

- In the absence of sufficient funds, the A&N Administration have not been over the last few years in a position to fully reimburse the expenditure incurred by the Shipping Corporation of India on the services provided to the Administration. The arrears have presently accumulated to the tune of Rs.12.84 crores. It is, therefore, imperative that the requisite funds are made available to the Administration so that the outstanding arrears are paid to the Shipping Corporation of India.

1.1.2 By Shri Manoranjan Bhakta:

- In the last few years, the number of vessels has gone up. However, very few vessels are such as can cross 10 Channel and are thus not fit for round the years sea journey between Port Blair and southern group of islands. Hence, the ships of large size with a capacity to carry 500 passengers or more should be procured on priority.
- The HDPEL has taken more than 14 years to build the ship, whereas, the average life of the hull is around 20 years. It will take at least 2 more years to get the ship to Andaman and thus after 2 to 3 years of service, the ship will have to be sent for major repairs which is not desirable at all.
- To reduce the travel time, the Administration should go for high speed vessels.

1.1.3 By Shri Bishnu Pada Ray:

- The 100-passenger ships are not ideal for this territory and only big ships should be acquired, which could run at faster speed.
- Self-propelled barges with wooden hatch should be acquired by the Administration for southern group of islands where the big vessels cannot come to the shore.
- About 250 mega container ships pass very close to Great Nicobar Islands on the international ship route. If facilities of transshipment port is developed at Campbell Bay, the ships carrying cargo in mega containers meant for nearby countries could call at Campbell Bay to unload their cargo, which could be picked up by smaller ships by the nearby countries. This will increase the foreign exchange earnings and also provide