

CHAPTER XIV : UNION TERRITORIES

Andaman And Nicobar Administration

Directorate of Shipping Services

14.1 Unfruitful expenditure on slipway and repair facilities

Lack of proper planning and failure to provide the required manpower resulted in unfruitful expenditure of Rs. three crore on creation of assets which remained unutilised for more than two years.

With a view to providing repair and maintenance facilities for small boats locally at Mayabunder, the Directorate of Shipping Services, Andaman and Nicobar Administration (DSS) entrusted to the Andaman and Lakshwadeep Harbour Works (ALHW) two works namely 'Construction for slipway (Work A) and 'Providing afloat repairing facilities and foreshore development for slipway (Work B) in February 1995 and February 2000 on deposit work basis at an estimated cost amounting to Rs. three crore.

ALHW commenced Work A in October 1995 and Work B in January 2001. Though the completed works alongwith all tools and plants were taken over by the DSS in June 2003, the same were not put to use as the test trial of the slipway in September 2003 remained unsuccessful. Thereafter, neither any further trials were conducted nor any maintenance of the slipway undertaken (August 2005).

The DSS stated (August 2005) that the slipway and afloat facilities could not be put to use due to the lack of sanctioned technical manpower and that they had planned to utilise the assets by deputing the technical staff on duty-cum-tour basis. The reply was indicative of the lack of proper planning in putting these assets to use immediately on their acquisition.

Thus, creation of the assets without ensuring their immediate utilisation by deployment of technical manpower resulted in unfruitful investment of Rs three crore for over two years from the date of acquisition. In addition, the purpose for which these assets were created also remained unfulfilled and there was the possibility of rapid erosion of the value of assets due to non-utilisation and non-maintenance.

The matter was referred to the Ministry (August 2005). Reply was awaited as of January 2006.

Andaman Public Works Department

14.2 Extra and wasteful expenditure

Incorrect fixation of alignment of a diversion road of the runway of the airport by the Andaman Public Works Department (APWD) resulted in an extra expenditure of Rs. 53.57 lakh including wasteful expenditure of Rs. 13.40 lakh.

As a result of the extension of the runway of the airport by 5000 feet, the existing road which provided access to Port Blair from suburban areas fell within the alignment of the runway. This necessitated immediate construction of a construction of a diversion road measuring 2926 metres (1000 metres under Phase-I and 1926 metres under Phase-II) at an estimated cost of Rs. 3.90 crore (September 1998) in order to cater to traffic needs. But before taking up the construction of the diversion, APWD did not obtain approval of the Airport Authority of India (AAI), as required. The diversion road became operational in November 2000.

Subsequently, a team comprising officials from AAI, the Technical Advisor and the nodal agency for the operation of the project conducted a survey and specifically pointed out (October 2003) that a portion of the diversion road was penetrating the approach funnel¹ and causing obstruction to air traffic. Further, the Ministry of Civil Aviation in its meeting (January 2004) emphasized the need for realignment of the diversion road away from the approach funnel. The Chief Secretary, A&N Administration, during inspection (February 2004), also directed APWD to divert the road.

As a result of these developments, APWD took up the construction of an alternative road of a length of 615 M, abandoning the affected stretch measuring 400 M. For construction of the above alternative road, the Chief Engineer accorded administrative approval and expenditure sanction of Rs. 1.07 crore (July 2004). The contract for construction of the alternative road was awarded (July 2004) to a contractor at a cost of Rs. 1.14 crore, with the stipulated completion period of 10 months. APWD stated (October 2005) that the work had been completed and the road would be open for traffic after removal of the surplus material. An amount of Rs. 76.96 lakh was paid to the contractor as running payment till October 2005.

¹ The approach funnel is an area falling under the landing approach of aircraft. It starts from the end of the runway on both sides horizontally as well vertically with specific height/slope.

Thus, incorrect fixation of the alignment of the diversion road through the funnel area and delay in construction of the alternative road resulted in extra expenditure amounting to Rs. 54 lakh², which also included a wasteful expenditure of Rs. 13.40 lakh due to abandonment of a portion of the diversion road. This could have been avoided had APWD not ignored the requirements of avoiding the funnel area demarcated in October 1992, while constructing the diversion road.

APWD stated (October 2005) that though it helped in demarcation of the funnel area yet it was for the AAI and the Director General, Civil Aviation to identify the obstacle. The contention of APWD was not correct as the funnel area was well within the knowledge of APWD since 1992. Moreover, APWD had representation of the special airport cell, which finalized the demarcation of the funnel area of the airport in 1992, which indicated that APWD was aware of the funnel area.

An instance of the negligence of APWD in the construction of a water treatment unit within the funnel area of the airport, which had resulted in wasteful expenditure of Rs. 1.25 crore was already commented upon in Para 18.4 of the Comptroller & Auditor General of India's, Audit Report No. 2 of 1999 (Civil). APWD cannot, therefore absolve themselves of the responsibility for the wrong alignment of the road within the funnel area.

Thus, lack of proper coordination and planning by APWD led to extra expenditure amounting to Rs. 53.57 lakh, which included a wasteful expenditure of Rs. 13.40 lakh due to abandonment of a portion of the diversion road.

The matter was referred to the Ministry in July 2005. Reply was awaited as of January 2006.

² Cost of construction of 1926 metres	= Rs. 2.32 crore
Cost of construction of 615 metres	= Rs. 1.14 crore
Total	= Rs. 3.46 crore
Less: Proportionate cost of Construction of 2430 metres	= Rs. 2.92 core
Extra expenditure	= Rs. 54 lakh
