenger/cargo traffic between Port Blair and Vizag and on that basis consider the feasibility of introducing a direct ship service between Port Blair & Vizag, at least once in a month. Alternatively the present schedule of Ships going to Madras and Calcutta could be rescheduled so as to at least provide one trip to Vizag during a month. It is also desirable that a survey may be conducted of passengers going to Vizag from Port Blair with a view to augmenting the ship fleet to provide for a more frequent and regular service between Vizag and the Islands and <i>vice versa</i>. The matter regarding diversion of ships to Vizag should also be taken up with the Pradesh Council as was promised during evidence.</p>

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37.	4.27	<p>The Committee note that final report by the consultancy firm M/s. WEBCON, Calcutta regarding establishment of Shipping Corporation for Andaman & Nicobar Islands has been submitted to the Andaman & Nicobar Administration on 28.1.89 and it has been forwarded on March 8, 1989 by the Administration to the Government of India for their approval. The Committee desire that the Government should accord its approval to the report urgently so that, the Shipping Corporation for Andaman & Nicobar Islands is set up expeditiously.</p>
38.	4.36	<p>The Committee regret to note that only 72.12 kms. of Andaman Trunk Road in South Andaman, as against the target of construction of 124.5 kms., were completed during 6th Plan period, due to delay in getting the environmental clearance of Government to take up the construction work as also due to shortage of material and machinery.</p>
39.	4.37	<p>The Committee fail to understand as to why the work of construction of this road beyond 87 kms. was not resumed immediately after its approval by the High Powered Committee of Anthropologists in July, 1983 and why the construction work was taken up in the last year of 6th Five Year Plan only. They would like that the reasons for delay may be examined and appropriate action taken against those found responsible for the delay. The committee also note that the position in regard to construction of Andaman Trunk Road is also not better during the Seventh Five Year Plan as there have been shortfalls in the achievement of targets in the years 1986-87, 1987-88 and 1988-89.</p>
40.	4.38	<p>The Committee further note that as the environmental clearance for taking up work for the construction of Andaman Trunk Road in North Andaman is still awaited from the Ministry of Environment & Forests, the work for constructing the road has not been taken up. The Committee are constrained to note that although the matter regarding environmental clearance</p>

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for Andaman Trunk Road in North Andaman was forwarded by the Administration to the Ministry of Environment & Forests in May, 1988, it has not been cleared as yet. It has led to further delay in the construction of the road. The Committee desire that the matter should be sorted out between the Administration and Ministry of Environment and Forests so that clearance be given without any further delay. The work of construction of road in North Andaman should be started immediately after the receipt of environmental clearance.

41. 4.39 The Committee also find that besides delay in getting environmental clearance, another reason for non-achievement of set targets as far as construction of Andaman Trunk Road is concerned, has been the shortage of material and machinery. The additional requirement of machinery should be assessed and appropriate measures taken for their procurement. Urgent steps should also be taken for the augmentation of shipping space in the mainland-island sector and inter-island sector.
42. 4.40 The Committee would stress that in view of the constraint of resources, priorities for road construction should be most carefully drawn up and executed so as to get optimum returns on the capital invested and the objectives of better means of communication for trade, industry etc. are achieved expeditiously. The Committee would like to be apprised of concrete action taken in this regard.
43. 4.48 The Committee note that for the 34 buses purchased during 6th Five year Plan there was delay in the supply of chassis by TELCO on whom Directorate-General Supplies & Disposals had placed orders which consequently delayed the construction of bodies of buses by the firm. The information regarding delay in the delivery of chassis is stated to be available with the DGS&D. The Committee are of the opinion that the matter should be probed further in consultation with the
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		<p>DGS&D so as to see whether any damages could be levied against TELCO for delay in delivery of chassis which ultimately delayed the construction of bodies of buses. While finalising such contracts in future also it has to be ensured that the financial interests of the Govt. are properly secured.</p>
44.	4.49	<p>The Committee have been informed that the case of 12 buses procured during 1985-86 is under investigation by CBI at Patna. They would like to be apprised of the causes of investigation and the actual position in this regard.</p>
45.	4.50	<p>The Committee further note that 18 buses which were targeted for achievement during 1986-87 are stated to have been completed only recently. The Committee would like to know the reasons for undue delay in completion of the work of construction of the bus bodies. The Committee also find that work of fabrication of 12 bus bodies which was given to a private agency in Lucknow is yet to be completed. The Committee are of the opinion that delay in the building of bus bodies is due to lack of adequate monitoring by the administration. The Committee desire that the progress of work of fabrication of bodies should be reviewed at regular intervals and it should be ensured that the work is finished as per schedule.</p>
46.	4.51	<p>The Committee have observed that at present there are no firms registered with DGS&D on rate contract basis for construction of bus bodies which has resulted in the delay in fabrication of bus-bodies. The Committee desire that the matter may be taken up with DGS&D to initiate necessary action for regularisation of firms with them on rate contract basis for construction of bus bodies.</p>

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47.	5.10	Andaman & Nicobar Islands have vast potentialities for tourism in veiw of their scenic beauty, historical importance and socio-economic peculiarities. The Committee, however, find that due to impediments like paucity of water and electricity, environmental constraints for construction of any structure in these Islands, as also due to the high cost of reaching these Islands, and lack of adequate transport facilities, it has not been possible to develop tourism in a big way.
48.	5.11	The Committee are of the view that not withstanding the above impediments these Islands with the pristine white beaches, clear blue seas, gracefully swaying palms and general balmy climate-unspoiled and unexploited, provide an ample scope for developing tourism potential in a big way. It is imperative to draw a perspective plan after projecting future tourists' requirements, so that necessary infrastructure is provided and there is a big boost to tourist traffics. While drawing up such plans, the need to provide suitable facilities to tourists of middle class should also be duly considered as tourism is a catalyst to national integration and results in better understanding between people of different regions. Due care should be exercised about preservation of the beaches and prevention of pollution.
49.	5.12	The Committee also recommend that concerted efforts should be made to attract tourists from the mainland particularly students and youth etc. to visit these islands by organising educational tours and trekking parties as this can go a long way in promoting national integration, acquainting the people in the mainlands about the conditions and way of life in this remote part of our country. The Committee would like that every possible inducement like concessional rates in fares, boarding and lodging facilities at cheap rates, etc. should be provided for this purpose. Tourist literature relating to these Island should also be developed and constantly updated to attract more tourists.

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50.	5.13	<p>The scheme of water sports at some of the places in the Islands, which is stated to have been prepared and sent to the Ministry of Tourism, should be finalised early and further steps be taken for introduction of water sports on an urgent basis. They would also like to refer to the proposal made by Lakshadweep administration to establish a branch of the National Institute of Water Sports and to suggest similar measures to attract tourists to A&N Islands. For the convenience of the foreign tourists necessary action should also be taken to open sea resorts/hotels.</p>
51.	5.26	<p>The Committee note that work of construction of Yatri Niwas with 75 beds at Doodhline and a travellers' lodge in Guest House No.1 Complex was taken up in 1986-87. The work of construction of travellers' lodge has been stopped due to non-receipt of clearance from the architect. The Committee desire that the A&N Administration should take necessary steps for an early clearance of the projects so that work of construction of travellers' lodge is started expeditiously and there is proper utilisation of resources.</p>
52.	5.27	<p>The Committee also desire that the work of construction of 30 bedded tourist home at Diglipur should be commenced immediately and completed under a time-bound programme. The proposal regarding addition of three more rooms in the Mayabunder guest house should be considered and finalised early.</p>
53.	5.28	<p>The Committee have also noted that due to limited capacity of APWD to undertake construction works, there has been under-utilisation of funds earmarked for Tourism sector in 1985-86. The Committee desire that the capacity of APWD should be augmented suitably so that the work of construction of tourist home at Diglipur is completed as per schedule and the funds earmarked are utilised fully.</p>

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54.	6.3	<p>The Committee note that 18 islands do not have the facility of post offices and the A&N administration is stated to have asked the postal authorities to open the post-offices in some of the islands. It is stated that as per norms of postal department, these islands do not fulfil the criteria for opening of post-offices.</p>
55.	6.4	<p>It needs hardly to be pointed out that provision of basis communication facilities is the barest minimum requirement for the development of any area. In view of the remoteness of the Islands and difficulties of inter-island shipment between different islands, there is a strong case for relaxation of perscribed norms for the opening of post offices in these Islands. The Postal Department should have a reappraisal of the whole issue and take step to open post offices in 18 Islands deprived of this facility at present. The A&N administration should also take adequate measures to ensure that inter-island shipping facility is available regularly when post offices are opened in the remaining islands.</p>
56.	6.8	<p>The Committee note that all the villages of A&N Islands do not have telecommunication facilities. The Department of telecommunications has drawn schemes to extend the telecommunication facilities in 1989-90, by opening of more telephone exchanges schemes for providing long distance telephones at certain places and to correct the remote islands by Trunk services with the Port Blair have also been chalked out for implementation. The Committee desire that these schemes be implemented in the right earnest so that there are no delays in providing the long distance telephones and connecting the remote islands by Trunk services with Port Blair.</p>
57.	6.9	<p>To relieve the congestion from the mainland to Port Blair, capacity of STD channels should also be augmented suitably. Action in this regard should be taken with due promptitude.</p>

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58.	6.16	The Committee commend the decision to set-up 'Andaman and Nicobar Integrated. Development Corporation Limited,' and feel that this will go a long way in providing assistance for a comprehensive and well planned growth of industries in this industrially backward area.
59.	6.17	The Committee observe that though the peripherals like approval to the proposal and setting up of the Board of Directors have been completed the Corporation has yet to become operational. The Committee are of the opinion that nothing concrete can be achieved merely by appointing the Board of Directors.
60.	6.18	The Committee also desire that KVI Commission Bombay should be urged to give their concurrence immediately for appointment of the members of Andaman & Nicobar Khadi and Village Industries Board. After the receipt of concurrence, urgent action should be taken for the appointment of Chairman and members of the Board.
61.	6.30	The Committee note that there is a proposal to open one more college in the A&N Islands in the Nicobar district at Car Nicobar. The college is scheduled to be established by 1990. The Committee desire that necessary action may be initiated in advance so that the college is opened as per schedule.
62.	6.31	The Committee note that the students studying in the A&N Islands are facing problem with regard to the languages in which question papers are set in examinations. While the students are free to answer in any of the six languages spoken in the islands, the question papers are set in English and Hindi only. The Study Group of the Committee during their visit to A&N Islands were informed by the students that they were facing a lot of hardships due to question papers being set in English and Hindi only. The Committee, therefore, feel that there is an imperative need to provide the

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question papers in other languages as well. They find that steps have been taken in this regard by the A&N Administration by requesting the Ministry of Human Resource Development to arrange the question papers from next academic year onwards in three more languages that is in Bengali, Tamil and Telugu in addition to English and Hindi. The Committee desire that Ministry of Human Resource Development, Department of Education should take appropriate steps, in consultation with CBSE, so as to ensure that the question papers are made available to the students in the other languages also from the next academic year.

63. 6.32 The Committee also desire that appropriate steps may be taken so as to provide the text books to the students well before the beginning of academic year so that their studies are not adversely effected.
64. 6.42 The Committee note that as against the target for constructing 730 quarters during the 6th Five Year Plan, only 166 quarters have actually been constructed. The Committee have been informed that the bottlenecks like (i) delay in finalisation of tenders by the DGS&D; (ii) delay in supply of material by the firms borne on DGS&D rate contracts; (iii) delay in supply of levy cement (iv) delay in the transportation of construction material, etc. resulted in non-achievement of the set targets. The Committee find that the present system of holding of meetings by regional office of the DGS&D, Calcutta with the concerned officers of the Administration has not proved to be effective in removing the aforesaid bottlenecks. The Committee would like the DGS&D to make more concerted effort to remove these bottlenecks so that the work of construction of quarters is not adversely affected.
65. 6.43 The Committee regret to note that the position regarding the transportation of construction material from Calcutta/Madras to A&N Islands has not
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improved despite the fact that the matter was taken up with the A/D Shipping Calcutta's godown about 8 months back and construction material have not yet been transported to Port Blair. They urge the administration to take steps to get the chemicals transported to the Islands. Simultaneously, responsibility for this lapse should be fixed after investigating reasons leading to it. The Committee would further urge that immediated effective measures should be taken to improve the position of transportation of construction material through Calcutta/Madras to Port Blair. It is indeed essential to strengthen the implementing and monitoring machinery relating to construction of quarters.

66. 6.44 The Committee also regret to note that although the exercise in regard to the strengthening of the Andaman P.W.D. Department was initiated in April, 1986, and the sanction for posts of Chief Engineer, Superintending Surveyor of works, Senior Architect, etc. was accorded in the later half of 1988, (although belatedly), yet these posts have not been filled up so far. The Committee desire that these posts may be filled up without any further delay.
67. 6.45 The Committee note that in the annual plan for the year 1987-88 an outlay of Rs. 100 lakhs was approved for developing house sites in South Andaman. The Committee have also been informed that the development plans prepare by the APWD for the sites near Cove and Nayagaon were however, not approved, and the work has now been entrusted to CPWD for preparing a layout and subsequent execution. The Committee desire that the matter, may be vigorously pursued with the CPWD so that there is no further delay in the execution of scheme for development of house sites.
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**LIST OF AUTHORISED AGENTS FOR THE SALE OF LOK SABHA
SECRETARIAT PUBLICATIONS**

Sl. No.	Name of Agent	Sl. No.	Name of Agent
ANDHRA PRADESH		UTTAR PRADESH	
1.	M/s. Vijay Book Agency, 11-1-477, Mylargadda, Secunderabad-500361.	12.	Law Publishers, Sardar Patel Marg, P. B. No.77, Allahabad, U.P.
BIHAR		WEST BENGAL	
2.	M/s. Crown Book Depot, Upper Bazar, Ranchi (Bihar).	13.	M/s. Manimala, Buys & Sells 123, Bow Bazar Street, Calcutta-1.
GUJARAT		DELHI	
3.	The New Order Book Company, Ellis Bridge, Ahmedabad-380006. (T. No. 79065).	14.	M/s. Jain Book Agency, C-9, Connaught Place, New Delhi. (T. No. 351663 & 350806).
MADHYA PRADESH		15.	M/s. J.M. Jaina & Brothers, P. Box 1020, Mori Gate, Delhi-110006. (T. No. 2915064, 230936).
4.	Modern Book House, Shiv Vilas Palace, Indore City. (T. No. 35289).	16.	M/s. Oxford Book & Stationery Co., Scindia House, Connaught Place, New Delhi-110001. (T. No. 3315308 & 45896).
MAHARASHTRA		17.	M/s. Bookwell, 2/72, Sant Nirankari Colony, Kingsway Camp, Delhi- 110009. (T. No. 7112309).
5.	M/s. Sunderdas Gian Chand, 601, Girgaum Road, Near Princes Street, Bombay-400002.	18.	M/s. Rajendra Book Agency, IV-DR 59, Lajpat Nagar, Old Double Storey, New Delhi-110024. (T. No. 6412362 & 6412131).
6.	The International Book Service, Deccan Gymkhana, Poona-4.	19.	M/s. Ashok Book Agency, BH-82, Poorvi Shalimar Bagh, Delhi-110033.
7.	The Current Book House, Maruti Lane, Raghunath Dadaji Street, Bombay-400001.	20.	M/s. Venus Enterprises, B-2/85, Phase-II, Ashok Vihar, Delhi.
8.	M/s. Usha Book Depot, 'Law Book Sellers and Publishers' Agents Govt. Publications, 585, Chira Bazar Khan House, Bombay-400002.	21.	M/s. Central News Agency Pvt. Ltd., 23/90, Connaught Circus, New Delhi- 110001. (T. No. 344448, 322705, 344478 & 344508).
9.	M&J Services, Publishers, Represen- tative Accounts & Law Book Sellers, Mohan Kunj, Ground Floor, 68, Jyotiba Fuele Road, Nalgaum-Dadar, Bombay-400014.	22.	M/s. Amrit Book Co., N-21, Connaught Circus, New Delhi.
10.	Subscribers Subscription Services India, 21, Raghunath Dadaji Street, 2nd Floor, Bombay-400001.	23.	M/s. Books India Corporation Publishers, Importers & Exporters, L-27, Shastri Nagar, Delhi-110052, (T. No. 269631 & 714465).
TAMIL NADU		24.	M/s. Sangam Book Depot, 4378/4B, Murari Lal Street, Ansari Road, Darya Ganj, New Delhi-110002.
11.	M/s. M.M. Subscription Agencies, 14th Murali Street (1st Floor), Mahalingapuram, Nungambakkam, Madras-600034. (T. No. 476558).		