

ESTIMATES COMMITTEE (1982-83)

(SEVENTH LOK SABHA)

FORTY-SECOND REPORT

MINISTRY OF SHIPPING & TRANSPORT
(PORT BLAIR)

Action taken by Government on the recommendations contained in the Thirty Fourth Report of Estimates Committee (Seventh Lok Sabha) on the Ministry of Shipping and Transport—Port Blair.

Presented to Lok Sabha on 5 April 1983



LOK SABHA SECRETARIAT
NEW DELHI

March 1983/ Phalguna, 1904 (Saka)
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(1982-83)

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STUDY GROUP ON ACTION TAKEN REPORTS
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(1982-83)

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6. Shri B. V. Desai
7. Shri Krishna Kumar Goyal
8. Smt. Sanyogita Rane
9. Shri Girdhari Lal Vyas

INTRODUCTION

I, the Chairman of the Estimates Committee having been authorised by the Committee to submit the Report on their behalf, present this Forty Second Report on action taken by Government on the recommendations contained in the Thirty-Fourth Report of the Estimates Committee (Seventh Lok Sabha) on the Ministry of Shipping and Transport—Port Blair.

2. The Thirty-Fourth Report was presented to Lok Sabha on 28 April, 1982. Government furnished their replies indicating action taken on the recommendations contained in that Report by 25th February, 1983. The replies were examined by Study Group of Estimates Committee (1982-83) on Action Taken Reports at their sitting held on 1st March, 1983. The Draft Report was adopted by the Estimates Committee (1982-83) on 5th March, 1983.]

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

- I. Report
- II. Recommendations/Observations that 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 recommendations contained in the Thirty-Fourth Report of Estimates Committee (7th Lok Sabha) is given in Appendix. It would be observed that out of 33 recommendations made in the Report, 31 recommendations, i.e. about 94 per cent have been accepted by Government, and the Committee do not desire to pursue one recommendation i.e. about 3 per cent in view of Government's reply. Final reply of Government in respect of 1 recommendation, i.e. about 3 per cent is still awaited.

BANSI LAL,
Chairman,
Estimates Committee.

NEW DELHI;
March 11, 1983
Phalguna 20, 1904 (Saka)

CHAPTER I

REPORT

This report of the Committee deals with action taken by Government on the recommendations contained in the 34th Report (7th Lok Sabha) on the Ministry of Shipping and Transport—Port Blair which was presented to Lok Sabha on 28 April, 1982.

1.2 Action Taken notes have been received in respect of all the recommendations contained in the Report.

1.3 Action Taken notes on the recommendations of the Committee have been categorised as follows:—

(i) Recommendations that have been accepted by Government:
Sl. Nos. 1 to 5, 7 to 31, 33.

(Total 31—Chapter II)

(ii) Recommendations which the Committee do not desire to pursue in view of Government's replies

Sl. No. 32 (Total 1—Chapter III)

(iii) Recommendations in respect of which action taken replies have not been accepted by the Committee

Nil (Chapter IV)

(iv) Recommendations in respect of which final replies of Government are still awaited

Sl. No. 6 (Total 1—Chapter V)

1.4 The Committee will now deal with action taken on some of their recommendations.

Rangat Jetty

Recommendation (Sl. No. 4 Para 1·19)

1.5 Not appreciating the argument advanced by the Ministry that it was not Rangat Jetty which was defective but it was the Rangat Bay which had certain limitations in that it was exposed to open sea and subject to swells even in moderate weather, the Committee had pointed out that if, as admitted by Ministry, there were difficulties in berthing a vessel due to non-availability of sufficient sheltered harbour basins in the area, "even in slightly rough weather", obviously either the design of the jetty was defective or the designers had failed to take into account all the essential features of the site selected for Jetty while preparing the design. The Committee had observed that in either case, it was a serious matter which they would like to be enquired into by an independent expert body and the outcome reported to the Committee within six months.

1.6 The recommendation of the Committee that the matter be enquired into by an independent expert body has been accepted by the Ministry. It has been reported that Dr. Vaidyaraman, Joint Director, Central Water and Power Research Station, Pune, has been entrusted with the task of conducting an enquiry into the matter and submitting a report.

1.7 The Committee strongly deprecate the lackadaisical manner in which the recommendation of the Committee has been treated by the Ministry. The Committee had desired and expected that an expert body would be appointed to go into the question whether the design of the Rangat Jetty was defective or whether the designers had failed to take into account the essential features of the site selected while preparing the design rendering berthing of the vessels difficult and posing danger to their safety. The Committee had expressly desired that the outcome of the enquiry should be reported to them within a period of six month. While the reply of the Ministry does indicate that an expert body has been asked to take up this job, the reply fails to mention when the expert body was assigned this job, whether this expert body has initiated any study or how much more time it is likely to take. Ten months have, in the meanwhile, passed by. The Committee take a serious view of this matter and would now expect the enquiry to be completed and the outcome of the enquiry reported to the Committee within a period of three months from now.

Pilferage

Recommendation (Sl. No. 12, Para No. 1.59)

1.8 The Committee had observed that in the face of port users' complaints and the statement made by Regional Director, Shipping Corporation of India at a meeting held in December 1978, it was difficult to accept the statement made by the Andaman and Nicobar Administration that there were no cases of pilferage at Port Blair. Lack of formal complaints from traders on this account did not, in the view of the Committee, necessarily mean lack of pilferage. The Committee advised the Andaman and Nicobar Administration to shed the sense of complacency which it seemed to have developed in this regard and tighten security measures at the port to prevent pilferage.

1.9 The following reply has been furnished by Government to this recommendation of the Committee:—

“It is admitted that the security police guard provided to the wharf premises is quite inadequate. Only two—four constables are available at a time in the wharf premises, where over two hundred workmen (including private coolies) are always found involved in cargo operations. These police guard are practically helpless to exercise any desired control to arrest pilferages of cargo. More so the police guard are also not answerable to the Port authorities but only to their own departmental officers. It is, therefore, felt necessary to increase/provide adequate number of police guard in the wharf premises and so also

making them responsible and answerable to the port authorities in order to arrest all kinds of pilferages and malpractices inside the wharf premises. The matter is being taken up with the I.G.P. for needful at an early date.

A few complaints about pilferages of cargo by Port employees have also been received in the recent past and immediate action taken in all such cases. Besides wherever and whenever any incident of pilferages or wilful negligence on the part of any employee of the port causing damages to the Cargo is detected, stern disciplinary action is taken against such workers by the Controller Andaman Labour Force. Every effort is being taken by the Port agency to avert any kind of pilferage from the wharf premises."

1.10 While Government's reply admits the incidents of pilferages and inadequate security arrangements at Port Blair and wilful negligence on the part of employees of the port causing damage to the cargo, it does not bring out any concrete action taken to tighten up the security arrangements. Ten months after the recommendation made by the Committee, Government is still in the process of taking up the matter with the I.G.P. The Committee expect the Ministry to take all measures necessary to prevent and eliminate incidents of pilferage and wilful damage to cargo without further delay. They would like to be apprised of the concrete action taken in the matter in three months time.

1.11 While the Committee are gratified to observe that out of the 33 recommendations made in the Report of the Committee 31 recommendations have been accepted by Government, they are constrained to observe that implementation is not satisfactory in several cases. The Committee would like to emphasise that they attach the greatest importance to the implementation of the recommendations accepted by Government. They would, therefore, urge that Government should keep a close watch so as to ensure expeditious implementation of the recommendations accepted by them. In case where it is not possible to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee in time with reasons for non-implementation.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Sl. No. 1, Para No. 1.10)

The berthing capacity at the two wharves of Haddo and Chatham at Port Blair is insufficient. The length of the Chatham Wharf is, also reported to be insufficient. Its length is being extended to enable it to berth simultaneously one log carrier and one Cargo Vessel. The Committee hope that the work will be completed by December, 1982 as scheduled.

Reply of Government

The work on "Extension of Chatham Wharf at Port Blair" is under progress and it is expected to be completed by December, 1982.

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 2, Para 1.11)

A scheme for construction of one more Wharf at Hope Town which will facilitate handling of one more passenger-cum-cargo ship from the mainland has been under consideration since September, 1980. It was expected to be sanctioned by February, 1982. The Committee are not happy at the long time taken in finalising of this scheme by the Ministry. They would urge the Ministry that as assured by the Secretary (Shipping and Transport) in evidence the project should be completed and commissioned within two years.

Reply of Government

The scheme for "Construction of a Deep Water Wharf at Hope Town in Port Blair" has been sanctioned for an amount of Rs. 243.00 lakhs, and the expenditure sanction was issued on 3-4-1982. Preliminaries have already been started by A.L.H.W. and the Wharf is planned to be completed by March, 1985. Efforts will be made to complete this Wharf earlier.

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 29th October, 1982.]

Recommendation (Sl. No. 3, Para 1.12)

The Committee find that even though there is no siltage at Chatham berth of Port Blair, the draft there has admittedly been reduced due to spillage of cargo during unloading operations. Even if it was spillage of cargo and not the siltation, which had reduced draft, the Port authorities should have cleared the spillage without delay and not let it lie there indefinitely. The Committee hope that the spillage must have been removed by now and such problems will not remain unduly unattended in future.

Reply of Government

The recommendation of the Committee has been noted, and the work taken in hand. The Chief Engineer, Andaman Lakshadweep Harbour Works has reported that it is expected to be completed in about six months (by December, 1982).

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 29th October, 1982.]

Recommendation (Sl. No. 4, Para 1.19)

The Committee are unable to appreciate the argument advanced by the Ministry that Rangat Jetty is not defective but it is the Rengat Bay which has certain limitations in that it is exposed to open sea and subject to swells even in moderate weather. If, as admitted by Ministry, there are difficulties in berthing a vessel due to non-availability of sufficient sheltered harbour basins in the area, "even in slightly rough weather", obviously either the design of the jetty is defective or the designers failed to take into account all the essential features of the site selected for Jetty while preparing the design. In either case, it is a serious matter which the Committee would like to be enquired into by an independent expert body and the outcome reported to the Committee within six months.

Reply of Government

The recommendation of the Committee that the matter be enquired into by an independent expert body has been accepted. Dr. Vaidyaraman, Joint Director, Central Water and Power Research Station, Pune, has been entrusted with the task of conducting an enquiry into the matter and submitting a report.

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 5, Para 1.20)

The Committee are informed that it is now proposed to create a sheltered harbour basin by providing a breakwater of 700m. at an estimated cost of Rs. 75 lakhs. This is proposed to be taken up in 1983-84 during the sixth Plan. As provision for only Rs. 30 lakhs has been made in the Sixth Plan, it is likely to spillover to seventh Plan period.

The Committee feel, that it would not be prudent to delay the construction of breakwater any longer. The Committee would urge the Ministry to give project high priority and ensure that the construction is taken up at the earliest and completed in the shortest possible time so as to make this jetty serviceable through out the year.

Reply of Government

Model studies for construction of a breakwater at Rangat are under finalisation at CWPRS, Pune and their recommendations are expected to be received shortly. Estimate for this scheme will be submitted to the Govt. thereafter for sanction. Depending upon the resources position, the scheme will be taken up and completed early.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 7, Para 1.48)

The reason for damage to cargo in transit is stated to be improper and haphazard stacking of cargo at the port of loading. Heavy parcels are reportedly heaped over fragile articles and vegetables. While admitting the phenomenon of unsystematic and haphazard stacking of cargo in ships, the A & N Administration has pleaded its innocence in this regard as it has no say in the matter nor does not have any agency to supervise loading operations at present. The Committee welcome the suggestion that the cargo loading should be supervised at Calcutta, Visakhapatnam and Madras either by Administration's own officials or through agencies to be nominated by it in order to ensure that the consignments are loaded carefully and placed in proper order to avoid any damage in transit. The A & N Administration has, it is seen already approached the Government for creation of posts to implement this suggestion. The Committee would like a decision in this matter to be taken soon and officers or agencies placed in position to supervise the loading.

Reply of Government

The S.C.I. are agreeable to the Administration having its officers posted for supervision of loading at Madras, Calcutta and Vizag. S.C.I. have requested the Andaman Chamber of Commerce to convey to their members, to mark distinctly, different commodities with clear identification marks/ numbers, so as to enable the S.C.I. to take adequate precautions in stowing the cargoes particularly precious cargo, so that pilferage can be avoided. Unless each package is correctly and clearly marked, S.C.I. as a carrier, would not be able to identify as to which packages would normally, require greater care during loading, stowage and discharging, as some cargoes may be fragile or amenable to breakage owing to inadequate packing. The responsibility for any damage during transit can rest with S.C.I. only if the above requirements are complied with first.

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 24th February, 1983].

Recommendation (Sl. No. 8, Para 1.49)

The Committee learn that a Regional Committee with officers of the Shipping Corporation of India and of A&N Administration had been set up to sort out the complaints of port users about loading and damage in

transit. But regrettably this Committee has not met since 1980. This Committee had earlier taken decisions to detail officers for supervision at the time of loading and to deploy watch and ward at the time of unloading but despite these decisions the position has not improved as is evident from the complaints made by the port users. In fact its decision to detail officers for supervision at the time of loading has yet to be implemented. The Committee would like that the complaints received from port users against the cargo handling operations of the Shipping Corporation of India should be brought to the notice of the Ministry of Shipping and Transport to enable the latter to take such corrective action as it may deem proper. The A&N Administration should also play a more active role in conjunction with officers of Shipping Corporation of India to remedy the defects in loading and thus prevent damage to cargo in transit.

Reply of Government

The Shipping Corporation of India are agreeable to the A&N Administration having its officers posted for supervision of loading at Madras, Calcutta and Vizag. However, it has been brought to the notice of Andaman Chamber of Commerce to convey to their members, to mark distinctly, different commodities with clear identification marks/numbers, so as to enable the SCI to take adequate precautions in storing the cargoes particularly precious cargo, so that pilferage can be avoided. Unless each package is correctly and clearly marked, SCI as carrier, is not able to identify as to which packages would normally require greater care during loading, storage and discharging, as some cargoes may be fragile or amenable to breakage owing to inadequate packing. Hence, the onus of responsibility for any damage, cannot rest with SCI in the absence of compliance with the requirements.

The A&N Administration have expressed the views that Policemen may be employed for Watch and Ward duties on board the vessels. The expenses in this regard should be borne by the SCI. This point is under consideration in consultation with the Shipping Corporation of India.

[Min. of S&T O.M. No. PW/PGA/11/83
dated 25th February, 1983.]

Recommendation (Sl. No. 9, Para 1.50)

Space for warehousing of cargo is stated to be sufficient at Port Blair for the present. To meet additional requirements two more transit sheds are under construction. There are, however, delays in removal of cargo by consignees from the port premises and godowns. In the absence of any godown charge and negligible demurrage rate the consignees are obviously under no compulsion to remove their cargo from the port premises promptly. A proposal for upward revision of demurrage rate is stated to be under consideration of Government. The Committee would like the Ministry to

consider levying godown charge and raising demurrage rate appropriately to discourage the tendency on the part of consignees to use port premises as their private godowns.

Reply of Government

With the increase in the quantum of landed cargo at this port, the space available in the transit sheds at the Wharf premises is becoming insufficient day by day. On account of delay in taking delivery of cargo by the consignees from the shipping godowns, the limited space available there, gets blocked at times. In order to tide over the present difficulties, two additional transit sheds are being constructed in the Haddo Wharf premises. Besides, a proposal for providing a Varanda type accommodation by extending the existing godowns available at Haddo and Chatham Wharves is also under consideration of Andaman & Nicobar Administration.

The proposal for upward revision of demurrage and landing charges has been approved by the Government. The draft notification regarding revised rates is awaited from Andaman & Nicobar Administration.

[Min. of S&T O.M. No. PW/PGA/11/82,
dated 29th October, 1982.]

Recommendation (Sl. No. 10, Para 1.51)

Delays in clearance of cargo are also attributable to delay in receipt of Bills of lading by consignees from the Shipping Corporation of India, receipt of unmarked items and consignees not taking delivery of cargo meant for other stations for want of Inter-island communications. Two of the three problems, viz., late receipt of B/Lading and unmarked items can be tackled by the A&N Administration with the cooperation of the Shipping Corporation of India. The Committee hope that the Administration will pursue these matters with the Shipping Corporation of India and find practical solutions.

Reply of Government

The SCI has reported that the private parties are able to get the Bills of Lading on time but the agents in the Government Departments do not come forward in time to collect the Bills of Lading, after shipment of the cargo is made on the vessels. This situation is further aggravated, because a number of Government Departments (with the exception of A.D. Shipping) of and the Andaman Administration who utilise the services of forwarding clearing agents appointed by them, do not come forward to collect the Bills of Lading, when the ship reaches Port Blair. This has been brought to the notice of Andaman Administration, that they ensure that their forwarding and clearing agents must be strictly instructed to get the Bills of Lading in time, as is done by the private parties.

The importance of taking prompt delivery is because the distance between Mainland and Port Blair, is so short that before the documents can be despatched by Air, the vessel reaches Port Blair. It is incorrect to say that SCI has stopped issuing delivery orders to their consignees, without payment of freight charges in advance. It may be reiterated that freight, if payable at destination, is conveyed by SCI office by cable to Port Blair office, who arrange to collect the freight and then issue delivery orders. In other words, there is automatically, certain amount of credit given to the Government Departments, who normally prefer to pay the freight at Port Blair. This trade practice exists even in other trades, whereby no Bill of Lading is issued or delivery of the cargo effected, unless the freight payable at destination is collected. It would be incorrect shipping practice and also result in losses to SCI, if the old and wrong practice of issuing Bills of Lading and delivering cargoes, without collecting freight payable at destination is resorted to. However, SCI has agreed, whenever requests are made for freight payable at destination.

[Min. of Shipping & Transport O.M. No. PW/PGA/11/82,
dated 24th February, 1983.]

Recommendation (Sl. No. 11, Para 1.52)

It should be the duty of A & N Administration and port officials to ensure that after the goods are unloaded at Port Blair, they are stored and stacked at the wharves or in the warehouses and godowns of the Port in a systematic manner so that there is no difficulty in removing the consignments. This would also go a long way in avoiding delays in clearance.

Reply of Government

This is being done as far as possible and practicable with the limited strength of workmen available at the godown. An increase in the number of workmen for shore/godown operations is being contemplated. However due to delay in taking delivery of cargo by the consignees, the cargo is bound to be stored and frequently disturbed by removing from place to place to make easy of delivery of the other cargo already congested inside wharf transit sheds.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 24th February, 1983.]

Recommendation (Sl. No. 12, Para 1.59)

In the face of port users' complaints and the statement made by Regional Director, Shipping Corporation of India at a meeting held in December 1978, it is difficult to accept the statement made by the Andaman and Nicobar Administration that there were no cases of pilferage at Port Blair. Lack 2—949 LSS/82

of formal complaints from traders on this account does not necessarily mean lack of pilferage. The Committee would like the Andaman and Nicobar Administration to shed the sense of complacence which it seems to have developed in this regard and tighten security measures at the port to prevent pilferage.

Reply of Government

It is admitted that the security police guard provided to the wharf premises is quite inadequate. Only two-four constables are available at a time in the wharf premises, whereover two hundred workmen(including private coolies) are always found involved in cargo operations. These police guard are practically helpless to exercise any desired control to arrest pilferages of cargo. More so the police guard are also not answerable to the Port authorities but only to their own departmental officers. It is therefore felt necessary to increase/privie adequate number of police guard in the wharf premises and so also making them responsible and answerable to the Port authorities in order to arrest all kinds of pilferages and malpractices inside the wharf premises. The matter is being taken up with the I.G.P. for needful at an early date.

A few complaints about pilferages of cargo by Port employees have also been received in the recent past and immediate action taken in all such cases. Besides wherever and whenever any incident of pilferages or willful negligence on the part of any employee of the port causing damages to the cargo is detected, stern disciplinary action is taken against such workers by the Controller, Andaman Labour Force. Every effort is being taken by the Port agency to avert any kind of pilferage from the wharf premises.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 24th February, 1983.]

Recommendation (Serial No. 13, Para 1.67)

There are two categories of labour at Port Blair, Andaman Labour Force works on the docks and shore godown staff works on the shore. Inadequacy of the labour strength and low productivity due to lack of unified control and coordination have been brought to the Committee's notice. The Ministry has admitted imbalance between the two sets of labour. The Srinivasan panel has recommended the integration of the two labour forces and increase in the strength of the total labour force from 360 to about 500. The Report is stated to be under active consideration of the Administration. The Committee are also of the view that integration of the two labour forces will improve the efficiency of loading and unloading operations. They would like an early decision to be taken on the recommendations of the Srinivasan panel.

Reply of Government

Andaman & Nicobar Administration have stated that in the recent past, one set of workmen engaged on stevedoring operations on board the ships were under the control of the Andaman Labour Force, while the other set of workmen engaged on cargo operations at wharf and godowns were functioning under the control of the Harbour Master. However, in order to have better coordination and smooth functioning of cargo operations, all the workmen and other regular staff involved in port cargo operations have been placed under the direct control of the Controller, Andaman Labour Force.

2. As regards the recommendations of Srinivasan Report, they are being considered along with the proposal for the reorganisation of the port set up at Port Blair.

[Min. of S&T, O.M. No. PW/PGA/11/82
dt. 3rd Jan. 1983.]

Recommendation (Sl. No. 14, Para 1.71)

The Committee hope that the Consultative forum to hear the port users' problems and find solutions thereto by collective discussions must have been set up by now as promised by the Andaman and Nicobar Administration. They would like that this forum should meet at regular intervals and the decisions taken at its meeting should be following up.

Reply of Government

The recommendation of the Committee has been accepted, and a Committee consisting of the following members have been constituted on 27-8-1982 :—

1. The Harbour Master, A&N Islands — *Chairman*.
2. Representative of Shipping Corporation of India.
3. Two representatives of other shipping companies.
4. Representative of Chamber of Commerce.
5. The Assistant Harbour Master, A&N Islands. — *Member [Secretary]*

The Committee shall ordinarily meet once in three months.

The Chairman may co-opt or invite any other representative of shipping or related companies, who utilise port facilities.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 29th October, 1982.]

Recommendation (Sl. No. 15, Para 2.26)

Strong representations were made to the Committee that the present shipping capacity between mainland and Port Blair and for inter-island traffic was grossly inadequate. The Ministry of Shipping and Transport and the Andaman & Nicobar Islands Administration have, however maintained that the passenger and cargo carrying capacities between mainland and Port Blair were adequate to meet the current demand except during peak periods (vacations and tourist season) when the problems arose to cope with the rush. In the Committee's opinion the adequacy of the capacity should be judged with reference to the peak periods. Judging it with reference to 'lean' periods, as the Ministry and A&N Islands Administration seem to be doing, will be irrelevant and unrealistic. Now that the Ministry has acknowledged the need to augment capacity to meet the rush during vacation period and tourist season, it should not lose time to provide extra capacity to cope with the traffic, if necessary by requisitioning extra ships on a temporary basis as a stop-gap arrangement, pending procurement of new ships on permanent basis.

Reply of Government

So far as Mainland Island Shipping Service is concerned, the position has improved considerably with the acquisition of M.V. Akbar (a replacement vessel for MV Andamans) from Mogul Line Limited, Bombay which has a capacity of 1571 passengers (1491 bunk and 80 cabin) from 17-4-82. Thus, there are presently, 4 units employed in this sector namely, MV Andamans, M.V. Harshavardhana, TSS Noncowry and M.V. Akbar. The present shipping capacity between Mainland and Port Blair during the rush period therefore considered adequate. As regards passenger traffic during the lean period, the occupancy would hardly exceed 60%.

2. As regards inter-island shipping services, the A&N Administration is planning to acquire 23 vessels of various sizes during the 6th Five Year Plan. Orders have already been placed for procurement of 10 vessels by the Administration which includes 2 vessels of Onge type. The delivery of one of these two Onge type vessels viz. m.v. 'Sentinel' has since been given to Administration on 28-8-82 and the same has started operating on this sector. The 2nd vessel is expected to be delivered by the end of 1982.

3. With the acquisition of all these vessels, the inter-island shipping services of this territory will be adequately looked after.

[Min. of S&T, O.M. No. PW/PGA/11/82
dated 29th October, 1982.]

Recommendation (Sl. No. 16, Para 2.27)

Even though the Ministry has claimed that the cargo carrying capacity between mainland and Port Blair was adequate, it appeared from the complaints received by the Committee that Shipping Corporation of India vessels

had at times refused to take cargo, even essential commodity like foodgrains. The Ministry stated that this was due to the fact that the cargo was not kept ready when the ships arrived. The Ministry conceded, there was need for improving the administrative system to avoid such incidents. The Committee would like the Ministry to look into the matter and take remedial measures to ensure better cargo management, and more efficient loading operations.

Reply of the Government

It has been intimated by the SCI that cargoes offered are never refused by them. SCI, in fact, have been making representations that sufficient cargoes are not made available even for cargo vessels playing between Mainland and Port Blair on their return leg. It is necessary that cargo is kept ready when the ship arrives. Instances of non-availability and non-aggregation of cargo have been brought to the notice of the A&N Administration by the SCI. The Corporation have issued instructions that all essential cargo tendered and ready for shipment, are accepted even by passenger-cum-cargo vessels during their limited period of stay in Port, without affecting their scheduled. The Andaman & Nicobar Administration has reported that as a result of recent measures taken by the S.C.P.; the position has improved.

[Min. of S&T, O.M. No. PW/PGA/11/82
dated 29th October, 1982]

Recommendation (Sl. No. 17, Para 2.28)

The Committee learn that a decision has been taken in May, 1981 to replace M.V. Andamans—a ship which at present plies between the mainland and the Port Blair—as it was no longer an efficient ship and had become too old. They, however, regret to note that the Shipping Corporation of India has not been able to finalise the selection of a ship to replace M.V. Andamans. The Committee wish that the Ministry and all other authorities charged with the responsibility of procuring a ship in replacement of M.V. Andamans should pursue this matter with a sense of urgency and procure a suitable ship and commission it without delay.

Reply of the Government

It has been decided that the life of M.V. Andamans which is presently up to the end of 1983, will be extended by the SCI by another year. This vessel will therefore be available for service on Mainland/Andaman service till the end of 1984. The A&N Administration have also purchased M.V. 'Akbar' from the Mogul Line Limited and the same has been put into operation between Mainland and A&N Islands from 17-4-82. Thus an additional vessel has now been put on this service.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 18, Para 2-29)

According to the Ministry, TSS Nancowry—a ship plying between mainland and Andamans sector is still in a good condition and can run for another 4-5 years if it is put through survey and some money is spent on its essential spares. While this should be done as early as possible, the Committee would advise the Ministry to take a decision on the replacement for this ship now and initiate action in that direction to that a new ship is actually available after 4-5 years when TSS Nancowry even after necessary repairs is considered due for retirement from service.

Reply of the Government

A detailed analysis of the replacement need for T.S.S. 'Nancowry' was carried out by SCI as desired at the meeting of the Sub-Committee of Home Ministry's Advisory Committee held in New Delhi on 6-5-81. The result of this study showed that a new vessel similar to T.S.S. 'Nancowry' will be able to cater to the projected cargo and traffic movement adequately. SCI also examined continuance of T.S.S. 'Nancowry' for 4 more years by carrying out the next four yearly survey due in 1983-84 at an estimated cost of about Rs. 1.6 crores. The study showed that continuing 'Nancowry' for four more years by carrying out special survey would be more economical to meet the requirements of the service in comparison to the need for providing an amount of Rs. 30 to 35 crores for a new ship immediately.

2. On the basis that the next survey of Nancowry would be carried out as aforesaid this vessel would be available for service till 1987/88. This would provide sufficient time to arrange for procurement of a new replacement passenger vessel. SCI took up the question of constructing a new ship meeting the various requirements, in replacement of 'Nancowry', with Mazagon Dock Limited. MDL is not in a position to take up the construction of such a vessel now. SCI is therefore examining alternate sources for the procurement of a replacement vessel of T.S.S. 'Nancowry'.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 19, Para 2.30)

The Committee are informed that the perspective plan of capacities and requirements has been prepared by the Andamans and Nicobar Islands Administration till the year 2000 A.D. and it is reviewed periodically. While the general survey appears to have been done, as stated above, the Committee are concerned to note that the Ministry or the Andaman and Nicobar Islands Administration has not made any scientific survey of the requirements and capacity during peak periods when the Islanders visit the mainland or when

the tourist season rush starts. In view of the fact that there has been a phenomenal increase in traffic between the mainland and Port Blair since 1980-81, the Committee would like that a fresh and detailed survey of the traffic demand with special reference to peak periods should be made expeditiously so that the administration and the Ministry have a sound basis to plan for the future.

Reply of the Government

The Andaman & Nicobar Administration have been asked to make a fresh and detailed survey of the traffic demand and furnish their report in this regard to this Ministry for consideration/necessary action.

[Min. of S&T, O.M. No. PW/PGA/11/82
dt. 3rd Jan., 1983]

Recommendation (Sl. No. 20, Para 2.31)

The Committee would recommend that the passenger and cargo capacity available and planned should then be renewed in the light of the fresh survey and the capacity planned and augmented to cope with the demand in peak periods. In the Committee's opinion, the capacity available should always be slightly ahead of the demand to ward off any inconvenience to the tourists or the Islanders in the event of sudden spurt in traffic.

Reply of the Government

So far as Mainland Island Shipping Service is concerned, the position has improved considerably with the acquisition of MV Akbar a replacement vessel for MV Andamans) from MLL, Bombay which has a capacity of 1571 passengers (1491 bunks and 80 cabins) from 17-4-82. Thus, there are presently, 4 units employed in this sector, namely, MV Andaman, M.V. Harshavardhana, TSS Nancowry, and M.V. Akbar. The present shipping capacity between Mainland and Port Blair during the rush period, is therefore considered adequate. As regard passenger traffic during the lean period, the occupancy would hardly exceed 60%.

2. As regards inter-island shipping service, the A&N Admn. have recommended to acquire 23 vessels of various sizes during 6th Five Year Plan. Orders have already been placed for procurement of 10 vessels by the Administration which include 2 vessels of Onge type. The delivery of one of these two Onge type vessels viz. M.V. Sentinel has since been given to Administration on 28-8-82 and the 2nd vessel is expected to be delivered by the end of 1982.

3. With the acquisition of all these vessels, the inter-island shipping services of this territory will be looked after properly.

[Min. of S&T, O.M. No. PW/PGA/11/82,
dt. 29 th October, 1982]

Recommendation (Sl. No. 21, Para 2.32)

The Committee would also like to suggest that whenever there is excessive rush any season on any account and the existing shipping services cannot cope with the demand, the Ministry and the Andaman & Nicobar Islands Administration should not hesitate to provide special service to clear the rush.

Reply of the Government

Whenever there is excessive rush in any season on any account and the existing shipping services cannot cope with the demand, the Andaman and Nicobar Administration will arrange to provide special service to clear the rush.

[Min. of S & T, O. M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sr. No. 22, Para 2.33)

The Committee find that out of three bigger vessels used for inter-island traffic, one generally remained inoperative and only two remain in service. The Chief Commissioner, A & N Islands Administration, admitted that there was a shortage of vessels for inter-island traffic. Two new vessels are stated to have been ordered. One was expected to be delivered in March, 1982 and the other in November, 1982. With the arrival of these two ships and acquisition of three "Triveni" type boats by the middle of 1983, the position is expected to improve considerably. Why these measures to augment the shipping capacity for inter-island traffic were not taken well before the shortage has occurred, has not been explained by the Ministry or the A & N Administration. This, the Committee feel, shows lack of advance planning. The Committee cannot over-emphasise the need for keeping the capacity available slightly ahead of actual demand and initiating action to augment capacity well in advance.

Reply of the Government

The Andaman and Nicobar Administration has been alive to the problem and had planned its requirements for purchase of additional inter-island vessels based on the recommendations by Shri D. L. Deshmukh and other committees. A statement showing the details of the vessels proposed to be acquired and the dates on which indents/ A.Ts for these vessels were placed is enclosed. It would be seen therefrom that indents/A. Ts for 11 vessels were placed between the years 1974-80 and in fact in the case of one No. 750 H. P. Tug as back as in 1969 but there has been considerable delay in their delivery by the suppliers.

[Min. of S & T O.M. No. PW/PGA/11/82,
dated 29th October, 1982]

Statement showing the detail of vessels proposed to be acquired under the 6th Five Year Plan Schemes

Sl. No.	Indent No. & date	Quantity and type of vessels	DGS & DAT No. and date	Firm on whom A/T placed	Remarks	Cargo Capacity		
						C	B	D
1	2	3	4	5	6	7(b)	7(c)	8
1. M/FYP-14/887 dt. 23-5-1974.	4 Nos. MV Little Andaman type passenger-cum-cargo vessels.	SV-3/217/73/022/PROV/236 PACC dated 31-7-1975.	M/s. Cleback Boat Co. (P) Calcutta.	First vessel already delivered in 9/80, second vessel upto 3rd stage and 4th vessel upto 2nd stage completed.	First vessel delivered in 9/80, second vessel upto 3rd stage and 4th vessel upto 2nd stage completed.	8	142	4000 cft.
2. M/FYP-14/2701 dt. 17-6-1978.	One No. 200 ton cargo vessel.	ME-1/217/093/20-1-79/01 098/PAOB dt. 7/1980.	M/s. Arun Sen Craft, Alleppy, S. India.	Construction is in progress. Likely delivery date in Aug. 1982. Due to non delivery of vessel by due date, DGS&D has initiated action to cancel order and go into risk purchase.	—	—	—	14000 cft.
3. M/FYP-14/2879 dt. 3-7-1978.	2 Nos. Ongc type passenger-cum-cargo vessels.	ME-1/217/112/15-3-79/01/101/PAOB dt. 5-11-1980.	M/s. Mazagon Dock, Bombay.	First vessel delivered in July, 1982 and arrived at Port Blair on 2-9-82. 2nd vessel is expected to be launched in Dec., 1982.	40	100	160	200 ton
4. M/FYP-22 dt. 7-8-1978.	One No. Hospital-cum-Banking-cum-Supply ship.	ME-1/217/094/20-1-79/01/096/ PACC dt. 7-6-80.	M/s. Hindcock Engineering Co. (P) Ltd., Calcutta.	(1) Keel laid. (2) Approved drawings received by firm from MMD in Oct. 1981. (3) Delivery date August, 1982, but physical progress is slow. DGS&D has called a progress meeting on 17-7-82.	—	—	60	80 ton.

			9. M/FYP-21/3758 dt. 1-9-78.	2 Nos. 200 passenger-cum-100 tons cargo vessels.	—	—	50 150 Dec. 100 tons.
10.	M/FYP-24/4026 dt. 30-7-79.	2 Nos. 75 tons cargo vessels.	—	—	—	—	— 75 tons.
11.	M/FYP-14/V dt. 11-8-76.	1 No. Heave-up Boat	—	—	—	—	—
12.	M/FYP-24/2330 dt. 7-5-79	1 No. 200 ton Oil Tanker	—	—	—	—	200 ton HSD Oil & 25 ton petrol.
13.	M/FYP-14/1637 dt. 24-3-79	1 No. Landing Ferry.	—	—	—	—	— 4 buses and 2 jeeps.

MOTOR LAUNCHES TO BE CONSTRUCTED BY THE MARINE DEPARTMENT

4 Nos. 40 feet Motor Launches	—	—	Construction of 2 nos. 40 feet Motor Launches is in hand at Marine Dockyard. Construction was held up awaiting supply of engine. Engines have since been received in 1st week of July, 1982.	—	—	50 —
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Recommendation (Sl. No. 23, Para 2.47)

"The Committee are pained to note that in Andaman & Nicobar Islands where already there is acute shortage of vessels even the vessels already available are not being maintained in serviceable condition. The Administration has pleaded its inability to carry out repairs promptly due to non-availability of requisite materials and shortage of manpower and workshop facilities. The Committee find that a Dry Dock is coming up at Port Blair but they wonder whether in the absence of an organisation and skilled manpower and non-availability of materials, this Dry Dock when ready in 100% would be able to make any dent into this problem. The Committee find that this matter has been studied by Srinivasan Committee which has already made a report on this subject. The Committee strongly urge that this matter should receive the urgent attention of the Ministry and it should help the A & N Administration to build up a proper organisation for maintenance of ships."

Reply of the Government

As recommended by Shri Srinivasan, former Adviser (Ports), IPA in his Report, Shri Jambulingam, Superintendent Engineer (Works) of Madras Port Trust was requested to visit Port Blair and give his recommendation for improvement of the existing Dock Yard. Shri Jambulingam has since submitted his report and it is under examination by A & N Administration.

Further, Shri K. R. Narasiah, Dy. Chief Mechanical Engineer of Visakhapatnam Port Trust was also deputed to Port Blair by the Ministry of Shipping and Transport for making a study regarding the vessels lying idle for want of repairs in Port Blair. He also has since submitted his report recently after visiting the islands during August 1982. Necessary action will be taken by A & N Administration to implement the recommendation, in consultation with the concerned Ministry.

[Min. of S & T, O. M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 24, Para 2.48 and 2.49)

The immediate problem before the A&N administration is the repair of 13 vessels which are at present lying out of operation. The administration, it is stated, has been recently permitted by the Government of India to have major items of works like plating etc., done through Central Inland Water Transport Corporation (CIWTC) and one vessel MV Yamuna has already been handed over to them for plating work.

Secretary, Shipping and Transport, informed the Committee in evidence that neither Hindustan Shipyard nor Garden Reach nor Mazagon Docks were willing to take up the repair work on the ships lying idle at Port Blair. When the Committee expressed doubt about the capacity of CIWTC to carry out this job, the Secretary stated that "my feeling is that CIWTC would be able to do this. It will improve. It was in a bad shape".

The Committee feel that the Ministry should explore the possibility of involving even persuading, Madras Port Trust or some other ship-repairing organisation in the area to take up repair work on the ships of A & N Administration.

Reply of the Government

As on 6/9/82 only four vessels viz., MV Yamuna, 'MV' Ganga, MV Jaladhar and SS Cholunga out of the thirteen vessels continue to be non-operational. The total number of vessels that are non-operational varies from time to time with some vessels being repaired and others becoming out of order. Shri Narasiah, Deputy Chief Mechanical Engineer, Visakhapatnam Port Trust had been deputed for inspecting the ships lying idle at Port Blair for want of repairs. Shri Narasiah has submitted a report on the issue. He has made certain recommendations in his report which are now under active consideration.

The new dry dock at Port Blair would be completed by March, 1983. It has been decided that the new dry dock complex at Port Blair would be handed over to the CIWTC, who would set up facilities for the repair work on the ships of the A & N Administration.

(Min. of S & T, O.M. No. PW/PGA/11/82,
dated 29th October, 1982)

Recommendation (Sl. No. 25, Para 2-50)

2.50 The Committee were surprised to learn in evidence that Secretary (Shipping and Transport) was completely unaware of the fact that SS CHOLUNGA a ship meant for inter-island traffic had been out of operation since August, 1981. The Committee cannot but express their unhappiness at the lack of communication between A&N Administration and the Ministry of Shipping and Transport in regard to state of serviceability of ships. Needless to say that A&N Islands being a Union Territory, shipping and all other problems related to shipping so far as this territory is concerned, are ultimately the responsibility of the Ministry of Shipping and Transport of the Government of India and this Ministry should discharge responsibility fully, without any further delay.

Reply of the Government

It was decided in the meeting of the Shipping Review Committee held in SCI's office at Calcutta on 19-6-1982 to have the vessel S.S. 'Cholunga' examined by a team of experts. This has now been done and the team have recommended that with an expenditure of approximate Rs. 30 lakhs the vessel will become operational for atleast 4 years more with normal repairs/APS. The matter has been examined by the A&N Administration and the SCI is being approached to carry out normal repairs/APS of the vessel S. S. Cholunga.

[Min. of S & T, O. M. No. P. W./PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 26, Para 2. 51)

"The Committee would like the Ministry to commission immediately a survey of the ships lying idle at Port Blair and submit a report to the Committee on there condition of each ship and the time it will take to be ready for service again".

Reply of Government's

A survey of the ships lying idle at Port Blair has been carried out by Shri K. Narasioteh, Deputy Chief Mechanical Engineer, Visakhapatnam Port Trust. Shri Narasiah has submitted a report on the conditions of each vessels and the time it will take to be ready for service again. A copy of the report is enclosed (Not Printed). The recommendations made by Shri Narasiah in his report are under consideration.

[Min. of S & T, O. M. No. PW/PGA/11/82
dated 3rd Jan. 1983]

Recommendation (Sl. No. 27, Para-2. 61 & 2. 62)

"Non-utilisation of five machines each worth more than Rs. 1 lakh procured long back for use at Port Blair] is [a sad story. The Committee cannot too strongly condemn the failure of the hierarchy of officers at various levels as revealed in the case. The Committee would like to be apprised of the results of the enquiry and action taken in the matter".

Ministry's Comments

An enquiry into the non-utilisation of the five machines procured long back for use at Port Blair has since been conducted by Shri H. Kar, Judicial Secretary, Andaman and Nicobar Administration. According to the Enquiry Officer there was a lapse on the part of the concerned officers in this case. The officers responsible for non-utilisation of the machines after procurement were the following :—

Name of Officer	Machine No.
Shri M. K. Sandel	1
Shri S. Agarwal	1
Lt. Cdr. Venkatachalam	1
Lt. Cdr. P. S. Anand	1, 2, 3, 4, 5
Lt. Cdr. T. S. Loganathan	1, 2, 3
Shri M. R. Das	1, 2, 3, and 5.

2. The Andaman & Nicobar Administration, while accepting the report of the Enquiry Officer, have expressed the view that no disciplinary action appears to be feasible against the concerned officers at this stage as most of them are now not in Government service at all.

3. Shri M. K. Sandel has since died. Shri S. Agarwal and Shri M. R. Das resigned from service in 1969 and December 1981 respectively. Lt. Cdr. P. S. Anand retired from the service in May 1978. Lt. Cdr. Venkatachalam and T. S. Loganathan reverted back to the Navy in 1971 and 1979 respectively. Keeping these facts in view, recommendation of the Administration that no disciplinary action can be taken against these officers at this stage has been accepted.

4. However, in order to ensure that such lapses do not occur the Andaman & Nicobar Administration have directed the Marine Engineers to take the following steps while submitting any proposal in future for the purchase of equipment:—

- (i) A description of the civil and electrical works, if any, required in connection with installation of equipment and the agencies through whom it is proposed to get them done ;
- (ii) A certificate to the effect that all accessories required for operating the equipment have been included in the proposal.

In addition, the Marine Department is to submit a quarterly statement of equipments which are not being utilised and the reasons thereof to the Administration.

5. Further, a comprehensive review of the workshop has been carried out by Shri Jambulingam, Superintendent ME (Works), Madras Port Trust, who has submitted a detailed Report with proposals for strengthening and re-organising the workshop which is now under consideration.

[Min. of S & T O. M. No. PW/PGA/11/82,
dated 29th October, 1982]

Recommendation (Sl. No. 28, Para 2.63)

“The Committee would also urge the Ministry of Shipping & Transport to take adequate measures to ensure against the recurrence of such lapses in the future”.

Reply of Government

The A & N Administration has directed suitably the concerned officers of A & N Administration and have since prescribed a procedure for procurement, installation and utilisation of equipment that has to be purchased in future. *Inter-alia* they have directed the Marine Engineer to ensure taking of the following steps:—

- (i) A description of the civil and electrical works, if any, required in connection with installation of equipment and the agencies through whom it is proposed to get them done;

(ii) A certificate to the effect that all accessories required for operating the equipment have been included in the proposal.

In addition, the Marine Department is to submit a quarterly statement of equipments which are not being utilised, accompanied by reasons for it to the Administration.

[Min. of S & T O. M. No. PW/PGA/11/82, dated 29th October, 1982.]

Recommendation (Sl. No. 29, Para 3.24 and 3.25)

"Port of Port Blair is at present run departmentally by the A & N Administration. The question of a suitable port organisation has been under discussion for quite some time.

The Committee have gone into the matter. They are of the opinion that the Port Blair set up should not be a departmental set-up under the direct bureaucratic control of A & N Administration as at present. It should better be managed by a professionally manned public sector body which should be given the necessary powers and autonomy within a clearly demarcated sphere to run the port on commercial lines and be accountable for its performance to the A & N Administration under whose overall administrative control it should be placed".

Reply of the Government

A proposal to reorganise and strengthen the Port set-up of Port Blair is under active consideration of the Government. It is envisaged to constitute a Management Board under the A & N Administration with the same administrative and Financial powers as are delegated to one of the smaller Major Ports under the Major Port Trust Act, 1963.

[Min. of S & T, O. M. No. PW/PGA/11/82, dated 29th October, 1982.]

Recommendation (Sl. No. 30, Para 3.26)

The Committee are also of the view that for efficient running of shipping services either the Shipping Corporation of India or a similar Public sector unit under the jurisdiction of A & N Administration should be assigned the responsibility of operating Shipping Services between the mainland and Port Blair as also inter-island Services. In fact one public sector unit can manage both port and shipping services in Andaman & Nicobar Islands.

Reply of Government

The Expert Committee on Shipping Sector headed by Shri Mohd. Fazal have made certain recommendations in regard to the rationalisation of functions between the Shipping Corporation of India and the Mogul Line Limited. These are under consideration. The question of integrating Andaman's Shipping services in this reorganisation or setting up a separate public sector company will be looked into. This Ministry is also considering the reorganisation of the port set-up at Port Blair. The views of the Government in the matter are being finalised.

[Min. of S & T O. M. No. PW/PGA/11/82, dt. 3rd Jan., 1983.]

Administrative Recommendation (Sl. No. 32, CP-146 S-17)

The A & N Administration is unable to get senior technical and supervisory officers to man its shipping and port operations. Efforts to get suitable personnel via deputation or through UPSC have failed. Efforts to get qualified staff from the Shipping Corporation of India to man the Administration's vessels have also not borne any fruit so far. The main reason for non-availability of technical personnel for the ships and port services is stated to be the low wages allowed under the departmental scales of pay as compared to the emoluments paid by the shipping companies. As it is, A & N Administration should be finding it difficult to attract skilled man-power from the mainland. The Committee feel that it will be still more difficult to attract qualified personnel to man shipping and port operation at departmental scale of pay, which are very low, when higher emoluments are available to them in shipping companies and even at ports on the mainland. If anything, there is a strong case to offer incentive wages for work at the A & N Islands if qualified personnel has to be attracted from the mainland. The Committee would strongly recommend that the Ministry and A & N Administration should take a pragmatic view and offer at least the same, if not higher, scales of pay and perks as offered by shipping companies and major ports on the mainland. Vacillation in this regard would only further delay the availability of qualified personnel with consequential effect on shipping and port operations. There is, therefore, need to take an urgent and realistic decision in this regard.

Reply of Government

The Ministry appreciates the Committee's anxiety that technical and supervisory posts in the Marine and Shipping Department of A & N Administration are manned by suitable and qualified persons.

2. In regard to the Committee's recommendation that pay scales and perks comparable to those enjoyed by the personnel of shipping companies/ major ports should be offered to the incumbents of posts in the A & N Administration, it is notable that there is a basic difference in the organisational structure of A & N Administration, shipping companies and Major Port Trusts. The employees of A & N Administration are employees of Union Territory under the control of the Central Govt., and they are governed by the rules and regulations applicable to Government servants. The officers and staff of the shipping company are non-Government employees and they get their salaries in terms of the articles of agreement. Similarly, the employees of the port trusts also are not Government employees because port trusts are statutory bodies set up under the provisions of the Major Port Trusts Act, 1963. Because of this basic difference in the organisational structures of these organisations, it is not easy to bring about generally parity in the pay

scales and perks admissible to the employees of A & N Administration with those admissible to the employees of shipping companies and major port trusts.

3. The Committee will appreciate that pay and perks constitute a package which goes with the organisation on which posts are borne. So long as the employees of the Marine and Shipping Department of A & N Administration continue to be Government employees and the existing organisational structure of the department continues, it may not be possible for the Govt. to agree to give higher pay scale to the personnel working at Port Blair alone. It is also relevant to mention that pay scales for various posts in A & N Administration are based on the recommendations of the Third Pay Commission, which were accepted by the Government of India and which continue to be operative even now. It will also be appreciated that grant of higher pay scales and perks to the employees of one Union Territory will have naturally repercussions on the employees of other Union Territory and the Departments of the Central Government.

4. The above paragraphs bring out the difficulties on account of which it does not appear possible to provide the service conditions available in the shipping companies and the major ports to the concerned employees of port and shipping department of the A & N Administration.

5. It may also be mentioned that the Ministry is examining the revise set-up for the Port Department at Port Blair and also whether a Shipping Corporation could be set up for vessels of A & N Administration. When decisions on these issues are taken, it may be possible to meet some of the problems regarding creation of posts at the appropriate level and with attractive pay-scales, which would act as an incentive for the qualified persons to seek jobs at Port Blair.

[Ministry of S & T, O. M. No. PW/PGA/11/82, dt. 3rd January, 1983]

Recommendation (Sl. No. 33 in Appendix II, Para No. 3.29)

The Committee note that in January, 1982, the Government of India has issued orders Permitting air travel between Calcutta and Port Blair to first grade officers drawing a pay of Rs. 1,000/- and above on urgent duty and in public interest. This is a welcome decision and was overdue in the interest of efficient discharge of duties by Administrative Officers.

Reply of Government

No Comments.

[M. H. A.O. M. No. U 16016/2/82-ANL (Pt.),
dated 7th February 1983.]

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES.

Recommendation (Sl. No. 32 in Appendix II, Para No. 3-28)

At present the Andaman & Nicobar Administration lacks financial and administrative powers so much so that no posts, not even Group 'D' posts, can be created by it without the approval of the concerned Ministry at the Centre. The Committee are unable to appreciate how the Government of India expects the Administration of so far-off a territory as Andaman and Nicobar Islands to run the administrative set up efficiently with such little power in financial and administrative matters. The Committee feel that Andaman & Nicobar Administration should be given adequate powers of appointments and materials procurement without which it is difficult to run shipping and port services efficiently.

Reply of Government

Under the Delegation of Financial Power Rules, the Administrator is empowered to create temporary posts in Group B, C & A Services (any specified period viz. two years) and posts in Group 'A' Services carrying a pay not exceeding Rs. 1,800/- initially for a period not exceeding six months. In accordance with the ban orders imposed by the Ministry of Finance, no additional posts can be sanctioned on the non-Plan aside unless they are matched by equivalent savings by surrender of other posts, except in the case of entirely new organisations and certain specific exempted categories of posts, the need of which has been specifically accepted and this would also require the approval of Cabinet. With regard to Plan posts, the approval of Secretary (Expenditure) Finance Minister has to be contained for their creation irrespective of the fact that the approved scheme/project includes manpower also. Thus at present even the administrative Ministries cannot create Group C & D posts without consulting Ministry of Finance. In view of the recommendation of the Committee, the question of vesting the Administrator with necessary powers for the creation of posts was taken up with the Ministry of Finance who have held that the ban does not extend to plan posts but such posts can only be created after following the special procedure prescribed viz., with the approval of Secretary (E)/F.M. They did not favour any deviation from this practice. So far as the creation of non-plan posts was concerned, they are of the view that the existing orders placing a ban on the creation of non-Plan posts were issued with the approval of Cabinet against the background of effecting economy in Government expenditure particularly on staff. In view of the continued need for economy in expenditure they were not in favour of delegating powers for creation of non-plan posts.

[M. H. A., O. M. No. 16016/2/82-ANL (Pt.),
dated 7th February 1983]

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

NIE

CHAPTER V

RECOMMENDATION IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED.

Recommendation (Sl. No. 6, Para No. 1.47)

Complaints have been made to the Committee that cargo transported from the mainland to Port Blair is damaged during transit and when the traders demand certificate from the Port Administration as to the condition of cargo or the shortages, the certificate is not given with the result that the consignees are not able to raise any claims. The Andaman and Nicobar Administration has confirmed that, excepting short-landing certificate, no other certificate regarding damage to or shortage of cargo in transit is issued at present in respect of private cargo. After the Committee pointed out these lacunae during tour the Andaman and Nicobar Administration took decisions to set up Survey Boards to issue survey certificates and to verify claims legally. It is highly deplorable that the Administration should have remained insensitive to the port users, interests and turned a deaf ear to their complaints all these years and the Ministry too should not have cared to set things right. The Committee would like that the system of issuing survey certificates and verifying claims should be started immediately, if not already done, and port users' complaints attended to promptly.

Reply of Government

The question of issuing of short landing certificates by the port authorities in Port Blair was taken up with the S. C. I. as well as the Andaman Administration. The S. C. I. have expressed the view that there are certain inherent defects in the existing system of issuing of short landing certificates by the port authorities in Port Blair because of which the S.C.I. management cannot accept the responsibility for the short landing claims. The issue is proposed to be resolved in the next meeting of the Shipping Review Committee for A. & N. Islands scheduled to be held at Madras on 6-3-83.

[Ministry of S & T, O. M. No. PW/PGA/11/82,
dt. 24 February 1983]

March, 11, 1983

Phalgun 20, 1904 (Saka)

BANSI LAL,
Chairman,
Estimates Committee.

APPENDIX

(*Vide* Introduction of the Report)

Analysis of action taken by Government on the 34th Report of Estimates Committee (Seventh Lok Sabha)

I. Total number of Recommendations	•	•	33
II. Recommendations/Observations that have been accepted by Government			
Sl. No. 1 to 5, 7 to 31, 33.		Total	31
		Percentage	94%
III. Recommendations/Observations which the Committee do not desire to pursue in view of Government replies.			
Sl. No. 32		Total	1
		Percentage	3%
IV. Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee.	Nil.	•	•
		Total	Nil
V. Recommendations/Observations in respect of which final replies of Government are still awaited.			
Sl. No. 6.		Total	1
		Percentage	3%