


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

**ESTIMATES COMMITTEE
1990-91**

NINTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

**SIXTH REPORT
ESTIMATES COMMITTEE
(1990-91)**

(NINTH LOK SABHA)

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

**[Action Taken by Government on the
recommendations contained in the Eighty-first
Report of Estimates Committee
(Eighth Lok Sabha)]**



Presented to Lok Sabha on 23.8.90

**LOK SABHA SECRETARIAT
NEW DELHI**

July, 1990 / Asadha 1912(S)

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CORRIGENDA TO THE 6TH REPORT OF
ESTIMATES COMMITTEE(1990-91)

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COMPOSITION OF THE ESTIMATES COMMITTEE
(1990-91)

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Shri Jaswant Singh

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3. Shri Era Anbarasu
4. Shri Kamal Chaudhry
5. Shri Anantrao Deshmukh
6. Prof. Prem Kumar Dhumal
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1. Shri G.L. Batra — *Joint Secretary*
2. Shri B.B. Pandit — *Deputy Secretary*
3. Shri S.M. Mehta — *Senior Financial Committee Officer.*

**STUDY GROUP ON ACTION TAKEN REPORTS OF
ESTIMATES COMMITTEE**

(1990-91)

1. **Shri Jaswant Singh — *Chairman***
2. **Shri Hannan Mollah**
3. **Dr. Thambi Durai**
4. **Shri Chiranji Lal Sharma**
5. **Shri Yamuna Prasad Shastri**
6. **Shri Anantrao Deshmukh**
7. **Shri Kailash Nath Singh Yadav**

INTRODUCTION

I, the Chairman of the Estimates Committee having been authorised by the Committee to submit the Report on their behalf present this 6th Report on action taken by Government on the recommendations contained in the 81st Report of the Estimates Committee (Eighth Lok Sabha) on the Ministry of Home Affairs — Andaman and Nicobar Islands.

2. The 81st Report was presented to Lok Sabha on 27th April 1989. Government furnished their replies indicating action taken on the recommendations contained in that Report on 5th March, 1990. The Draft Report was adopted by the Committee on 27th June, 1990.

3. The Report has been divided into following Chapters:—

- (I) Report
- (II) Recommendations/Observations which have been accepted by Government
- (III) Recommendations / Observations which the Committee do not desire to pursue in view of Government's replies.
- (IV) Recommendations / Observations in respect of which replies of Government have not been accepted by the Committee.
- (V) Recommendations/Observations in respect of which final replies of Government are still awaited.

4. An analysis of action taken by Government on the recommendations contained in Eighty-first Report of Estimates Committee (Eighth Lok Sabha) is given in Appendix. It would be observed that out of 67 recommendations made in the Report, 41 recommendations i.e. 62.7 per cent have been accepted by Government and the Committee do not desire to pursue 18 recommendations i.e. about 27 per cent in view of Government's replies. Replies have not been accepted in respect of 7 recommendations i.e. about 10.5 per cent. Replies in respect of 1 recommendation i.e. 1.5 per cent have not been furnished by the Government.

NEW DELHI;
July 20, 1990

Asadha 29, 1912(S)

JASWANT SINGH
Chairman,
Estimates Committee.

CHAPTER-I

REPORT

1.1 This Report of the Estimates Committee deals with Action Taken by Government on the recommendations contained in their 81st Report (8th Lok Sabha) on the Andaman & Nicobar Islands, which was presented to Lok Sabha on 27th April, 1989.

1.2 Action Taken Notes have been received in respect of all the recommendations contained in the Report. These Notes have been categorised as follows:—

- (i) Recommendations/observations which have been accepted by the Government;
Sl. Nos. 1, 2, 4, 5, 6, 7, 8, 10, 14, 15, 16, 17, 17(A), 19, 25, 26, 27, 28, 29, 32, 37, 38, 39, 40, 41, 42, 45, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 60, 61, 62, 63, 66.
(Total 42, Chapter II)
- (ii) Recommendations/observations which the Committee do not desire to pursue in view of Government's replies;
Sl. Nos. 3, 9, 13, 21, 22, 30, 31, 33, 34, 35, 36, 43, 44, 46, 54, 55, 64, 65.
(Total 18, Chapter III)
- (iii) Recommendations/observations in respect of which Government's replies have not been accepted by the Committee;
Sl. Nos. 11, 12, 18, 20, 23, 24, 59.
(Total 7, Chapter IV)
- (iv) Recommendation/observation in respect of which final replies are still awaited;
Sl. No. 67.
(Total 1, Chapter V)

1.3 The Committee will now deal with action taken by Government on some of the recommendations.

Procurement & distribution of seeds

Recommendation Sl. No. 6 (Para 1.37)

1.4 The Committee had noted that as against a target of 60 MT 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. 30 MT, 53 MT &

40.76MT respectively. The Committee observed that one of the important reasons for lower demand was preference for own seeds. This was indicative of lack of promotion, by the Ministry of quality seeds. The Committee, therefore, felt that steps taken to motivate farmers to use improved seeds, as provided by the Agricultural Department of Andaman & Nicobar Islands, should be intensified.

1.5 In its action taken reply, the Ministry of Home Affairs stated that the required quantity of certified seeds was procured from the National Seeds Corporation, as well as other states from the mainland, and supplied to the cultivators, at subsidised rates. The department had proposed a scheme, in the Draft 8th Five Year Plan, for establishment of seed multiplication farms, where seeds of improved and adapted varieties could be grown and then supplied. It was proposed to establish such farms in Hut Bay, Little Andaman and Nimbudara, Middle Andaman.

1.6 The Committee appreciate that steps are being taken to make arrangements for the supply of certified seeds from National Seeds Corporation. The Committee would recommend that steps be taken, by the Ministry, to motivate farmers for adopting improved varieties of seeds. They would like to be kept apprised of the steps taken in this regard.

Extraction of Timber

Recommendation Sl. No. 11 (Para 1.53)

1.7 In their earlier report, the Committee, while deprecating that there had been unconscionable delay in the extraction of timber from hilly lands, had noted that the Forest Department had been assigned this work in the sixties. For long, sufficient attention was not paid. This resulted in loss of revenue to the Government. Lamentably, work that had been initiated in the sixties, was no where near completion even by the nineties. This is a very poor commentary on the working of the Island Administration. The Committee hold that such delays must be investigated.

1.8 In its Action Taken reply, the Ministry of Home Affairs stated that the pineapple cultivation had been adopted in the Islands but it could not make headway due to various reasons.

1.9 Non-availability of planting materials viz. pineapple suckers was another limiting factor in the expansion of area under cultivation of pineapple. For the supply of suckers the Administration had to depend on the mainland as the production in those islands was very much limited. To overcome that problem, viable technology had to be developed. The Director, CARI, Port Blair had already been requested to evolve and standardise the technology for rapid multiplication, so that dependence on mainland for pineapple suckers was minimised.

1.10 Extraction of commercial trees from hilly land was hampered primarily because of:—

- (i) scattered nature of allotted land in areas where Forest Department had no infrastructure.

- (ii) shifting of timber extraction camps from place to place is not only expensive but also impracticable.

In spite of many constraints, Forest Department harvested timber from about 7700 ha. of allotted hilly land leaving only 2300 ha. area where also work is in progress.

1.11 The Committee find the reasons advanced by the Ministry like non-receipt of barbed wire, planting material etc., as pathetic attempts at covering inefficiency. They are neither appreciative of nor convinced by the reasons cited.

1.12 The Committee, therefore, desire that the Andaman & Nicobar Islands Administration should take up all these matters with the authorities and insist upon early compliance. Alternatively, it ought to make arrangements to get the supply directly from other sources. Andaman & Nicobar Administration should also, in consultation with the Director, CARI, Port Blair take adequate steps to make available a timely supply of pineapple suckers.

Coastal Aquaculture

Recommendation Sl. No. 12 (Para 2.5)

1.13 The Committee were constrained to note that no discernible progress had been made under the scheme of coastal aquaculture. The Committee regretted that the work of survey of brackish water, suitable for undertaking the programme, had not been completed. The team had surveyed only a part of South Andamans, and the rest of the areas in the Islands were yet to be surveyed. The Committee had desired that the survey of the remaining areas should be completed urgently. Further that steps be taken for establishing model fish farms for brackish water culture in South Andaman, middle Andaman and Car Nicobar.

1.14 In its Action Taken reply, Ministry of Home Affairs stated that a macro level survey was conducted in about 1000 hec. of land in South Andaman by an Expert Team, which found about 470 hec. of land suitable for prawn culture. The department had since procured top-sheets and saline refracto-meter, and also taken action for procurement of PH meter, required for carrying out other survey.

1.15 For the Establishment of model brackish water Farms in South Andaman, Middle Andaman and Car Nicobar schemes had been included in the draft VIIIth Five Year Plan. The Ministry of Agriculture & Cooperation also added that there was a scheme namely 'Coastal Aquaculture' proposed during the VIIIth Five Year Plan by the Andaman and Nicobar Admn. While examining the scheme for approval Planning Commission and integrated Finance Division of Department of Agriculture & Cooperation desired to conduct the feasibility study regarding the potential of coastal aquaculture in the Islands. This was communicated by the Department of Agriculture and Cooperation on 18.5.1987. No feasi-

lity report had so far been received by the Department of Agriculture & Cooperation.

1.16 During VIIIth Five Year Plan Central Institute of Coastal Engineering for Fishery (CICEF) would take up survey and investigation for development of brackish water aquaculture in Andaman and Nicobar Islands. One officer from Andaman and Nicobar Islands would be trained in Philippines for three months in brackish water aquaculture under UNDP Programme.

1.17 The Committee observe that the work of survey of brackish water, suitable for undertaking prawn culture, had not been completed so far. The reply of the Ministry that this work will be taken up during VIIIth Five Year Plan is pervaricative. The Committee, while commenting on the casual approach of the Ministry, urge it to ensure an early completion of the work.

1.18 The Committee are also unable to appreciate the reasons cited for delay in non-receipt of a feasibility report regarding the potential of coastal aquaculture in the Islands. The Committee would like the Ministry to now adopt a time bound schedule in this regard. It would therefore, like to know: (a) by when the feasibility report is going to be completed; and (b) by when it will be acted upon.

Finally the Committee would like to be kept constantly apprised of progress in this regard.

Strengthening of Facilities for training in Fisheries discipline

Recommendation Sl. No. 14 (Para 2.20)

1.19 The Committee had recommended that Andaman and Nicobar Administration should take urgent steps for strengthening facilities for training in fisheries discipline.

1.20 In its reply the Ministry, while detailing the steps taken stated that the working Group set up for preparing the Master Plan for Andaman and Nicobar Islands, for development of fisheries, had submitted its report in July, 1989.

1.21 The Committee would like to know what follow-up action has been taken to implement the Master Plan for Andaman and Nicobar Islands.

Appointment of Ophthalmologists

Recommendation Sl. No. 18 (Para 3.9)

1.22 The Committee had noted that work relating to control of blindness suffered due to 3 posts of Ophthalmologists lying kept vacant since long. Only after one of the posts of Ophthalmologist from AFMS had been filled, did the programme get activated. The Committee were unable to appreciate the existence of vacancies for such an unduly long period. The Committee were of the opinion that adequate steps were not taken to fill up these vacancies from Central Health Services cadre earlier, and the posts remained vacant due to non-availability of qualified local candidates.

Only last year action had been initiated to include those posts under CHS cadre so that qualified candidates could be appointed from CHS/Defence Services. The Committee had desired that steps should be taken now, and with a sense of urgency so that remaining two posts were filled up without any further delay

1.23 In its Action Taken reply the Ministry of Home Affairs stated that the vacancies of 3 posts of Ophthalmologists was duly brought to the notice of the concerned Ministry for filling them up. Since CHS did not fill the posts, the matter was taken up with the Ministry of Defence for posting of an Ophthalmologist on deputation, Major SC Nanda, an Ophthalmologist from the Ministry of Defence was now working under the Administration on deputation. One of the JMOs, a local bonded candidate had since been sponsored for 3 years MD course in Ophthalmology in the All India Institute of Medical Sciences, New Delhi. On the successful completion of the course, this doctor, a resident could be appointed against one of the vacant posts. Continuous efforts were being made to obtain specialists from CHS/Defence.

1.24 The Committee feel that the Ministry of Health does not seem to have made intensive efforts to find suitable candidates for the vacant posts. The Committee reiterate their earlier recommendation and recommend that the A&N Administration should take urgent steps to fill up the vacant posts of Ophthalmologists. The Committee would like to know of the progress in this regard.

Strength of Doctors

Recommendation Sl. No. 20 (Para 3.14)

1.25 The Committee had noted that the position regarding the strength of doctors in each of the 11 primary Health Centres was not satisfactory.

1.26 In its Action Taken reply the Ministry of Home Affairs stated that necessary provisions were being made in the 8th Plan to improve the doctor-population ratio in rural areas with special attention to isolated islands.

1.27 Noting that the doctor — population ratio in A&N Islands did not conform to prescribed standard norms, the Committee had desired that the strength of doctors should be increased suitably. The reply of the Ministry is inadequate as it does not indicate clearly the steps that are being taken to improve the doctor — population ratio. The Committee would like to be apprised of the concrete steps taken in this regard.

Vacancy of Specialists

Recommendation Sl. No. 23 (Para 3.23)

1.28 The Committee had observed that some of the posts of specialists in the hospitals in Andaman and Nicobar Islands were lying vacant

for the last 5-7 years. It had desired that immediate effective action should be taken to fill up the vacant posts.

1.29 In its Action Taken reply, the Ministry of Home Affairs stated that action had already been taken to fill up the vacant post of specialists by taking Defence personnel on deputation. Action was also being taken to appoint locally qualified doctors as specialists on *ad hoc* basis.

1.30 The Committee desire that the A&N. Administration should vigorously pursue the matter of appointment of specialists in various hospitals in the Islands. Locally qualified doctors should also be sent for training in various disciplines, on the mainland and they should be appointed in these hosp' ls on a regular basis so that there are no posts left vacant.

Creation of posts of specialists

Recommendation SI, No. 74 (Para 3.24)

1.31 The Committee had also noted that the proposal for creation of other posts of Medical Specialists, Gynaecologist, ENT surgeon, etc. for Civil Hospital, Car Nicobar and 4 specialists for CHC, Ranget had been cleared by the Ministry of Health & Family Welfare and was awaiting clearance from Ministry of Finance. The Committee had desired that matter should be pursued with the concerned Ministries. After approval, urgent steps should be taken to fill the posts of specialists.

1.32 In its Action Taken reply, the Ministry of Home Affairs stated that the Ministry of Defence had again been requested to depute the following specialists for Civil Hospital, Car Nicobar and they were expected to join shortly:—

1. Surgical Specialist.
2. Anaesthetist.
3. Medical Specialist.
4. Gynaecologist.

As regards the specialists for GB Pant Hospital, the Hon'ble Lt. Governor again moved the Defence Ministry for posting of one Radiologist and one skin specialist from the Army on deputation basis.

1.33 Noting that the proposal for creation of posts of Medical specialists, Gynaecologist, ENT Surgeon etc. for Civil Hospital, Car Nicobar, and CHC, Ranget had been cleared by the Ministry of Health and Family Welfare and was awaiting clearance from the Ministry of Finance, the Committee had recommended that urgent steps should be taken to obtain the approval of Ministry of Finance in this regard. The reply of the Ministry that the Ministry of Defence have again been requested to depute the specialists is not relevant to Committee's recommendation. The Committee, therefore, reiterate their earlier recommendation and would like to be apprised of the final outcome in this regard.

Andaman & Nicobar Integrated Development Corporation

Recommendation Sl. No. 59 (Para 6.17)

1.34 The Committee had observed that though peripherals like all approvals about the setting up of the Board of Directors had been completed, the Andaman & Nicobar Integrated Development Corporation had yet to become operational. The Committee were of the opinion that nothing much could be achieved by merely appointing a Board of Directors.

1.35 In its Action Taken reply, the Ministry of Home Affairs stated that the ANTIDCO had recently started functioning but various activities relating to the ANTIDCO were in the process of being taken up. Technical experts relating to different sectors were still to be appointed. Action had already been initiated for appointment of General Managers, under each sector, by approaching concerned Ministries and similar corporations on the mainland, for taking officers on deputation initially and by requesting Public Enterprises Selection Board to select the requisite qualified officials. The post of Managing Director had been upgraded and activities would pick up once the General Managers of all the sectors were appointed.

1.36 It was further intimated that 3 meetings of the Board of Directors had been held, various agenda items discussed. Action would however, be initiated after appointing necessary staff required to run the Corporation.

1.37 The Committee desire that steps for appointment of Technical Experts, General Managers and Managing Director of ANTIDCO should be taken with a sense of urgency so that the Corporation becomes fully operational as early as possible. They would like to be apprised of the progress in this matter.

Implementation of Recommendations

The Committee wish to emphasize that their recommendations are for action; they have to be implemented by Government. They will, therefore, advise the Government that it should keep a monitoring watch on the recommendations made by the Committee. Such recommendations, as are not possible to implement must be reported to the Committee, in time, and an explanation provided for inaction.

It is the desire of the Committee that replies in respect of the recommendations contained in Chapter V of the Report may be furnished expeditiously. The Committee also reiterate their expectation about constructive responses from the Government.

CHAPTER-II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation Sl. No. 1 (Para 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.

Action Taken

It is true that the people of Andaman and Nicobar Islands are dependent on mainland for requirement of wheat as the Agro-climatic situation of these Islands does not permit the cultivation of wheat in this Zone.

It is also true that production of rice is limited i.e. about 28,000 MT per year. The total consumption of rice in these Islands is about 47,000 MT per year. Out of which 16,000 MT rice is imported by Supply Department of Administration and about 3,000 MT by businessmen.

The efforts are being made to increase production of rice per unit area by introducing High Yielding Varieties and by encouraging for means to have Double Cropping of paddy.

Recommendation Sl. No. 2 (Para 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.

Action Taken

The Department of Agriculture is implementing a scheme to encourage cultivators for the construction of Minor Irrigation ponds on loan-cum-subsidy basis. Minor Irrigation wing of the Andaman Public Works Department has taken up a scheme to survey and investigate the availability of surface and ground water for irrigation purposes in these Islands. This survey includes study of total flow of water during the year, sediments in the water peak flow etc. The investigation is in progress. They have taken up survey work in little Andaman, North, South, Middle Andaman and Campbell Bay. The survey reports are being transmitted to the Central Water Power Commission, New Delhi.

Recommendation Sl. No. 4 (Para 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 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 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.

Action Taken

As regards Havelock, the Ministry has not responded to our requests for change in the status of the land released for allotment to the settlers even through the attention of the Hon'ble Minister of Environment & Forests was drawn by the Hon'ble L.G. vide his letter dated 9th July 1987. The case was followed by the POCF vide his D.O. letter dated 21.2.89 followed by remainders dated 30th March and 11th April, 1989.

However, the land was handed over to the Revenue Department on 26.4.89 on order of the Hon'ble L.G. and the same has been allotted and possession giving to the settlers at Havelock.

The land at Jirkatang was formally handed over by the Forest Department to the Revenue Authorities with the stipulation that the land shall continue to be reserved forest. Hon'ble Lt. Governor, however, has

directed that the land shall be treated as 'Revenue Land' for all intends and purposes. The land is already in possession of the settlers and they have been cultivating the same for the past many years.

Recommendation Sl. No. 5 (Para 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.

Action Taken

There are two irrigation projects in Little Andaman, i.e., Ramarkrishna Puram and Vishnu Nallah along with land requirement of 88-40ha. & 70.99 ha. Since these projects attracted provisions of the Forest (Conservation) Act, 1980, the Ministry of Environment and Forests, after examining the proposal, have conveyed the approval for the release of forest land vide letter No. 8-74/87-FC dated 17th April 89 and No. 8-75/FC dated 17-4-89. Approval has already been conveyed to the implementing agencies to take up the construction of Irrigation Projects.

Recommendation Sl. No. 6 (Para 1.37)

The Committee note that as against a target of Procurement and distribution of 60 MT 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. 30 MT, 53 MT & 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 and 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.

Action Taken

The required quantity of certified seeds was procured from the National Seeds Corporation as well as other States from the mainland and supplied to the cultivators at subsidised rates. The department has proposed a scheme in the Draft 8th Five Year Plan for establishment of seeds multiplication farm, where seeds of improved and adapted varieties will be multiplied and supplied the same to the cultivators. It is proposed to establish such farms in Hut Bay, Little Andaman and Nimbudara, Middle Andaman.

Recommendation Sl. No. 7 (Para 1.38)

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 and 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, edequate 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.

Action Taken

The Construction of work of main store at Port Blair for seed storage has already been started and is likely to be completed shortly. Small godowns have already been constructed in Ranget, Mayabunder and Diglipur etc. There is, therefore, no problem of storage of seeds.

Recommendation Sl. No. 8 (Para 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.

Action Taken

As regards palm oil mill, the Government of India have already given clearance from environment point of view for expansion of the red palm oil processing plant to 4 ton fresh fruit bunches per four. The work has

been entrusted to a Calcutta based firm for supplying the machinery and equipments and also for erection of the mill.

Recommendation Sl. No. 10 (Para 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, man-power 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 enterpreneurs and industrial policy should be formulated. The Committee would like to be apprised of further developments in this regard.

Action Taken

Pineapple cultivation has already been adepcted in these Islands under Centrally Sponsored schemes as well as State Schemes. Planting material of pineapple i.e. pineapple suckers are being imported from mainland for distribution to the farmers.

Central Agricultural Research Institutes, Port Blair under the Indian Council of Agricultural Research have been requested to standardise the technology for rapid multiplication of suckers of pineapple so dependence for supply of suckers the mainland is immunised.

Industrial exploitation of pineapple is not possible presently due to limited production of fruit.

During 8th Five Year Plan the efforts for intensifying the cultivation of pineapple specially on slopy land as well as inter cropping will be made under Coconut, Areconut and fruit plantations. For this purpose, Centrally Sponsored Scheme will be continued as well as state Sector Scheme on "Development & rejuvenation of plantation spices and fruit crops" have been proposed with outlay of Rs. 100 lakhs.

Recommendation Sl. No. 14 (Para 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.

Action Taken

As per the recommendation of the Board of ANTIDCO, demand of fish of the people of the Islands will be met and thereafter the excess fish will be exported to the mainland for generating revenue as well as to help the economic development of the Islands. This will become possible when facilities for proper storage and processing are provided and deep sea fishing taken up.

Action Taken by Deptt. of Agriculture

Same as mentioned against Para 2.10.

Recommendation Sl. No. 15 (Para 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 adequated and there is an urgent need for providing more facilities viz. boats, hostel facilities, adequate number of teaching in fisheris during 1986-87 & 1987-88 remained under-utilised and no efforts were made to aquire 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 urgents steps in pursuance to their recommendations for strengthening the facilities for training in fisheries descipline.

Action Taken

Regarding training of fishermen by this department wide publicity over AIR and Daily Telegrame etc. has been given and also invited application from the fishermen for undergoing training in the centres based at Port Blair and Car Nicobar. In respect of the tribal fishermen of Car Nicobar, wide publicity is being given through the District Administration as well as captains of tribal areas.

Regarding training of personnel of fisheries Deptt-following actions have been taken during VIIth Five Year Plan.

(A) Five members of staff were sent for 2 years Diploma in fisheries Science, conducted by Central Institute of Fisheries Education, Bombay. They have since completed training and recorporated for duty to the Fisheries Department.

(B) Two members of Departmental staff were sent for short duration training in the assessment of the exploited stock of marine fish resources at C.M.F.R.I., Cochin.

(C) One member of departmental staff was sent to Orissa from training in fresh/water Fisheries, and training was completed.

Regarding additional facilities in respect of training on a Vessel, a confiscated tuns Long Liner has been allotted to the Fisheries Department and the repairs of the same are being carried out. Provision kept for construction of 1 No 434/ feet boat has been utilised for the repair of confiscated Long Liner.

Regarding hostel teaching staff and work-shop etc, the same has been included in the draft VIIIth five Year Plan, proposals.

Action taken by Deptt. of Agriculture

The working group set up for preparing Master Plan for Andaman & Nicobar Islands for the development of Fisheries has submitted its report in July, 1989.

Recommendation Sl. No. 16 (Para 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.

Action Taken

A proposal for introduction of Vocational courses in Fisheries, Agriculture and Coir Technology at the Secondary and Senior-Secondary stages in Schools has already been sent to the Government of India, Ministry of Human Resources Development for approval vide Administration's letter No. 2-4/86-D. III dated 10-4-89. The courses will be introduced initially in 3 Senior Secondary Schools at Mayabunder, Port Mount and Car Nicobar. In response to the above proposal, the Ministry has called for certain information/clarifications which is being sent to the Ministry shortly.

Recommendation Sl. No. 17 (Para 3.7)

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

Action Taken

Government of India have sanctioned a sample survey Analysis Unit (SSAU) for the UT to delineate the prevalence of Leprosy and thereafter to introduce Multiple Drug Therapy. The setting up of this Unit will facilitate the work of Leprosy control.

Recommendation Sl. No. 17(A) (Para 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.

Action Taken

One physiotherapist has been trained specially for leprosy patients and equipment for physiotherapy has been procured. The Hospitalisation ward is being strengthened, Financial provision for the same has been made in the 8th plan.

Recommendation Sl. No. 19 (Para 3.10)

The Committee also note that an expert is conducting a survey in the Andaman & Nicobar Islands for assessing the magnitude of the problem of blindness. The Committee desire that the magnitude of 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 affected persons as also to prevent the spread of disease in the Islands.

Action Taken

A team of Ophthalmologists from R.P. Centre, New Delhi visited Andaman and Nicobar Islands with effect from 16th January, 1989 and completed survey for blindness and eye disorders. Sufficient medicines and supporting staff were given to the expert team during their visit to different Islands. The data is being processed at the R.P. Centre of Ophthalmology, New Delhi.

Recommendation Sl. No. 25 (Para 3.25)

Matter regarding creation of posts of specialist in the 3 specialised departments in GB 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 hospitals 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.

Action Taken

A Junior Medical Officer with PG qualification in Ortho has since joined the GB pant Hospital. His services are being utilised as Orthopaedic Surgeon.

The Paediatrician attached to GB pant Hospital has been recommended for deputation for training in Neonatology. He is likely to go for training shortly. His services after training will be utilised in the speciality of Neonatology.

One of the Medical Specialists of GB pant Hospital port Blair is being deputed to JIPMER, Pondicherry for advanced training in Cardiology. After the training his services will be utilised for handling cardiac cases more efficiently. The key has been fully equipped with cardiac monitors.

The proposal for opening of 13 new specialised department in the GB pant Hospital, Port Blair is under the consideration of the Government of India. The matter also came up for discussion in the IDA meeting. The details protection have been included in the 8th plan.

Recommendation Sl. No. 26 (Para 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.

Action Taken

The matter regarding regularisation of ad-hoc appointment of JMOs has been taken up with the UPSC and on the request of the Administration, UPSC has invited application for 68 posts of junior Medical Officers of A & N Medical Department. The matter is now resting with the UPSC for completing the formalities. 58 ad-hoc JMOs in service have responded to advertisement published by the UPSC by sending their bio-data. It is expected that the UPSC will soon finalise the formalities for selection of suitable candidates.

Recommendation Sl. No. 27 (Para 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 the 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.

Action Taken

The Administration has already requested UPSC to invite applications for 68 posts of Medical Officers vide letter No. 25/15/87-MPH dated 5-8-88 and the UPSC have accordingly invited the applications for the above posts vide their letter No. E.1/469(89)/88-R I dated 13-4-89. On the basis of the aforesaid letter of the UPSC, the DHS has collected the applications from the doctors who are working on adhoc basis and sent to the UPSC vide Directorate letter No. 10-13/87-RHS Vol. III/2433 dated 9-5-1989.

The interviews are likely to be held by UPSC at Port Blair in Jan.-February 1990 and the results declared thereafter.

Recommendation Sl. No. 28 (Para 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 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 *ad hoc* basis are regularised expeditiously. The continuance of these doctors on ad hoc basis without making them regular must be demoralising and also indicative of lackadaisical approach of the Government in dealing with this vital issue. Whatever may be the difficulties, these should not have been insurmountable for being resolved by this time.

Action Taken

The Administration has already requested UPSC to invite applications for 68 posts of Medical officers vide letter No. 25-15/87-MPH dated 5.8.88 and the UPSC have accordingly invited the applications for the above posts vide their letter No. F.1/469(89)/88-R I/RA dated 13.4.1989. On the basis of the aforesaid letter of the UPSC, the DHS has collected

the applications from the doctors who are working on ad hoc basis and sent to the UPSC vide Directorate of Health Services letter No. 10-13/87-RHS Vol. III/2433 dated 9.5.89.

Recommendation Sl. No. 29 (Para 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, Govt. 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 which may be 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.

Action Taken

A scheme has already been formulated to send GDMOs & Specialists for 3 months and 6 months course respectively to mainland institution. The batch of 2 specialists 1 SMO has already proceeded to JIPMER pondicherry during the third week of August, 1989 for specialised training. The remaining GDMOS will be deputed shortly. In addition, Doctors and para Medical staff are being sent regularly for training to mainland. Workshops, Seminars and Clinical meetings are being held at Port Blair with local resources and with the aid of expert teams deputed by Government of India for training of personnel.

Recommendation Sl. No. 32 (Para 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 Islands should also be taken into account.

Reply of the Government

An expert Committee was constituted by the Government of India for preparation of a Master Plan for transportation system for A & N Islands and Lakshadweep. The Master Plan submitted by the Expert Group in

June, 1988 covers the period 1988-2011 A.D. As regards Shipping in A&N Islands, the Group has recommended acquisition of 11 medium capacity passenger ships, 7 high capacity passenger ships, 4 high capacity cargo ships, 2 medium capacity cargo ships and 2 barges by the year 2011 as per details given below:—

	7th Plan 1988-90	8th Plan 1991-96	9th Plan 1996-2001	10th Plan 2001-2006	11th Plan 2006-2011	Total
(i) High Capacity passenger ships	2	2 (Incl. 1 for replacement)	1	1	1	7
(ii) Medium Capacity passenger ships	2	1	4 (Incl. 2 for replacement)	2	2	11
(iii) High Capacity cargo ships	—	2 (Incl. 1 for replacement)	1	1	—	4
(iv) Medium Capacity cargo ships	1	—	1	—	—	2
(v) Barges	1	—	—	—	1	2
Total	6	5	7	4	4	26

The total estimated cost of acquisition of these vessels is Rs. 456 crores (1987 prices). The Master Plan was approved by the Island Development Authority at its meeting held on 29-6-88 and it was decided that the report would be made use of suitably in working out the future plan programmes of A & N and Lakshadweep islands.

The implementation of the Master Plan would, however, depend on the provision that would be made in the Annual Plan Budget of A & N Admn. every year.

Recommendation Sl. No. 37 (Para 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.

Action Taken

The approval of Govt. of India Ministry of Surface Transport to the final report of the WEBCON regarding the Techno Economic Feasibility Report for Andaman and Nicobar Islands is still awaited. This needs to be expedited by Ministry of Surface Transport.

Action Taken by Ministry of Surface Transport

The report of the consultancy firm M/s. WEBCON has been examined by the Government. It may be pointed out that at the 3rd meeting of the Island Development Authority held on 29-12-87 it was decided to set up an Integrated Corporation for A & N Islands which was to take over inter-island Shipping also. Accordingly Andaman & Nicobar Islands Integrated Development Corporation has since been set up. In view of the above, A & N Admn. has been requested to examine the matter further in the light of the decision of IDA.

Recommendation Sl. No. 38 (Para 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.

Action Taken

The Government of India had agreed to the resumption of Andaman Trunk Road beyond 87 km. with a suggestion to shift the alignment between 93 and 99 km. towards East in order to create more Jarawa Reserve and this decision was communicated by the Additional Secretary, Ministry of Home Affairs vide his D.O. No. 13015/17/82-ANL dated 14-7-83. But it was felt desirable to shift the alignment towards East from 84.5 km. itself so as to keep away as much as possible from the Jarawa Tribe and to create additional Jarawa Reserve area. The preliminary survey conducted indicated the possibility of such a shift in the alignment.

Recommendation Sl. No. 39 (Para 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 examine 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.

Action Taken

The matter of entrusting the work to B.R.O. was taken up with the Defence Minister by the Lt. Governor vide D.O. No. WS/3-1(2)/NA/PE/83 dated 3-3-84 which has been accepted by the Border Roads Development Board vide Secy's D.O. No. F-68(2)/BRDB/P-II/76 dated 25.4.1984

and, procedure and conditions for executing agency works was received from B.R.O. and by Administration during 7/84.

The Approval of the work in the programme of Border Roads Development Board was approved by the BRDB during 18-10-84. Thus half of the last year of VIth Plan also had lapsed in completion of connected formalities and hence the target of VIth Plan could not be achieved. The work in south Andaman has now been completed. It will be seen that minimum time only was taken for completing the formalities for taking up the execution which is normally required and this cannot be considered as delay.

During the years 1986-87, 1987-88 and 1988-89 of VIIth Five Year Plan target could not be achieved by the Border Roads Organisation. Since environmental clearance for taking up the road in North Andaman could be received in April, 1989 only.

Recommendation Sl. No. 40 (Para 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.

Action Taken

As regards construction of A.T.R. in North Andaman, environmental clearance from the Government of India, has been received in April, 1989, but the Border Roads Organisation who have been entrusted with the work of construction of the stretch of A.T.R., could not take up the work as the Forest Department has not yet handed over the forest land for construction purposes. The Forest Department is to be allotted land by the Revenue Authorities in lieu of the Forest land for purpose of compensatory afforestation. These formalities are expected to be completed shortly. Thereafter the B.R.O. will be taking up Construction work in fullswing. An amount of Rs. 170.00 lakhs is provided for this work during 1980-90 and the work will spill over and is likely to be completed during Eighth Five Year Plan.

Recommendation Sl. No. 41 (Para 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.

Action Taken

The work of the construction of Andaman Trunk Road is being executed by Yatrik Project of Border Roads Organisation and they have procured sufficient machinery and materials for speedy execution of the road work. Further, environmental clearance for construction of Andaman Trunk Road in North Andaman has been received from the Government of India in April, 1989. The work is expected to be taken up for execution as soon as the land is handed over by the Forest Department.

Recommendation Sl. No. 42 (Para 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 on concrete action taken in this regard.

Action Taken

The draft 8th Five Year Plan has been drawn up for various Sectors of Administration after getting the requirements from the grass roots level and then preparing district level plans. The district plans were discussed in committees constituted for the purpose and thereafter the plans have also been placed before the state level committee for finalisation. Due regard has been given to the recommendations of the Estimates Committee while framing projects including road projects.

Recommendation Sl. No. 45 (Para 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.

Action Taken

The Action Taken report of the recommendation of Estimates Committee concerning state Transport Services Andaman and Nicobar Islands against paras-4.41 to 4.51 has already been furnished to Government of India, Ministry of Surface Transport vide letter No. TR/89 dated 3-6-89.

Action Taken by Ministry of Surface Transport

Awaited.

Recommendation Sl. No. 47 (Para 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.

Action Taken

The Administration agrees with the observations of the Committee. Andaman & Nicobar Administration have taken various steps for improvement of water supply and electricity. With the improvements in these sectors there will not be any difficulty to meet the requirements of the tourists likely to visit these Islands in the future. As regards the environmental constraints for construction of structure particularly near the sea beaches, the matter is under active consideration of Govt. of India to relax the ban on raising construction within 500 metres from the high tide mark. Number of Vessels are under construction and being made ready for the Administration to ply between mainland ports and Port Blair as well as for movement from Island to Island. This will facilitate quick movement of tourists.

Recommendation Sl. No. 48 (Para 5.11)

The Committee are of the view that notwithstanding 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 intergration and results in better understanding between people of dif-

ferent regions. Due care should be exercised about preservation of the beaches and prevention of pollution.

Action Taken

The Hon'ble Lt. Governor had constituted a Committee under the chairmanship of CS vide notification No. 11-74/87-Tsm. dated the 26th November, 1988, to draw up a comprehensive Perspective Tourism Development Plan for the Andaman and Nicobar Islands. Accordingly, the Committee, after a great deal of deliberation has drawn up a perspective Tourism Development Plan, keeping in view the requirements of tourist in the next coming decade. The Perspective Plan envisages augmentation of the infrastructural facilities like construction of Yatri Niwas at Wandoor, Chiriyá Tapu, Mount Harriet, Cinque Islands, Long Island (Lalaji Bay) Neil, Havelock, Hut Bay, Rangat, Mayabunder, Diglipur, Car Nicobar, Campbell Bay and Indira Point, construction of chain of fast food counters/cafetaria at the above mentioned places, provision of adequate transport/ facilities between the mainland and island and inter-island,* helipads, augmentation of power generation, increasing the water storage capacity, etc. The Govt. of India, Ministry of Tourism has cleared the proposal of the Andaman & Nicobar Administration to build up water sports complex at Port Blair and the Ministry has sanctioned a sum of Rs. 49 lakhs to procure indigenous and imported water sports equipments. The work of Mounting of Sound and Light show on the Cellular Jail is in progress and is likely to be completed by October 1989. The Administration also has proposal to establish marine aquarium, dolphinarium, orchidarium, butterfly pen, amusement park, cable car, etc. to provide reasonable good entertainment to the middle class tourists. The middle class tourists are accommodated in Government tourist homes, guest houses on their visit to A & N Islands. The tariff per bed per night is Rs. 10/- which is quite cheap as compared to anywhere in the mainland. In every guest house the Administration runs its own mess to provide food at cheaper rates to the tourists in order to avoid any inconvenience to them. TV sets have been installed in all the guest houses to provide entertainment and information to the tourists. Apart from this, the Directorate of Information, Publicity and Tourism runs tourist coaches from Port Blair airport to guest houses and back on a very cheap rate (Rs. 5/- per head.) The Directorate also organises conducted tours charging minimum rates from tourists to various places of tourist interest and attraction.

Construction of the proposed guest houses in the perspective plan will mainly cater to the needs of middle class tourists. All these schemes have been inflected in the 8th Five Year Plan.

The Administration has always been helpful to the middle class tourists by providing cheap accommodation and transport which is amply evident

* Extension of present Port Blair Airport, construction

by the ever increasing flow of tourists to Andaman and Nicobar Islands. For instance in 1980, 9,596 tourists visited islands (domestic 7,500) whereas, in 1988 more than 38,000 tourists visited these beautiful islands.

Recommendation Sl. No. 49 (Para 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.

Action Taken

The groups, of students and youths have been coming to Port Blair regularly on excursion, from time to time to Port Blair in the past. In order to provide cheap accommodation to the students and youths. The Andaman & Nicobar Administration has built a Youth Hostel to provide boarding and lodging to them Rs. 5/- per head. The Warden, Youth Hostel reserves their accommodation in advance on receipt of the intimation from the Students or youth groups.

Good and nourishing food at cheap rate is provided to them in the Youth Hostel. Their visits have certainly helped in strengthening the unity and integrity. The students and youths of Islands have also benefited a lot by meeting their brotherens from the mainland.

National integration camp was also organised last year at Port Blair in which students and youths from almost all the States participated and it was a great success. In addition to this, All India NCC camps are regularly held at Port Blair. The Administration on all these occasions have provided free transport and accommodation to the participants. The Administration Organises every year Dweep Mohetsav in which artists and cultural troupes of North Zone Cultural Centre and South Zone Cultural Centre stage their performances at Port Blair and other islands. This has gone a long way in strengthening socio-cultural bonds between the people of different states. Printed brochures, pamphlets, picture post cards and other tourists literature are distributed to the visiting tourists.

Recommendation Sl. No. 50 (Para 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/hostels.

Action Taken

The Government of India, Ministry of Tourism have sanctioned Rs. 45.00 lakhs for purchase of indigenous and imported water sports equipments etc. The quotation for purchase of indigenous water sports equipments have been finalised and order placed for purchase of the same. Quotation for imported water sports equipments have also been invited and opened on 18-3-89. Once indigenous and imported water sports equipments are purchased, this will certainly attract both foreign and domestic tourists. A water sports, training Institute has already been opened and functioning at Shippighat under the port Authority of India. Necessary provision has been made in the draft 8th Five Year Plan for construction of Hotels/Resorts in various places in A & N Islands. The 60 bed Yatri Niwas at Doodhline is under construction. The same is quite close to Carbyn's Cove beach. When completed the same will attract domestic and foreign tourists who would like to stay in the accommodation just near the beach.

Recommendation Sl. No. 51 (Para 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.

Action Taken

The construction of 60 bed Yatri Niwas at Doodhline is going on in full swing and it is likely to be completed during this year. As regards construction of Travellers' lodge near Guest House No. 1 complex, necessary drawings have since been obtained from the Architect and the case is being placed before the Appex Body for clearance.

Recommendation Sl. No. 52 (Para 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.

Action Taken

The Administration proposes to construct 30 bed Tourist Home at Diglipur as and when funds are made available. Provision has already been made to this effect in the draft 8th Five Year Plan. There is no land available within the premises of the existing Guest House at Mayabunder to add 3 more rooms. However, suitable land is being located for construction of a separate tourist accommodation.

Recommendation Sl.No. 53 (Para 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.

Action Taken

APWD has since been strengthened and thus is in a position to take up the work of construction of Tourist Home at Diglipur (Kalipur). For this work an amount of Rs. 1 lakh only has been earmarked for the year 1989-90. However minimum amount of Rs. 30 lakhs will be required for the purpose. Necessary provision is being made in the draft 8th Five Year Plan.

Recommendation Sl.No. 56 (Para 6.8)

The Committee note that all the village of A&N Islands do not have telecommunication facilities. The Department of telecommunication 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.

Action Taken

The schemes have been drawn up to extend the telecommunication facilities to remote Islands during 1989-90 as follows and the measures are also on at full swing.

The following remote Islands have been connected to Port Blair by trunk service. This facility helps the subscribers of said places to contact Port Blair and vice versa and mainland through Prot Blair by booking trunk calls.

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- 1. Port Blair- Campbell Bay (Both ways)
- 2. Port Blair- Diglipur (Both Ways)
- 3. Port Blair- Mayabunder (Both Ways)

One Operator Trunk Dialling Service (OTD) is being operated since January, 1989 from Car Nicobar Telephone Exchange enabling the subscribers of Car Nicobar to contact Port Blair and any place of India having STD facility.

As regards the long Distance Public Call Office on VHF link/MARR system the LDPCO have been commissioned at the following remote places enabling the subscribers of said places to contact Port Blair and vice-versa and mainland through Port Blair exchange by booking trunk calls.

- 1. Beach Dera (Ferrargunj)
- 2. Garacharma
- 3. Havelock
- 4. Neil
- 5. Bambooflat



On VHF link
parented to Port
Blair, Telephone Ex-
change

MARR system
Parented to Port
Blair Telephone
Exchange

Recommendation Sl. No.57 (Para 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.

Action Taken

- 1. The Number of STD channels at present working for out going and incoming STD service is 7 each (Total = 14).
- 2. One more STD Channel for out-going is going to be commissioned shortly.
- 3. Considering the recommendations of the Estimate Committee, the case of providing more STD channels between Port Blair and mainland has been taken up with the Telecommunication Department and is being pursued with them.

Action Taken by Deptt. of Communication

Awaited.

Recommendation Sl. No. 58 (Para 6.16)

The Committee recommend the decision to set-up 'Andaman & 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.

Action Taken

The Island Development Authority has proposed the formation of an Integrated Corporation "Development and Finance Corporation of Andaman & Nicobar Islands." Accordingly, a Corporation namely Andaman & Nicobar Island Integrated Development Corporation was registered as ANIIDCO Limited during the year 1988. The main objectives of the Corporation is to development and commercially exploit the natural resources of the territory for the balanced and environmentally sound development of the territory for operating on the sound commercial principles. The proposed Corporation will cover the following sectors viz. Industries, Fisheries, Supplies, Finance and Tourism and plan the growth of Industries in this Industrially backward areas.

In other Islands, two LDPCOs have been commissioned at Car Nicobar and Nancowry on VHF Link:—

- | | |
|--------------------------|---|
| 1. Lapathy (Car Nicobar) | Parented to Car
Nicobar Telephone
Exchange. |
| 2. Champion (Nancowry) | Parented to Nancowry Telephone
Exchange. |

The LDPCOs at the following remote places have also been commissioned during August, 89.

- | | |
|--------------|--|
| 1. Baratang | } Parented to Port
Blair Telephone Ex-
change. |
| 2. Chouldari | |
| 3. Sipighat | |
| 4. Tusnabad | |
| 5. Calicut | |
| 6. Kadamtala | Parented to Rangat
Telephone Exchange. |

New Telephone Exchange, will be installed shortly at following places.

- | | |
|-----------------------------|------|
| 1. Lapathy (Car Nicobar) | 25 L |
| 2. Garacharma | 50 L |
| 3. Hut Bay (Little Andaman) | 10 L |

On Commissioning of Satellite Earth Stations at Rangat, Nancowry (Kamorta) and Hut Bay, trunk services will be extended to the said places.

Recommendation Sl. No 60 (Para 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 for Chairman and members of the Board.

Action Taken

The Khadi and Village Industries Commission, Bombay has concurred the proposal of the Administration for the appointment of the Chairman and members of the Andaman & Nicobar Islands Khadi and Village Industries Board vide their telegram date 27.2.89. Accordingly the A&N Islands Khadi and Village Industries Board has been constituted vide this Administration's notification No. 59 / 89 dated 11.4.89 (Copy enclosed).

ANDAMAN AND NICOBAR ADMINISTRATION SECRETARIAT

Port Blair, dated the 11 / 19th April, 1989.

NOTIFICATION

No.59 / 89 F.No. 50—469 (1) / 88-Dev.I. In exercise of the powers conferred by sub-section (I) of Section 3 of the Andaman & Nicobar Islands Khadi and Village Industries Board Regulation, 1988. The Administrator of Union Territory of Andaman & Nicobar Islands is pleased to establish in the Union Territory of Andaman and Nicobar Islands a Board to be called the "Andaman and Nicobar Islands Khadi and Village Industries Board" for the purpose of the said Regulation, with effect from the date of issue of this notification.

The Administrator of the Union Territory of Andaman & Nicobar Islands, in exercise of the powers conferred by section 4 of the said Regulation and after consultation with the Khadi and Village Industries Commission, is further pleased to constitute the Andaman & Nicobar Islands Khadi and Village Industries Board for a period not exceeding three year from the date of issue of this notification as under:—

- | | |
|---|------------|
| 1. Counsellor (Industries) | — Chairman |
| 2. Secretary (Industries), A&N Admn., Port Blair. | — Member |
| 3. Finance Secretary, A&N Admn., Port Blair. | — Member |

4. Development Officer, Khadi & Village Industries Commission, Port Blair. — Member
5. General Manager, District Industries Centre, Port Blair. — Member
6. Shri Rajendra Lall Saha, Social Worker, Port Blair. — Member
7. Shri Haran Sardar, Diglipur — Member
8. Shri Harry Lawrence. Vice Chief Captain, Mus Village, Car Nicobar. — Member
9. Shri S.C. Malhotra, President of Andaman Chamber of Commerce and Industry, Port Blair. — Member
10. Director of Industries, A&N Islands Port Blair. — Member
Secretary-cum-Treasurer.

The Administrator, is also pleased to coop Shri R.K. Chakraborty, President, Khadi Craft Society, Ferrargunj, as Member of the Andaman and Nicobar Islands Khadi and Village Industries Board to take part in the discussion of the Board's meeting but shall have not the right to vote and shall not be a member of the Board for any another purpose until further orders.

By order and in the name of the
Administrator of the Union
Territory of A&N Islands.

Sd /-

(V.A. Abraham)
Assistant Secretary (Dev.)

To
The Manager,
Government Press.
Port Blair.

Copy to:—

1. PS to Lt. Governor for kind information of Lt. Governor
2. PS to Counsellor (Industries) for kind information of the Counsellor (Industries).
3. PA to Secretary (Industries), A&N Admn., Port Blair.
4. PA to Finance Secretary, A&N Admn., Port Blair.
5. The Development Officer, Khadi & Village Industries Commission, Port Blair.
6. The General Manager, District Industries Centre, Port Blair.
7. Shri Rajendra Lal-Saha, Social Worker, Port Blair.

8. Shri Haran Sardar, Diglipur.
 9. Shri Harry Lawrence, Vice Chief Captain, Mus Village, Car Nicobar.
 10. Shri S.C. Malhotra, President, Andaman Chamber of Commerce and Industry, Port Blair.
 11. The Director of Industries, A&N Islands, Port Blair. with ref. to his letter No. A&N / KVV / 3-Regin dt. 14.9.88.
 12. The Dy. Chief Executive Officer, Khadi & Village Industries Commission, Grampdaya 3, Irla Road, vile Parle (West), Bombay-400056 with ref. to commission's telegram dt. 27.2.89.
 13. The Secretary to the Govt. of India, Ministry of Industry, Department of Industrial Development, New Delhi.
 14. The Hindi Officer, A & N Administration, Port Blair with the request that the Hindi version of the above Notification may kindly be sent to the Manager, Govt. Press, Port Blair for Publication of the notification in Hindi.
- Spare copy — 25

Assistant Secretary (Dev.).

Recommendation Sl. No. 60 (Para 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.

Action Taken

A decision has already been taken in the IDA meeting to establish a college at Car Nicobar. The second college at Car Nicobar will be started from July, 1990.

On the recommendations of the Sub-Group on Higher Education in their meeting held on 11.4.89 at Port Blair, a sub-committee has been constituted on 20.5.89 to prepare a blue print for programme of studies for the second college at Car Nicobar with detailed Action Plan, courses of studies, infrastructure facilities including staffing pattern and financial implications.

The meeting of the sub-committee has been held in August, 1989 in the office of the Secretary, University Grant Commission at New Delhi. The sub-Committee will submit its report shortly.

The Govt. of India, Ministry of Human Resource Development, Department of Education and Planning Commission have already been approached vide Administration's letter No. 1-175 / 86-D.III dated 5.6.89 and letter of even number dated 5.6.89 (Copy enclosed) for providing funds to the extent of Rs. 65 lakhs for the year 1989-90 for construction of class rooms, hostel and staff quarters etc. at Car Nicobar.

The Plan Scheme under the Sector 'Education' has already been sent to the Govt. of India and the Planning Commission for establishment of second college at Car Nicobar and for release of funds.

Action Taken by Deptt. of Education

The Deptt. of Education has added the government accept the recommendation of the Committee. The Government have also initiated action in advance for opening of the College as per schedule.

Recommendation Sl. No. 62 (Para 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 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 CB, so as to ensure that the question papers are made available to the students in the other languages also, from the next academic year.

Action Taken

The Administration has already taken up the matter with the CBSE, New Delhi as well as the Ministry of HRD. The Govt. of India, Ministry of Human Resource Development will now take up the matter with the Board and arrange for the supply of question papers in Tamil, Telugu and Bengali in addition to Hindi and English.

The Department of Education has added that normally the medium of examination in the CBSE is only English and Hindi. It is very difficult for CBSE to translate and print question papers in all relevant languages without risking the confidentiality of the whole system. However, CBSE has no objection if A & N Administration appoints some translators for translation of question papers into respective languages in the examination hall to overcome the difficulties experienced by the students. The CBSE has also offered to duly compensate the time lost in this arrangement. Accordingly, this has been conveyed to UT Administration in June, 1989.

Recommendation Sl. No. 63 (Para 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.

Action Taken

Action has been taken well in advance for the procurement and the supply of text books during the current session by deputing a responsible officer to Calcutta and Delhi and it is hoped that the books will reach the students in time.

The Deptt. of Education has added that the matter was considered in consultation with the Central Board of Secondary Education (CBSE) and the National Council of Educational Research and Training (NCERT). The CBSE publishes some text-books in the subjects of English, Hindi, Sanskrit, Punjabi and Urdu for classes IX to XII. Since these text-books pertain to the language concerned, they are printed in the same language. The text-books on General Insurance are however, published in English only. However, there is no school teaching general Insurance in the Andaman and Nicobar Islands. The books for the remaining subjects in which the students need a book in the media they have offered are published either by NCERT or by the private publishers.

The NCERT has expressed its inability to bring out text books in other languages. It brings out instructional materials in three languages, namely, Hindi, English and Urdu. If the A & N Administration is prepared to undertake the responsibility of getting the NCERT text books and other instructional materials translated into the different languages as required by them, and also getting the same printed, NCERT may extend copyright permission to the Administration and also provide technical assistance to the State Institute of Education, Port Blair in undertaking such task without any financial commitment.

Further the UT Administration has informed that the State Institute of Education has taken up the work of preparation and translation of text books under the UNICEF-aid Project-II (Primary Education Curriculum Renewal). Under this project, the Union Territory Administration is preparing the text books for language teaching i.e. **Bangla**, Tamil and Telugu with the help of Central Institute of Indian Languages, Mysore for classes I to V. They are under process of printing. Now the UT Administration has planned to take up the translation of text books of Social Studies and General Science for Classes IV-VIII in a phased manner. The copy-right permission for translation and publication into **Bangla** language has already been granted by the NCERT. The NCERT is already providing the Union Territory Administration the Technical assistance required in this field.

Recommendation Sl. No. 66 (Para 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.

Action Taken

The following technical posts have been filled so far.

- | | |
|---|-----|
| 1. Chief Engineer | : 1 |
| 2. Executive Engineer/Engineer
Officer | : 4 |
| 3. Assistant Engineer/Asst.
Surveyor
of works | : 5 |

Posting order in respect of the following have been issued by the C.P.W.D. and the officers are expected to join soon.

- | | |
|-----------------------|------------|
| 1. Senior Architect | : — 1 No. |
| 2. Architect | : — 2 Nos. |
| 3. Executive Engineer | : — 3 Nos. |

Action has also been taken to fill up remaining posts by the deputation and direct recruitment.

CHAPTER-III

RECOMMENDATIONS / OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVT'S REPLIES

Recommendation Sl. No. 3 (Para 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 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 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 in surveyed in the entire territory as and when the need is felt. The Committee feels that the present system of assessing the requirement of farmers is rather *ad-hoc* and the farmers might not be getting the tractors for use for regularly. The Committee, therefore, desire that a survey to 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 subsidied rental basis.

Action Taken

Timely preparation of Agricultural land for raising seedings and transportation of paddy is a limiting factor in the intensification of agriculture in these islands. There is acute shortage of plough animals for field operation. The bullock drawn ploughs can not properly tilt the land during the summer as the earth gets harder. Therefore the department has scheme for land shaping and tractor ploughing under which cultivators are provided tractors on reasonable law hire charges. During the 7th Five Year Plan period the department had proposed to supply tractors to the cultivators on 50% subsidy. The scheme was sanctioned only for one year and then it was not approved by the Planning Commission. At present the Department is having 56 tractors and it is proposed in the draft VIII Five Year Plan to purchase additional 75 tractors for supply to the cultivators on hire basis. The scheme for the supply of tractors to the cultivators on 50% subsidy basis has been proposed again in the Draft VIII Five Year Plan.

At present the total land which need tractorisation is around 1,000 Hects. It is estimated that in a year, 45 days are available within which the entire 12,000 hect. of land has to be prepared and made ready for

planting of paddy crops. Therefore, the total requirements of tractors will be around 266.

Under the **Agroclimate** conditions, saline winds, uneven topography, wear and tear and maintenance of tractors are major problems.

Because of saline wind and water, the tractors get rusted and damaged quickly. Therefore, an average 50% of the tractors remain idle for want of spares, repairs, etc.

Experience of other states where tractorisation was taken up by the Government, it had incurred heavy losses. It is, therefore, suggested that private cultivators should be encouraged to procure tractors of their own.

These cultivators who have purchased tractors under subsidy scheme or auction or out of their own resources, have complained that they are finding it difficult to find customers because they can not afford to reduce the actual cost of operation in view of the fact that the Government provide tractors to farmers on subsidised hire charges. With the result they are finding it difficult even to pay interest on the loan raised by them to purchase the tractors.

Recommendation Sl. No. 9 (Para 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, Forest.

Action Taken

The pineapple cultivation has been adopted in the Islands but the same could not make headway for the following reasons:—

- (i) The jungle from hilly lands allotted to the farmers have not so far been cleared by them from whose fields the commercial trees have been extracted by the Forest Department. Now clearance of the area by the farmers is due to their economic backwardness. Default in repayment of previous loans stands in the way for obtaining fresh loans from the Nationalised banks and the Co-operative banks.

- (ii) Stray animals is also a limiting fact or in the utilisation of hilly land for cultivation of pine apple and tuber crops. To provide protective fence to overcome this menace barbed wire is not being received from mainland since last 3-4 years inspite of placing the indents with DGS&D.
- (iii) Non-availability of planting materials viz. pineapple suckers is another limiting factor in the expansion of area under cultivation of pine apple. For the supply of Suckers the Administration have to depend on the mainland as the production in these islands is very much limited. To over come this problem viable technology is to be developed. The Director, CARI, Port Blair has already requested to evolve and standardise the technology for rapid multiplication; so that dependance on mainland for pine apple suckers is minimised.

Extraction of commercial trees from allotted hilly land was hampered primarily because:—

- (a) Scattered nature of allotted land in areas where Forest department had no infrastructure. These lands were distributed in more than 100 locations throughout the Islands territory.
- (b) Shifting of timber extraction camps from place to place is not only expensive but also impracticable especially where movement of men and material including shifting of elephants and heavy machineries are involved.
- (c) The paddy lands having been allotted in the valleys were brought under cultivation after clearance of forest growth earlier where as hilly lands were ently. The extraction path for harvesting timber, from hilly land was available only for a short duration of 3-4 months in a Year after harvesting of paddy. Some hilly land are not accessible by road even today.
- (d) Since hilly lands were full of tree growth there was some delay in locating the exact boundary of land allotted.
- (e) In spite of many constraints, Forest Department harvested timber from about 7700 Ha. of allotted hilly land by now leaving oniy 2300 ha. area where also work is in progress.
- (f) Keeping in view the difficulties leading to delay in removal of trees from hilly land, a policy decision was taken during 1987 under which the Settlers are permitted to extract commercial trees from their lands on payment of royalty and non-commercial tree without any restriction.

Recommendation Sl. No. 13 (Para 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 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 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.

Action Taken

The ANTIDCO has recently started functioning but the various activities relating to the ANTIDCO has not yet been taken up due to the reason that the technical experts relating to different sectors of ANTIDCO are still to be appointed.

The ANTIDCO has already initiated action for appointment of a Manager under Fisheries Sector having expertise, educational qualification and experience relating to fisheries. We have already written for furnishing details of suitable officers to the Secretary to the Govt. of India, Ministry of Agriculture, Public Entrepreneurs Selection Board and the MDs of various similar Corporations of the States/Uts. of Tamil Nadu, West Bengal, Kerala and Pondicherry for their appointment on deputation. Activities relating to fisheries sector as proposed by the Committee will be undertaken once the appointment of General Manager fisheries and other fisheries exports takes place. In case persons do not become available for recruitment in the above manner, posts will be advertised for open market recruitment and filled up.

Action Taken by Ministry of Agriculture

On a request from A & N Administration Deptt. of Agr. and Cooperation have circulated the vacancy of one post of Manager (Fisheries) under the A & N Islands Integrated Development Corporation to all State Governments, M/o Food Processing Industries and Central Fishery Institutes in Feb., 1989. So far no positive response has been received except from Director of Fisheries, West Bengal who has sought their Government's approval for nominating

three of its Deputy Directors of Fisheries for consideration. So far the nomination from Government of West Bengal has not been received. The matter is being actively pursued.

Recommendation Sl. Nos. 21 and 22 (Paras 3.15 & 3.16)

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.

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.

Action Taken

All the existing PHCs have been provided with the services of doctors depending on the actual requirement. Of the 12 PHCs, 8 have been provided with the services of 2 doctors each while the remaining 4 have one doctor each. All the vacant posts of JMOs have been filled except the quota reserved for Scheduled Tribes. Necessary Scheme has been formulated and included in the 8th plan to improve the doctor population ratio in rural areas. Necessary provisions have been made in the 8th Five Year Plan to improve the ratio to 1:1800 by 1990.

As regards specialist services, serious cases from outlying islands are referred to GB Pant Hospital Port Blair for management. During the 7th plan 3 CHC were to be established. Two have been constructed by availing the required facilities for X-ray, laboratory and operation theatre in existing Rural Hospitals. In order to provide Specialist services at the CHC, each will have 4 specialists one each of Surgical Specialist, Medical Specialist, Gynaecologist and Anaesthetist or doctors trained in these disciplines. Due to shortage of Specialists, doctors from the Islands are to be trained at JIPMER, Pondicherry in the above disciplines.

Presently line of management for serious cases is communicated by the concerned specialists of GB Pant Hospital, Port Blair through Islands police radio by signals on the basis of the sign and symptoms received by the doctor at the PHC.

Serious patients requiring specialised investigation and surgical intervention, are evacuated to GB Pant Hospital, Port Blair by defence helicopter at short notice. Each PHC in the islands is provided with a minimum 10 beds, laboratory and X-ray facilities an ambulance or jeep and a small generator.

Recommendation Sl. No. 30 (Para 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.

Action Taken

The matter regarding setting up of Pharmacy Council in A & N Islands had been examined in consultation with the Legal Branch of this Administration and a reference was made to the Govt. of India for communicating the orders delegating the powers to the Administrator of this U.T. The Ministry forwarded a note of the legal Cell of the Ministry for Information and guidance. The Law Department of this Administration has examined the note of the Public Prosecutor of the Ministry forwarded with the Ministry's letter No. V. 13020/1/87-PMS dated 20.8.1987. The Law Department of this Administration has observed that under the Pharmacy Act, the term "State Government" has not been defined and, as such, the powers conferred by the said Act can not be exercised by the Administrator of this UT, unless the Act provides so specifically or unless the President delegates the power in favour of the Administrator Lt. Governor, A & N Islands. Accordingly this Administration requested the Ministry to obtain and communicate the orders of the Govt. of India delegating the powers to the Administrator (LG), A & N Islands under the Pharmacy Act. This Administration has received reply from the Govt. of India and necessary action is being intimated in the matter.

Recommendation Sl. No. 31 (Para 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 1991 only. The Committee find that the passenger traffic on the Mainland-Islands sector has been effected very badly due to withdrawal of vessels TSS Noncowry from service in July, 1988 and non-operational state of another vessels viz. MV Andaman. The situation has also deteriorated due 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 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.

Action Taken

As recommended by the Working Group constituted by the Govt. of India to work out the shipping requirements of this territory, orders for construction of 3 passenger-cum-cargo vessels each having capacity of 1000 passengers and 1500 MT cargo have already been placed with Polish Shipyard. The Shipping Corporation of India are responsible for construction of these vessels and the Shipping Corporation of India has, therefore, to ensure their timely construction.

The Ministry of Surface Transport has been asked to prepare a status paper as intimated by the Ministry of Home Affairs *vide* Signal No. U-13034/11/89-ANL dated 20.4.89 in pursuance of the decision taken in the 11th meeting of Steering Committee of IDA held on 12th April, 1989. The information desired by the Ministry in this connection has also been furnished to the Govt. of India Ministry of Surface Transport, New Delhi in May, 1989 by this Administration *vide* letter No. 49/153/88-TR dated 10-5-89.

The Expert Committee constituted under the Chairmanship of Dr. R.S. Srinivasan, for preparation of Master Plan for transport system in A&N Islands has also recommended 2 Nos. high capacity passenger ships (1200 passengers) and necessary provision for which is being included, in the Annual Plan 1989-90 as well as in the 8th Five Year Plan of this Union Territory. The Government of India, Ministry of Surface Transport and Home Affairs etc. have already been requested to take necessary follow-up action to project the requirements in accordance with the recommendations of the above Expert Committee *vide* this Administration's letter No.49/152/87-TR dated 28-10-88.

The Ministry of Surface Transport has added that as per the contract entered into with the Polish Shipyard M/s Controner, the delivery schedule of the 3 Passenger-cum-cargo vessels is as follows:—

First Vessel	December,	1990
Second Vessel	June,	1991
Third Vessel	December,	1992

As per present indications, no delay is anticipated on the delivery of the vessels. The supervision of the construction of the vessels is being done by Shipping Corporation of India Limited who are continuously monitoring the progress of construction.

Recommendation Sl. No. 33 (Para 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.

Action Taken

Orders for construction and supply of 4 nos. passenger-cum-Cargo vessels were placed by the DGS&D, New Delhi on behalf of the Admn. on M/s. Cleback Boat Co. (P) Ltd., Calcutta vide their A/T No. SV-3/217/022/PROV/236/PAOC/dated 31.7.75. The original cost of each vessel as per accepted tender was Rs. 41,55,000/-. As per the A/T those vessels were to be delivered to this Administration by the date mentioned below:—

Ist Vessel	- 31.1.1977
2nd Vessel	- 31.1.1977
3rd Vessel	- 30.9.1977
4th Vessel	- 31.5.1978

But the firm could not complete and deliver these vessels according to the above schedule. The delivery period was extended by the DGS&D from time to time. The firm delivered the 1st vessel only on 29.9.1980. The construction work of remaining 3 vessels are as under:—

2nd vessel - up to 4th stage completed, i.e. vessel has been launched during 1/84.

3rd & 4th vessel up to 2nd stage completed, i.e. frame work completed.

The last extended delivery period of these vessels was 26.6.1985 but the firm could not complete and deliver these vessels.

The matter was pursued by the Administration with DGS&D and the Ship yard concerned vigorously for the expeditious construction and delivery of these vessels. This matter was also taken up by the Lt. Governor with the concerned Minister vide Admn's signal No. 49-60/85-TR dated 19.3.1986, requesting him to issue suitable instructions to the concerned officer of the DGS&D to get these vessels completed immediately or to cancel the contract of said firm and get the outstanding work done by some other reputed firms at the firm's risk and cost. The matter was also discussed in various meetings held by DGS&D but with no positive result.

The matter was further discussed in the meeting held on 8.2.88 under the Chairmanship of Shri I.P. Gupta, Additional Secretary, Ministry of

Home Affairs and it was decided that the remaining 2 vessels (i.e. 3rd & 4th) may be treated as written off/cancelled and the 2nd vessel on which 80% work have been completed may be taken over from M/s Cloback and get the same completed from some other shipbuilding firm. As the vessel has been under construction since 1975, without physical inspection of the said vessel, it can not be ascertained whether the present condition of the vessel will be useful for this Administration or not after a long passage of time since 1975. The Technical Division of the SCI has, therefore, been requested to inspect the said vessel and tender their advice to the Admn. in the matter. On receipt of their advice, a final decision will be taken by the Administration.

From the position explained above, it will be observed that the A&N Administration had been pursuing the matter of construction of these vessels with DGS&D and shipyard as well as Govt. of India vigorously. The DGS&D which had placed the orders was actually responsible for getting these vessels constructed timely by the said shipyard.

Action Taken by D G S & D

It is admitted that progress of work against the contract placed on M/s Cleback Boat Calcutta has not been satisfactory and firm could only supply one boat complete and could execute 80% work i.e. upto the 4th stage on the second boat and thereafter ran into financial difficulties. However, every effort was made by DGS&D both by correspondence as well as by holding meetings at various high levels associating the rep. of Indenting Deptt. to find solution, so that some headway could be made in this contract but these efforts proved futile, as firm could not manage necessary funds to complete the work even though DGS&D had been making stage payment in terms of the contract. Ultimately, when no solution could be found, the decision was taken, in another high level meeting held on 4.1.89 under the Chairmanship of JS (Banking) that the firm's bankers may reimburse the total payment so far made to the firm (excluding that of 1st boat which stands supplied) and on receipt of the money back, DGS&D will take steps to release the incomplete vessel in favour of bank on "as is where is basis". Bank has since reimbursed the money and action to release the unbuilt vessel in favour of the bank in consultation with Min. of Law is in hand with DGS&D.

Recommendation Sl. No. 34 (Para 4.16)

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.

Action Taken

Orders for construction and supply of 4 nos. Passenger-cum-Cargo vessel were placed by the DGS&D, New Delhi on behalf of the Admn. on M/s Cleback Boat Co. (P) Ltd., Calcutta vide their A/T No. SV-3/217/022/PROV/236/PAOC/dated 31.7.75. The original cost of each vessel as per accepted tender was Rs. 41,55,000/-. As per the A/T these vessels were to be delivered to this Administration by the date mentioned below:—

1st vessel - 31.1.1977

2nd vessel - 31.1.1977

3rd vessel - 30.9.1977

4th vessel - 31.5.1978

But the firm could not complete and deliver these vessels according to the above schedule. The delivery period was extended by the DGS&D from time to time. The firm delivered the 1st vessel only on 29.9.1980. The construction work of remaining 3 vessels are as under.

- 2nd vessel - Upto 4th stage completed, i.e. vessel has been launched during 1/84.

3rd & 4th vessel upto 2nd stage completed, i.e. frame work completed.

The last extended delivery period of these vessels was 26.6.1985 but the firm could not complete and deliver these vessels.

The matter was pursued by the Administration with DGS&D and the shipyard concerned vigorously for the expeditious construction and delivery of these vessels. This matter was also taken up by the Lt. Governor with the concerned Minister vide Admn's Signal No. 49-60/85-TR dated 19.3.1986, requesting him to issue suitable instructions to the concerned officer of the DGS&D to get these vessels completed immediately or to cancel the contract of said firm and get the outstanding work done by some other reputed firms at the firm's risk and cost. The matter was also discussed in various meetings held by DGS&D but with no positive result.

The matter was further discussed in the meeting held on 8.2.88 under the Chairmanship of Shri I.P. Gupta, Additional Secretary, Ministry of Home Affairs and it was decided that the remaining 2 vessels (i.e. 3rd & 4th) may be treated as written off/cancelled and the 2nd vessel on which 80% work have been completed may be taken over from M/s Cleback and get the same completed from some other ship building firm. As the vessel has been under construction since 1975, without physical inspection of the said vessel, it can not be ascertained whether the present condition of the vessel will be useful for this Admn. or not after a long passage of time since 1975. The Technical Division of the SCI has, therefore, been

requested to inspect the said vessel and tender their advice to the Administration in the matter. On receipt of their advice, a final decision will be taken by the Admn.

From the position explained above, it will be observed that the A&N Administration had been pursuing the matter of construction of these vessels with DGS&D and shipyard as well as Govt. of India vigorously. The DGS&D which had placed the orders was actually responsible for getting these vessels constructed timely by the said shipyard.

Action Taken by DGS&D

Same as stated in para 4.15.

Recommendation S. No. 35 (Para 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.

Action Taken

Orders for construction and supply of 4 Nos. Passenger-cum-Cargo vessels were placed by the DGS&D, New Delhi on behalf of the Admn. on M/s Cleback Boat Co. (P) Ltd., Calcutta vide their A / T No. SV-3 / 217 / 022 / PRO / 236 / PAOC / dated 31.7.75. The original cost of each vessel as per accepted tender was Rs. 41,55,000 / -. As per the A / T these vessels were to be delivered to this Administration by the date mentioned below:—

1st Vessel	— 31.1.1977
2nd Vessel	— 31.1.1977
3rd Vessel	— 30.9.1977
4th Vessel	— 31.5.1978.

But the firm could not complete and deliver these vessels according to the above schedule. The delivery period was extended by the DGS&D from time to time. The firm delivered the 1st vessel only on 29.9.1980. The construction work of remaining 3 vessels are as under:

2nd vessel	— upto 4th stage completed, i.e. vessel has been launched during 1 / 84.
3rd & 4th	— up to 2nd stage completed, i.e. frame work completed.

The last extended delivery period of these vessels was 26.6.1985 but the firm could not complete and delivered these vessels.

The matter was pursued by the Administration with DGS&D and the Shipyard concerned vigorously for the expeditious construction and delivery of these vessels. This matter was also taken up by the Lt. Governor with the concerned Minister vide Admn.'s signal No. 49-60/85-TR dated 19-3-86, requesting him to issue suitable instructions to the concerned officer of the DGS&D to get these vessels completed immediately or to cancel the contract of said firm and get the outstanding work done by some other reputed firms at the firm's risk and cost. The matter was also discussed in various meetings held by DGS&D but with no positive result.

The matter was further discussed in the meeting held on 8.2.88 under the Chairmanship of Shri I. P. Gupta, Additional Secretary, Ministry of Home Affairs and it was decided that the remaining 2 vessels (i.e. 3rd & 4th) may be treated as written off / cancelled and the 2nd vessel on which 80% work have been completed may be taken over from M/s Cleback and get the same completed from some other shipbuilding firm. As the vessel has been under construction since 1975, without physical inspection of the said vessel, it can not be ascertained whether the present condition of the vessel will be useful for this Admn. or not after a long passage of time since 1975. The Technical Division of the SCI has, therefore, been requested to inspect the said vessel and tender their advice to the Administration in the matter. On receipt of their advice, a final decision will be taken by the Admn.

From the position explained above, it will be observed that the A&N Administration had been pursuing the matter of construction of these vessels with DGS&D and shipyard as well as Govt. of India vigorously. The DGS&D which had placed the orders was actually responsible for getting these vessels constructed timely by the said shipyard.

Action Taken by DGS&D

In this connection, it is stated that the firm M/s. Cleback Boat Co., Calcutta to whom the work was entrusted was a registered firm with DGS&D at the time of placement of order (as observed from the available record) and they had been executing orders of such type of stores earlier also. Their performance was also considered to be in order at the time of placement of contract. A capacity report was also called for from D.G. Shipping who had commented in the report that in view of the past experience of this firm in building small vessels (steel and wooden) and having experienced and technically qualified, personnels, they have the capacity to built 38/40 meters length-twin screw passenger-cum-cargo vessels. It may thus be observed that capability of the firm was duly taken into consideration while placing order. Their capability is further established with the fact that they could complete one vessel and 80% work on the second was done to the satisfaction of inspection authority. It is only

due to subsequent developments / financial constraints that the contract had run into trouble and could not be completed. In this connection, in the meeting held on 27-6-86, under the Chairmanship of Addl. Secy. (Deptt. of Supply) Development Officer, Ship Building. M/O Shipping Transport (who had also participated in the aforesaid meeting) had commented that, the firm is an old established company and are technically capable to complete the balance work but only because of their financial problems, the firm is not in a position to invest any more money. He further stated that unlike in many other countries there is no financial backing or subsidiary available to small ship builders to meet / absorb the rising cost of raw materials. Regarding pursuing the matter with shipyard, as already mentioned in above paras various meetings were conducted with the Shipyard to see that the contract gets completed satisfactorily. So far as safeguarding the financial interest of the Government, this has been duly taken care of and as already stated above, the money paid to the firm stands reimbursed by the bank and the only action pending now is to release the unbuilt vessel in favour of the bank and to bring the contract to an end.

Recommendation Sl. No. 36 (Para 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 was promised during evidence.

Action Taken

At present three passenger-cum-cargo vessels viz., MV 'Harshvardhana', MV-Najad-II and MV' Najad-III are plying between mainland and Andaman and Nicobar Islands and these vessels are plying between Madras and Calcutta and to Port-Blair at an interval of approximately 15 days. In pursuance of decision taken by the Govt. of India, the vessels also call at Vizag Port at an interval of once in 3 months. An analysis of the movement of passengers and cargo between Port Blair and Vizag in the past, reveals that while utilisation of passenger capacity was reasonable, the utilisation of cargo capacity was on the lower side. Also if monthly services are introduced the present level of passenger traffic will cause

great under utilisation of passenger capacity of the vessel as well. Apart from this, the Vizag port has relatively limited infrastructure facilities to handle passenger vessels.

The construction of three new vessels have been placed on M/s. Contromor, Poland and these vessels are expected to be available for operation by 1990-91. The entire operation of passenger vessels from the mainland could be reviewed at that time in the overall interest of the islanders. Till such time, the existing system of passenger vessels calling at Vizag Port once in 3 months would continue. Considering the extremely heavy rush of passengers for Calcutta and Madras, any diversion of ships from the existing schedule to Vizag will accentuate the current problem. However, whenever there is a scope for getting more passengers / cargo from either side for Vizag, the question of providing additional services to Vizag Port would be considered as a special case.

The Shipping Corporation of India have been advised to give wide publicity of sailing schedules of passenger-cum-cargo ships between Port Blair and Vizag atleast three months in advance so as to utilise the ship in full by the intending passengers.

Recommendation Sl. No. 43 (Para 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 chasis 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 interest of the Govt. are properly secured.

Action Taken

The action taken report of the recommendation of Estimates Committee concerning State Transport Services Andaman and Nicobar Islands against paras 4.41 to 4.51 has already been furnished to Government of India, Ministry of Surface Transport vide letter No. TR/89 dated 3-6-89.

Action Taken by Ministry of Surface Transport

Awaited.

Recommendation Sl. No. 44 (Para 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.

Action Taken

The action taken report of the recommendation of Estimates Committee concerning State Transport Services Andaman & Nicobar Islands against Paras 4.41 to 4.51 has already been furnished to Government of India, Ministry of Surface Transport vide letter No. TR/89 dated 3-6-89.

Action Taken by Ministry of Surface Transport

Awaited.

Recommendation Sl. No. 46 (Para 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.

Action Taken

The action taken report of the recommendation of Estimates Committee concerning State Transport Services Andaman and Nicobar Islands against Paras 4.41 to 4.51 has already been furnished to Government of India, Ministry of Surface Transport vide letter No. TR/89 dated 3-6-89.

Action Taken by Ministry of Surface Transport

Awaited.

Recommendation Sl. No. 54 (Para 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 fulfill the criteria for opening of post offices.

Action Taken

Out of the 18 Islands sponsored by the Administration, Post Offices have been opened in the following Islands in March, 1989 :—

1. Strait Islands.
2. Peel Islands.
3. Rutland Island.

Sanction for opening of new Post Offices in the following Islands have been received and action is in hand to open these Post Offices shortly :—

1. Kondul Island.
2. Pulomilo Islands.
3. Trinket Island.
4. Little Nicobar Islands.

All these Offices were opened in relaxation of prescribed norms as a special case for these Islands.

The proposals for opening of Post Offices in the following Islands will be examined during the year 1989-90 :—

1. Smith Island.
2. East Island.
3. Bambooka Island.
4. North Passage Island.

Regarding opening of Post Offices in the remaining 7 Islands, it is not feasible to examine the proposal at present as the population in these Islands is far less than the consideration parameter. The names of the Islands and their population are given below, which will speak for itself.

<i>Name of Islands.</i>	<i>Population as per 1981 census</i>
1. Tillangchong Island	27
2. Norcondum Island	17
3. Prolob Island	13
4. Interview Island	10
5. Viper Island	7
6. Stiwart Island	3
7. Aves Island	2

14 Post offices were sanctioned (including the 7 islands mentioned above) during the year 1988-89 all in relaxation of the prescribed norms.

Recommendation Sl. No. 55 (Para 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.

Action Taken

The position regarding opening of Post Offices is indicated as follows :—

Out of the 18 Islands sponsored by the Administration, Post Offices have been opened in the following Islands in March, 1989 :—

1. Strait Island
2. Peel Islands
3. Rutland Island

Sanction for opening of new Post Offices in the following Islands have been received and action is in hand to open these Post Offices shortly :—

1. Kondul Island.
2. Pulomilo Island.
3. Trinket Island.
4. Little Nicobar Island.

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The proposals for opening of Post Offices in the following Islands will be examined during the year 89-90 :—

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<i>Name of Islands</i>	<i>Population as per 1981 census</i>
1. Tillingchung Island	27
2. Norcondum Island	17
3. Prolob Island	13
4. Interview Island	10
5. Viper Island	7
6. Stiwart Island	3
7. Aves Island	2

14 Post Offices were sanctioned (including the 7 islands mentioned above) during the year 1988-89 all in relaxation of the prescribed norms.

Necessary action for providing inter-island shipping facilities regularly to the islands where post offices will be opened, will be taken.

Recommendation Sl. No.64 (Para 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 materials 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.

Action Taken

During the 6th Five Year Plan period the quarterly allotment of levy cement to this Union Territory was 5,600 MTs. Out of this total allotment, Supply Department was allotting the major quantum to APWD varying from 3000 to 4000 MTs. per quarter. Apart from APWD, the levy cement was also being allotted to other Developmental Departments/body corporates engaged in construction work like P & T, Forest Development Corporation, Municipal Board etc. Only a small quantity of 700 to 800 MTs. was kept under public sale category which was issued against permits to the applicants as per registration though allotment of public sale category as per the norms of the Govt. of India is 30% of the total allotment. In consideration of the developmental programmes of the APWD, the major share of levy cement was allotted to them curtailing from the public sale category.

The arrangements of the import of levy cement against allotment to the Govt. Departments, are required to be made by them by negotiating with the Manufacturers/DGS & D as the case may be and location of vessels for such import within the validity period.

So far as Public sale category is concerned the allotted quota was appropriated from the total allotment and allotment made to the authorised stockists with the direction of importing the same from the Manufacturers within the validity period by sending remittance in time and arranging location of vessels. Bulk of the import was made from Tuticorin from the Manufacturer viz. India Cement Ltd. The Manufacturer was often interested to send in bulk of the whole allotment of this Territory and did not evince any interest in sending cement by small vessels. As a result the consignment was often arriving late due to non availability of bulk carrier and Regional Development Commissioner, Cement has to be approached often for extension of validity period. There were also occasions when the Manufacturers have not supplied the allotted quota within the validity period due to shipping bottle-necks. Therefore, the main constraint of bringing levy cement in time by the Department as well as stockists was non-availability of suitable vessel in time.

Incidentally it may be pointed out that SCI had two big vessels earlier for carriage of bulk cargo including cement viz. M.V. Shompen and M.V. Diglipur. M.V. Shompen had been withdrawn for scrapping purpose in May, 1985 and now the only bulk carrier with SCI is MV Diglipur which is often engaged in carrying bulk food-grains and other bulk materials of the Govt. Departments including cement. Its frequency of carrying cement exclusively is therefore, very limited.

The private vessels are mostly reluctant to accept cement cargo as its

freight rate is lower than the general merchandise cargo and on top of it is a dirty cargo which requires incurring extra cost of cleaning ship after discharge. Thus the import of cement mainly depends upon the availability of SCI ship. Therefore, the set back in construction work in time can be mainly attributed to non-availability of suitable ship for carriage of levy cement by the Govt. Departments as well as private stockists.

Incidentally it is to mention that from 1-3-89 the cement has been decontrolled by the Govt. and there is no component of levy cement now. Hence, the government departments as well as authorised stockists have to make their own arrangements of negotiating with the Manufacturers and arrangement of import of cement as per the open market rate. The Supply Department has no role to play for allotment of cement to various departments and stockists excepting keeping vigil that cement is available to public from the stockists at reasonable rate.

As regards other building materials mainly Iron and Steel it is to point out that there is no control on Iron and Steel. The Govt. Department engaged in construction works, are directly importing Iron and Steel through DGS & D/other approved agencies. As regards the private dealers in Iron and Steel, they are importing Iron and Steel from the open market as they do not fall under any preferential category for consideration by the Development Commissioner, Iron and Steel.

During the last meeting held with the Development Commissioner, Iron and Steel at Port Blair on 17th October, 1988, it was clearly pointed out by the Development Commissioner that no preference can be given for allotment of Iron and Steel to the Private dealers as they do not fall under any preferential category. As a result, the arrangements for Iron and Steel for the Public Sale Category are made by the dealers by importing from the open market. The import also depends upon the availability of Shipping space from Calcutta/Madras.

The Ministry of Commerce (Deptt. of Supply) have added that in the absence of details of specific cases no comments can be offered on the stated bottlenecks of delay in finalisation of tenders in the DGS & D, delay in materialisation of supplies against DGS & D rate contracts, delay supply of levy cement etc. The recommendation made by the Estimates Committee has been noted and apprised to the DGS & D with the direction to make more concerted efforts to check delay on the stated aspects. It may be mentioned in this connection that the indents received from A & N Administration are accorded high priority in DGS & D and a special watch is kept on the progress of indents received and contracts placed relating thereto. A liaison cell headed by Director of Supplies has been set up at Calcutta to coordinate and monitor the progress of indents.

Recommendation Sl. No. 65 (Para 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.

Action Taken

The SCI is responsible for transportation of Govt. cargo between mainland-islands. However, consequent on the withdrawal of T.S.S. Nancowry having a cargo capacity of about 2000 MT from this Sector from end of July, 1988, there has been a shortfall of said cargo carrying capacity on this run. M.V. Najd-II and M.V. Najd-III which were chartered during June, 87 and January 1989 respectively are having a cargo capacity of 100 MT each. M.V. Akbar another passenger-cum-cargo vessel was not available on service on this run from June, 1987 onwards. M.V. Andamans, and M.V. Harshavardhana passenger-cum-cargo vessels which are having the cargo capacity of 1000 MT and 1500 MT respectively are required to ply as per fixed schedules to cater to the passenger requirements and hence carriage of cargo to the maximum capacity is not possible in order to maintain the fixed schedule.

In the absence of adequate cargo capacity between mainland-Island particularly with the withdrawal of TSS Nancowrie considerable difficulties are being experienced for transportation of cargo including construction materials etc. The cargo vessel MV Dinglipur having a capacity of 6500 MT presently operated by SCI is too big in size and the frequency of visit of this vessel is very less which causes delay in transportation of cargo from mainland as this vessel cannot have quicker turn round. The Administration had taken up the matter regarding chartering of a cargo vessel with a capacity of atleast 2000-3000 MT with the Govt. of India, Ministry of Surface Transport New Delhi. This has however not been materialised. The Admn. have, however, requested the M/o Surface Transport to issue necessary instructions to the SCI for better cargo space management of the existing vessels so that our difficulties in transshipping the cargo from mainland to Port Blair are minimised.

The Ministry of Commerce (Deptt. of Supply) has added that the construction materials handled by the Assistant Director (Shipping) of DGS & D at Calcutta consist of structural steel, asbestos paints, concrete mixtures etc. These materials fall under the category of long length hazardous and odd size cargos. They can be shipped only in Cargo vessels of the Shipping Corporation of India as passenger vessels do not take such

cargo. They can be transported in cargo vessels of private shipping agencies on a "No Objection Certificate" from the Shipping Corporation of India. Further, the frequency of SCI cargo vessels sailing from Calcutta to A & N Islands is inadequate; there are hardly two/three sailings in a year. As such the construction materials have to wait for the SCI cargo vessels to accept this cargo. A remedy to the problem would lie in that the AD (Shipping) be authorised to transport the materials in any vessel of private agency that may be available without a no objection certificate from the Shipping Corporation of India. To this end, the A & N Islands Administration should obtain the necessary authority in favour of the AD (Shipping).

With regard to the delay in the transportation of water treatment chemicals referred to, it may be stated that the materials were received from Railhead by Assistant Director (Shipping), Calcutta in damaged bags not suitable for transportation by sea vessel. The supplier was repeatedly asked to repack the stores in sea worthy condition but no action was taken by him. Ultimately, the DGS & D, Calcutta got the bags repacked from the transporter and the material was shipped to the Islands in December, 1988 and Jan., 1989.

In view of the above, there was no lapse in transporting the chemicals. The DGS&D have however been asked to direct their branch offices at Calcutta and Madras to make every possible efforts to transport the construction material/stores as expeditiously as possible. The matter has also been taken up by D(S&D), Calcutta with the Chief Port Administrator, A & N Islands on 27-7-89 regarding the problems faced due to the cargo ship being diverted & cargo missing the ship. 1000 mt. of construction material, hazardous & other long length cargo planned for shipment in June, 1989 could not be shipped as the vessel did not arrive. They were expected to be shipped in August, 1989.

CHAPTER-IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH GOVT'S REPLIES HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation Sl. No.11 (Para 1.53)

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.

Action Taken

The pineapple cultivation has been adopted in the Islands but the same could not make headway for the following reasons:—

- (i) The jungle from hilly lands allotted to the farmers have not so far been cleared by them from whose fields the commercial trees have been extracted by the Forest Department. Now clearance of the area by the farmers is due to their economic backwardness. Default in repayment of previous loans stands in the way for obtaining fresh loans from the Nationalised banks and the Co-operative banks.
- (ii) Stray animals is also a limiting factor in the utilisation of hilly land for cultivation of pineapple and tuber crops. To provide protective fence to overcome this menace barbed wire is not being received from mainland since last 3-4 years inspite of placing the indents with DGS&D.
- (iii) Non-availability of planting materials viz. pineapple suckers is another limiting factor in the expansion of area under cultivation of pineapple. For the supply of Suckers the Administration have to depend on the mainland as the production in these island is very much limited. To overcome this problem viable technology is to be developed. The Director, CARI, Port Blair has already been requested to evolve and standardise the technology for rapid mutiplication, so that dependance on mainland for pineapple suckers is minimised.

Extraction of Commercial trees from allotted hilly land was hampered primarily because:—

- (a) Scattered nature of allotted land in areas where Forest department has no infrastructure. These lands were distributed in more than 100 locations throughout the Islands to territory.
- (b) Shifting of timber extraction camps from place is not only expensive but also impracticable especially where movement of men and material including shifting of elephants and heavy machineries are involved.
- (c) The paddy lands having been allotted in the valleys were brought under cultivation after clearance of forest growth earlier where as hilly lands were allotted subsequently. The extraction path for harvesting timber, from hilly land was available only for a short duration of 3-4 months in a year after harvesting of paddy. Some hilly land are not accessible by road even today.
- (d) Since hilly lands were full of tree growth there was some delay in locating the exact boundary of the land allotted.
- (e) In spite many constraints, Forest department harvested timber from about 7700 ha. of allotted hilly land by now leaving only 2300 ha. area where also work is in progress.
- (f) Keeping in view the difficulties leading to delay in removal of trees from hilly land, a policy decision was taken during 1987 under which the Settlers are permitted to extract commercial trees from their lands on payment of royalty and non-commercial tree without any restriction.

Recommendation Sl. No.12 (Para 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 cultural programme has not been completed by 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.

Action taken

A macro level survey was conducted in about 1000 hec. of land in South Andaman by an Expert Team, which found about 470 Hec. of land suitable for prawn culture. The department has since procured topo-sheets and saline refrac to matter, and also taken action for procurement of PH meter, required for carrying out other survey.

A draft 'Andaman and Nicobar Islands Leasing of Brackish Areas to

'Entrepreneurs Rules, 1989' has been passed by Pradesh Council with some modifications.

For the Establishment of model brackish water Farms in South Andaman, Middle Andaman and Car Nicobar schemes has been included in the draft VIIIth Five Year Plan.

Two entrepreneurs from South Andaman have approached the Administration for taking up brackish water culture projects and the same has been referred to MPEDA, Cochin.

The Ministry of Agriculture & Cooperation has added that there is a scheme namely 'Coastal Aquaculture' proposed during the VIIth Five Year Plan by the Andaman and Nicobar Admn. While examining the scheme for approval, Planning Commission and Integrated Finance Division of Department of Agriculture & Cooperation desired to conduct the feasibility study regarding the potential of coastal aquaculture in the Islands. This was communicated by the Department of Agriculture and Cooperation on 18-5-1987. No feasibility report has so far been received by the Department of Agriculture & Cooperation.

During VIII Five Year Plan Central Institute of Coastal Engineering for Fishery (CICEF) will take up survey and investigation for development of brackish water aquaculture in Andaman and Nicobar Islands.

One officer from Andaman and Nicobar Islands will be trained in Philippines for three months in brackish water aquaculture under UNDP Programme.

Recommendation Sl. No. 18 (Para 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 posts remain vacant due to non-availability of qualified local candidates. Only now action has been initiated to include these posts under CHS cadre so that qualified candidate can be appointed from CHS / Defence Services. The Committee desire that the more steps should be taken with due promptitude so that remaining two posts are filled up without any further delay.

Action Taken

The fact that 3 posts of Ophthalmologists were lying vacant in the department was duly brought to the notice of Ministry for filling up of the same from the CHS cadre. Since CHS did not fill up the posts, the matter was taken up with the Ministry of Defence for posting of an Ophthalmologist from the Defence on deputation basis. Major S.C. Nanda

an Ophthalmologist from the Defence is now working under this Administration on deputation. One of the JMOs a local bonded candidate has since been sponsored for 3 years MD course in Ophthalmology in the All India Institute of Medical Science New Delhi. On the successful completion of the course, the said doctor who is resident of this place can be appointed against one of the vacant post. Continuous efforts are being made to obtain specialists from CHS/Defence.

Recommendation Sl.No. 20 (Para 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.

Action Taken

Necessary provision is being made in the 8th plan to improve the doctors population ratio in rural areas with special attention to isolated islands.

Recommendation Sl. No. 23 (Para 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.

Action Taken

Action has already been taken to fill up the vacant post of Specialists by Defence personnel on deputation. Action is also being taken to appoint locally qualified doctors as specialist on ad-hoc basis.

Recommendation Sl. No. 24 (Para 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, Ranget 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.

Action Taken

The Ministry of Defence have again been requested to depute the following specialists for Civil Hospital Car Nicoabr and they are expected to join shortly :—

1. Surgical Specialist.
2. Anaesthetist.
3. Medical Specialist.
4. Gynaecologist.

As regards the specialists for GB Pant Hospital the Hon'ble Lt. Governor again moved the Defence Ministry for posting of one Radiologist and one Skin Specialist from the Army on deputation basis.

Recommendation Sl. No. 59 (Para 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.

Action Taken

The ANIIDCO has recently started functioning but various activities relating to the ANIIDCO is in the process of being taken. Technical experts relating to different sectors are still to be appointed. Action has already initiated for appointment of General Managers under each sector by approaching concerned Ministries of Govt. of India, similar Corporation on the mainland for taking officers on deputation initially and by requesting PESB to select the requisitely qualified officials. The post of Managing Director has been upgraded and the activities will get speeded up once the General Managers of all the sectors are appointed.

It is further informed that 3 meeting of the Board of Directors have been conducted and various agenda items have been discussed and action would be initiated after appointing the necessary staff required to run the Corporation.

CHAPTER-V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES ARE STILL AWAITED

Recommendation Sl. No. 67 (Para 6.45)

The Committee note that in the annual plan for the year 1987-88 and 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 Carbyns 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.

Action Taken

The Director of Works, CPWD has taken up the matter regarding engaging a consultant for preparation of plans and project report for their approval which is awaited. The work will be taken up as soon as consultant is appointed and project report and sanction are received. The matter is being constantly pursued with C.P.W.D.

Action Taken by Ministry of Urban Development

Awaited.

APPENDIX

(Vide Introduction of the Report)

Analysis of Action Taken by Government on the 6th Report of Estimates Committee (Ninth Lok Sabha).

I. Total number of Recommendations:	67
II. Recommendations/observations which have been accepted by the Government: (Nos. 1, 2, 4, 5, 6, 7, 8, 10, 14, 15, 16, 17, 17(A), 19, 25, 26, 27, 28, 29, 32, 37, 38, 39, 40, 41, 42, 45, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 60, 61, 62, 63, 66)	
Total	42
Percentage	61%
III. Recommendations/observations which the Committee do not desire to pursue in view of Government's replies: (Nos. 3, 9, 13, 21, 22, 30, 31, 33, 34, 35, 36, 43, 44, 46, 54, 55, 64, 65)	
Total	18
Percentage	27%
IV. Recommendations/observations in respect of which Government's replies have not been accepted by the Committee: (Nos. 11, 12, 15, 20, 23, 24, 59)	
Total	7
Percentage	10.5%
V. Recommendations/observations in respect of which final replies are still awaited: (Nos. 67)	
Total	1
Percentage	1.5%

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-DR59, 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 Seller 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, Publisher, Representative Accounts & Law Book Sellers, Mohan Kunj, Ground Floor 68, Jyotiba Fuelc 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).		