

THIRTEENTH KERALA LEGISLATIVE ASSEMBLY

**COMMITTEE
ON
PUBLIC ACCOUNTS
(2011-2014)**

TWENTY SECOND REPORT

(Presented on 13th December, 2012)



SECRETARIAT OF THE KERALA LEGISLATURE
THIRUVANANTHAPURAM
2013

THIRTEENTH KERALA LEGISLATIVE ASSEMBLY

**COMMITTEE
ON
PUBLIC ACCOUNTS
(2011-2014)**

TWENTY SECOND REPORT

On

**Paragraphs relating to Industries and Transport Departments contained
in the Report of the Comptroller and Auditor General of India for
the year ended 31st March, 2008 (Civil).**

25/2013.

CONTENTS

	<i>Page</i>
Composition of the Committee ..	v
Introduction ..	vii
Report ..	1-11
Appendices :	
I. Summary of Main Conclusion/Recommendation ..	12-14
II. Notes furnished by Government ..	15-27

COMMITTEE ON PUBLIC ACCOUNTS (2011-2014)

Chairman:

Dr. T. M. Thomas Isaac

Members:

Shri Kodiyeri Balakrishnan

” Benny Behanan

” C. Divakaran

” C. Mammotty

” C. P. Mohammed

” C. K. Nanu

” K. Radhakrishnan

„ Roshy Augustine

„ M. V. Sreyams Kumar

” M. Ummer.

Legislature Secretariat :

Shri P. D. Sarangadharan, Secretary

„ K. Mohandas, Special Secretary

„ T. Manoharan Nair, Deputy Secretary

Smt. M. R. Maheswari, Under Secretary.

INTRODUCTION

I, the Chairman, Committee on Public Accounts, having been authorised by the Committee to present this Report on their behalf present the Twenty Second Report on Paragraphs relating to Industries and Transport Departments contained in the Report of the Comptroller and Auditor General of India for the year ended 31st March, 2008 (Civil).

The Report of the Comptroller and Auditor General of India for the year ended 31st March, 2008 (Civil) was laid on the Table of the House on 23rd June, 2009.

The Committee considered and finalised this Report at the meeting held on 10th December, 2012.

The Committee place on record their appreciation of the assistance rendered to them by the Accountant General in the examination of the Audit Report.

Thiruvananthapuram,
13th December, 2012.

DR. T. M. THOMAS ISAAC,
Chairman,
Committee on Public Accounts.

REPORT

INDUSTRIES AND TRANSPORT DEPARTMENTS

AUDIT PARAGRAPH

Tardy implementation of a scheme to promote Coir Geo-Textiles

Failure to effectively monitor the Geo-Textile Development Programme by the Geo-Textile Cell constituted for the purpose resulted in tardy implementation and non-utilisation of ₹ 2.24 crore earmarked for it.

Government approved the Geo-Textile Development Programme (GTDP) in March 2000 at an estimated cost of ₹ 8.65 crore, of which Government would contribute ₹ 6.75 crore and the balance ₹ 1.90 crore would be contributed by the agencies. The programme was to be implemented by the Kerala State Co-operative Coir Marketing Federation Limited (COIRFED) and Kerala State Coir Corporation Limited (KSCC). Geo-textile Cell constituted at the Directorate of Coir Development was the monitoring agency of the programme and ₹ 72.50 lakh and ₹ 50 lakh were released to COIRFED and to KSCC respectively during 1999-2000.

At the instance of Government, the Director of Coir Development submitted comprehensive proposals for development of Coir Industry using the Special Package assistance at ₹ 5 crore (September 2002). The proposals comprised seven components which included additional funds for GTDP sanctioned in March 2000. State Government issued administrative sanction for this package in February 2003 to be implemented through three agencies COIRFED, KSCC and Foam Mattings (India) Limited (FOMIL) and ordered that the disbursement of funds to the implementing agencies would be on reimbursement basis. Contrary to this Government released ₹ 4.19 crore to these agencies during 2002-05 for implementation of various components of the scheme. With this, the total amount released to the agencies was ₹ 5.42 crore (COIRFED: ₹ 1.65 crore, KSCC: ₹ 3.12 crore, FOMIL: ₹ 0.65 crore). The amount utilised by the three implementing agencies was ₹ 3.18 crore. Thus ₹ 2.24 crore remained unutilised as of March 2007 with the agencies viz., COIRFED: ₹ 0.65 crore, KSCC: ₹ 1.12 crore, FOMIL: ₹ 0.47 crore.

No evaluation was conducted by the Department to assess the performance of various projects undertaken in this field/area as the Geo-textile Cell could not function properly due to absence of qualified trained officers in this field, who are required to do physical verification. A State Level Advisory Committee for research and development was established in May 2007 under the National Coir

Research and Management Institute (NCRMI) for formulating necessary guidelines and sanction relevant schemes for coir geo-textiles. It was also decided (May 2007) to transfer the unutilised portion of the funds with the implementing agencies to the Directorate and to keep it as a separate fund. Accordingly, KSCC and FOMIL refunded (July 2007) ₹ 1.05* crore and ₹ 42† lakh respectively and the funds were parked at NCRMI as the Director of Coir Development did not have a bank account. The Director also informed (April 2008) that COIRFED had been instructed to refund the unspent balance (₹ 64.63 lakh) to NCRMI.

Thus the failure of the Department to effectively monitor GTDP due to improper functioning of Geo-textile Cell resulted in tardy implementation of the programme and non-utilisation of ₹ 2.24 crore earmarked for it.

The matter was referred to Government in July 2008; reply has not been received (October 2008).

[Audit Paragraph 4.4.2 contained in the Report of Comptroller and Auditor General of India for the year ended 31st March, 2008 (Civil).]

(Notes received from Government on the above audit paragraph are included as Appendix II.)

The Committee inquired about the under utilization of fund sanctioned during 2002-05 by three agencies viz., COIRFED, KSCC & FOMIL for the implementation of Geo-textile development programme. Out of the sanctioned amount of ₹ 5.42 crore, ₹ 2.24 crore remained unutilized by these agencies. The Special Secretary, Coir Department explained that out of the unspent amount of ₹ 2.24 crore, ₹ 1.40 crore was transferred to National Coir Research and Management Institution (NCRMI) by Kerala State Coir Corporation Ltd. (KSCC) and Foam Mattings (India) Ltd. (FOMIL). From the amount transferred to NCRMI ₹ 37 lakh had been utilized for the implementation of 56 soil erosion control projects and 2 projects for construction of geo-textiled roads. The remaining amount of ₹ 1.03 crore was intended to be utilized for the construction of a KSRTC bus stand and approach road in co-operation with KSRTC as a demonstration project at Pathanamthitta. She added that COIRFED had not yet been transferred the unspent amount of ₹ 65 lakh to NCRMI.

2. When enquired about the objectives of the ongoing projects, the Special Secretary, Coir Department informed that steps had been taken to construct roads using geo-textile in rural areas. The NCRMI had developed standardized specification for erosion control using geo-textiles. The Local Self Government

* Excludes ₹ 7.29 lakh retained by KSCC.

† Excludes ₹ 4.29 lakh retained by FOMIL to meet past commitments.

Department had issued orders directing all Panchayats to consider geo-textile for the construction of bunds, canals, rural roads etc., to be implemented through National Rural Employment Guarantee Scheme (NREGS). Though the NCRMI had developed standardisation for roads, an amendment in the PWD Manual is essential for the effective implementation of the programme. She added that proposal had been submitted to the Government for the same. The Committee remarked that coir produced in our state was being utilized very effectively in other states. But in our state even the standardisation could not be achieved though many years had elapsed since the inception of the project.

3. The Joint Secretary, Finance Department explained that the unutilized funds were transferred to NCRMI as the Directorate of Coir Development did not have a bank account and as an implementing agency, NCRMI would be competent to implement the projects more effectively.

4. The Committee opined that GTDP was a badly designed programme without any functional division of labour and the funds of which were transferred to the three different institutions. As proper evaluation was not done after its implementation and it could not be assessed whether the funds were utilized properly.

5. The Special Secretary, Coir Department admitted that funds were not utilized properly and hence implementing agencies were directed to refund the unspent balance to NCRMI. She assured to submit a report after examining whether evaluation of the project had been conducted during the period 2004 to 2006. She continued that even though proper evaluation was not made at the initial stage, it is being done properly at present.

Conclusion/Recommendation

6. The Committee expresses its displeasure over the failure in the implementation of Geo-Textile Development Programme and it concludes that though many years had elapsed since the inception of the project, the department failed to develop even the standardisation of geo-textile products which was a prerequisite for implementing the programme. Though Government order sanctioning the project stipulated that the funds would be released only on reimbursement basis, this was not seen complied with, resulting huge amount left unspent. The Committee therefore opines that GTDP was a badly designed project without proper planning and fund expended without evaluating the progress and achievement. The Committee recommends that the department examine whether any evaluation had been made over the implementation period from 2004 to 2006 and submit a detailed report to the Committee in this regard.

AUDIT PARAGRAPH

Blocking up of funds with Government agencies

Government issued administrative sanction for implementing the scheme 'Market Oriented Product Development' for upgradation of technology, improvement of skills and enhancement of marketing of coir products at a cost of ₹ 5 crore through six Government agencies* during March 2005. The Director of Coir Development drew ₹ 5 crore and transferred it to the implementing agencies in March 2005. Government prescribed three to four months for implementation of various schemes. Since implementation of various schemes was tardy the agencies could spend only ₹ 0.29 crore as of December 2007. The physical achievement was only in setting up of Wide Area Network in the Directorate, brand building for coir and obtaining ISO certification. The schemes were finalised by the Department without conducting any feasibility/pilot study or the availability of the required machines, almost all the schemes have to be revised or alternative schemes introduced during time to time. Thus the scheme to upgrade technology, improve skills and enhance marketing of coir products could not be implemented and ₹ 4.71 crore was blocked up with the implementing agencies for more than three years.

The matter was referred to Government in June 2008; reply has not been received (October 2008).

[Audit Paragraph 4.4.4(a) contained in the Report of Comptroller and Auditor General of India for the year ended 31st March, 2008 (Civil).]

(Notes received from Government on the above audit paragraph is included as Appendix II.)

7. The Committee inquired about the present status of the scheme for the establishment of laboratory for NCRMI and Techno marketing of Coir Geo-Textiles for which ₹ 1 crore had been released to NCRMI. The Special Secretary, Coir Department replied that ₹ 50 lakh was utilized for setting up of laboratory for NCRMI and the rest spared for the ongoing Techno marketing activities. The Director, NCRMI explained that Techno marketing was carried out as three projects. First for finding out new horizons in which applications of coir geo-textile could be extended. Second one was its application in the

* Centre for Development of Coir Technology (C-DOCT): ₹ 1.40 crore; Foam Mattings (India) Ltd. (FOMIL): ₹ 0.79 crore; Kerala State Coir Corporation (KSCC): ₹ 0.79 crore; Kerala State Co-operative Coir Marketing Federation (COIRFED): ₹ 1.04 crore; Kerala Coir Workers Welfare Fund Board (KCWWFB): ₹ 0.94 crore; Kerala State Electronics Development Corporation (KELTRON): ₹ 0.04 crore.

construction of roads and third for developing geo-textiles having coir fibres of different quality. An amount of ₹ 22 lakh had already been spent for Techno marketing.

8. The Committee observed that the main reason for the failure in implementation of projects was lack of proper action plan and opined that it was desirable to formulate an annual activity plan for the NCRMI rather than continuing the existing practice of providing fund for building and lab construction. To the Committee's query, the Special Secretary, Coir Department said that ₹ 40 lakh released for 'Brand Building of Kerala Coir' scheme was fully utilised for developing its logo and brand name.

9. The Committee then inquired about the present position of ₹ 75 lakh sanctioned to FOMIL for the upgradation of weaving technology. The Special Secretary, Coir Department deposed that when noticed the non-utilization of funds, a project had been developed and tender was invited for the same. The Joint Secretary, Finance Department informed that due to some technical reasons tendering procedure could not be completed yet. The Managing Director, FOMIL added that after the installation of six looms in 2008, the quantitative output in 2009 was about 3500 square meters, i.e., an efficiency of about 70% and they were capable of increasing it up to 90%. He also explained that the total capacity utilisation of FOMIL was 55% and it was desirable to increase in the capacity as they undertake job works like a common facility centre for outside agencies in addition to their own works.

10. To the Committee's query regarding the fund allotted to KSCC for the 'Upgradation of Weaving Technology from Handloom to Powerloom' Scheme, the Special Secretary, Coir Department informed that the whole amount, i.e., ₹ 75 lakh had already been utilized.

11. The Committee understood that the fund allotted to Kerala Coir Workers Welfare Fund Board (KCWWFB) for the distribution of willowing machines and also for setting up of Mats Unit could not be spent due to some practical difficulties even after five years. Steps had been initiated to refund the amount to Government. Regarding the practical difficulties, the Special Secretary explained that KCWWFB was not competent to undertake activities such as purchase of machines as they were dealing with welfare measures like distribution of pension, medical aids etc. only.

Conclusion/Recommendation

12. The Committee concludes that the reason for the failure in the implementation of projects is lack of proper action plan and opines that

steps should be taken to formulate an annual activity plan for the NCRMI rather than continuing the existing practice of providing fund for buildings and lab construction.

13. The Committee is displeased with the fact that the Kerala Coir Workers Welfare Fund Board (KCWWFB) had been entrusted with the distribution of willowing machine to 250 SHGs of woman coir workers and its consequent failure in achieving the target. The Committee recommends that in future, the Welfare Fund Boards should be kept away from such activities involving introduction of new technology and transfer of technology etc.

14. The Committee realises that utilisation of funds provided for projects could not be made effectively as the department lacks sufficient scientific personnel. The Committee therefore opines that the core competency of the department could be improved by taking up some nodal research works. As a solution the Committee suggests that the Universities and Colleges should be asked to collaborate with the Coir Development Programme and the students of engineering institutions should be given scholarships for project works and provide research facility to Ph.D. scholars for bringing innovative ideas in the field of suitable technology and products for the effective utilisation of fund and to derive better results in the field.

TRANSPORT DEPARTMENT

AUDIT PARAGRAPH

Unfruitful expenditure on purchase of equipment for ‘Speed Tracer’

Speed Tracer purchased in March 2006 to enforce provisions of Motor Vehicles Act were idling due to in-built defects and expenditure of ₹ 81.93 lakh incurred on it became unfruitful.

Under ‘Modernising Government Programme’, the State Government accorded administrative sanction (February 2006) for ₹ 2.09 crore for implementation of an activity—Safety Consideration in Road Transport. In order to enforce strictly the laws relating to Motor Vehicles Act such as driving, use of headlight, overload, etc., it was decided by the Transport Commissioner to purchase six Toyota Qualis vehicles to customize as ‘Speed Tracer’ by providing Laser based Speed Video System, VHS recorder, colour LCD Monitor, etc.

The Departmental Purchase Committee (DPC) decided (March 2006) to purchase six Tata Indigo Motor Cars as against Toyota Qualis as production of

Qualis brand of the vehicles had stopped. The DPC also recommended for purchase of six numbers each of laser based Speed Video System with Colour Digital Video Camera, DVD Recording and playback equipment with remote control and Colour Video LCD Monitor from M/s Turbo Consultancy Services Private Limited, New Delhi which quoted the lowest rate of ₹ 78.78 lakh including price of the equipment, installation and training charges, etc. Government issued orders (March 2006) for purchase of six Tata Indigo Cars under DGS & D rate contract at a cost of ₹ 24.88 lakh from Tata Motors, Kochi and equipment for ₹ 81.93 lakh (including tax) from M/s Turbo Consultancy Services, New Delhi. The cars and equipment were received in March 2006 itself.

The cars were distributed to five Regional Transport Offices (RTO) and mobile squad of the Transport Commissioner in June 2006. However, the speed detecting devices were not distributed to these offices along with the vehicles as there were some faults with the equipment and also due to delay in getting the equipment fitted in the vehicles. After rectification of defects and installation of the equipment in the vehicles, the vehicles were again distributed in April 2007.

Scrutiny of records (February 2008) of the Transport Commissioner revealed that none of the vehicles was utilised for the purpose intended as the equipment fitted in all vehicles became faulty when put to use. It was found that the RTOs were using the cars for other purposes after removing the speed radars. Though in the meeting held (October 2007) by Transport Commissioner it was decided to get the equipment repaired, no follow-up action was taken. There was lapse on the part of the Department in purchasing the equipment before ensuring their quality. There were also complaints from the RTOs that the training given to the staff for operating the system was inadequate. Thus the equipment purchased in March 2006 to enforce provisions of Motor Vehicles Act were lying idle due to defects and the expenditure of ₹ 81.93 lakh incurred on it became unfruitful. Besides, the purpose of detection of overspeeding vehicles for ensuring road safety was not served.

The matter was referred to Government in June 2008; reply has not been received (October 2008).

[Audit Paragraph 4.3.6 contained in the Report of Comptroller and Auditor General of India for the year ended 31st March, 2008 (Civil).]

(Notes received from Government on the above audit paragraph are included as Appendix II.)

15. The Committee understood that ₹ 2.09 crore was sanctioned for implementation of an activity called 'Safety Consideration in Road Transport' in

order to strictly enforce the laws relating to Motor Vehicles regarding driving, use of head light, overload etc., and accordingly vehicles and other necessary equipments were purchased which remained idle due to in-built defects. The Secretary, Transport Department informed that the devices could be made functional after repairing it and discussions have been made with the suppliers Turbo Consultancy Services, New Delhi in this regard.

16. The Committee asked whether there was any condition in the agreement to insist the agency to repair the device at free of cost in case of default. The Transport Commissioner replied that no such condition was there in the agreement and the agency assured one year warranty for the equipment. It had been decided to take necessary actions in respect of their EMD and security deposit including recommendation to black list the firm from Govt. supply.

17. On a detailed study it came to notice that if the vehicles and devices were purchased separately and assembled together to form individual units called 'Speed Tracers' the department could save ₹ 4.5 lakh per vehicle. So the equipments were purchased from M/s. Turbo Consultancy Services, New Delhi and they were fitted to the vehicles. As laser based technology is applied in these systems, it require good technical skills to operate them. One month's training given to departmental officers were not sufficient to acquire desired technical knowledge. Lack of a Technical Advisor in the department made the situation more worse. Consequently the Speed Tracers were damaged due to mishandling by incompetent personnel. He admitted the failure occurred on the part of the department officials in making timely communication with the suppliers in this regard. But discussion was held with the agency following the remarks in the audit para. Accordingly persons from M/s Turbo Consultancy Services, New Delhi examined the machines and found that the equipments had minor damages only and could be put back to working condition at an expense of ₹ 4.15 lakh. A proposal for the device to get repaired had already been submitted to the Government. To a query of the Committee, the Transport Commissioner informed that a revenue of ₹ 4.5 crore was collected using interceptors and such other instruments for Speed Tracing.

18. The Transport Commissioner informed the Committee that the service of technically qualified personnel was needed to deal with the modern vehicles and the Motor Vehicle Inspectors presently working in the Department were not competent for it. The Department abolished a post of Technical Advisor, as it remained vacant for more than two years. The Committee remarked that the department had failed in taking timely steps to get the equipments repaired within the warranty period and opined that gross negligence on the part of the department is evident in this case.

Conclusion/Recommendation

19. The Committee expresses its dissatisfaction over the infructuous expenditure of ₹ 81.93 lakh incurred for the purchase of Speed Tracer which remained idle due to in-built defects. The Committee also expresses its displeasure to the department for their negligence in taking necessary steps to get the 'Speed Tracers' repaired within the warranty period.

20. The Committee recommends that the department should take urgent necessary steps to obtain an additional authorisation of ₹ 4.15 lakh required for the repair of Speed Tracers.

21. The Committee also recommends to reintroduce the post of Technical Advisor in the Motor Vehicle Department and the Motor Vehicle Inspectors presently working in the Department should be given proper training as they are not familiar enough to deal with the modern vehicle customized as 'Speed Tracer'.

AUDIT PARAGRAPH

Non-utilisation of Central assistance

GOI accorded sanction (August 2004) for setting up of 'Training Institute on Driving and Research' (Institute) at Edappal at a cost of ₹ 6.64 crore with Central assistance of ₹ 2.99 crore. GOI released (September 2004) ₹ 0.50 lakh to Central Institute of Road Transport (CIRT), the consultant to provide assistance for execution of the project and ₹ 99.50 lakh to the State Government. The Transport Commissioner deposited the amount of ₹ 99.50 lakh in Savings Bank account in a nationalised bank in September 2004. State Government approved (July 2006) the Memorandum of Association of the Institute and the Institute was registered in October 2006 under the Travancore Cochin Literary, Scientific and Charitable Societies Registration Act, 1955. The Transport Commissioner also transferred ₹ 85 lakh out of State funds (March 2007) to the Institute for development of infrastructure facilities and the Institute deposited the amount in TSB account. Government further ordered (February 2008) to lease out 25 acres of land belonging to Kerala State Road Transport Corporation (KSRTC) at Edappal for 99 years to the Motor Vehicles Department for setting up the Institute. However, even the preliminary works for setting up the Institute has not been started.

Government in reply to audit stated (August 2008) that the Institute which had now started functioning at Chevayur, Kozhikode could be shifted to the new building at Edappal within one year. The reply is not tenable in view of the fact that the Institute had not been set-up even after release of Central assistance of Rupees one crore four years ago.

Thus, Central assistance of ₹ 4.05 crore released during 2004-05 and 2005-06 for implementation of three schemes in Health and Family Welfare Department and one scheme in Transport Department could not be utilised due to tardy implementation of schemes. Cases 1 and 2 were referred to Government on September 2008; replies have not been received (October 2008).

[Audit Paragraph 4.4.3 (Case 4) contained in the Report of Comptroller and Auditor General of India for the year ended 31st March, 2008.]

(Notes received from Government on the above audit paragraph is included as Appendix II.)

22. The Committee asked whether the 'Training Institute on Driving and Research' was functioning at Edappal. The Secretary, Transport Department replied that the institute was functioning at Chevayur, Kozhikode. He submitted that a delay of two years had occurred in the registration of a society to govern the implementation of the Institute after the project was sanctioned in 2004. It took another two years to get the land transferred from K.S.R.T.C. As the land so received was a sloppy one, ₹ 56 lakh in excess of the estimate was required to level the land. Additional fund had to be sought as the estimate had increased to ₹ 13.12 crore from the original estimate of ₹ 6.6 crore. Unless the State Government gave additional fund to complete the project the central assistance should have to be refunded. So the matter was taken up with the governing body of the Institute who agreed to implement the project at a cost of ₹ 5.5 crore. An amount of ₹ 5 crore could be provided from the Kerala Road Safety Fund to implement the project. The Secretary, Transport Department further submitted that the arrangements made in this regard had to be informed to the Central Government before 31st December, 2011 to obtain sanction from the Government of India.

23. The Committee opined that it would be desirable to complete the construction of the building by reducing the area to be constructed so as to decrease the cost of the project.

24. When inquired about the objectives of the Institute, the Secretary, Transport Department deposed that 'Training Institute on Driving and Research' was designed for providing refresher courses for drivers working in both public and private sectors. The Transport Commissioner informed that such training must become compulsory for the renewal of driving licence once it came into force. In 13 States such a project had already been implemented.

Conclusion/Recommendation

25. The Committee recommends to examine the feasibility of making necessary changes in the design of the building for the 'Training Institute on Driving and Research' by reducing the area to be constructed so as to avoid the time and cost over-runs.

Thiruvananthapuram,
13th December, 2012.

DR. T. M. THOMAS ISAAC,
Chairman,
Committee on Public Accounts.

APPENDIX I

SUMMARY OF MAIN CONCLUSION/RECOMMENDATION

<i>Sl. No.</i>	<i>Paragraph No.</i>	<i>Department concerned</i>	<i>Conclusion/Recommendation</i>
(1)	(2)	(3)	(4)
1	6	Industries	The Committee expresses its displeasure over the failure in the implementation of Geo-Textile Development Programme and it concludes that though many years had elapsed since the inception of the project, the department failed to develop even the standardisation of geo-textile products, which was a prerequisite for implementing the programme. Though Government order sanctioning the project stipulated that the funds would be released only on reimbursement basis, this was not seen complied with, resulting huge amount left unspent. The Committee therefore opines that GTDP was a badly designed project without proper planning and fund expended without evaluating the progress and achievement. The Committee recommends that the department examine whether any evaluation had been made over the implementation period from 2004 to 2006 and submit a detailed report to the Committee in this regard.
2	12	„	The Committee concludes that the reason for the failure in the implementation of projects is lack of proper action plan and opines that steps should be taken to formulate an annual activity plan for the NCRMI rather than continuing the existing practice of providing fund for buildings and lab construction.

(1)	(2)	(3)	(4)
3	13	Industries	The Committee is displeased with the fact that the Kerala Coir Workers Welfare Fund Board (KCWWFB) had been entrusted with the distribution of willowing machine to 250 SHGs of woman coir workers and its consequent failure in achieving the target. The Committee recommends that in future, the Welfare Fund Boards should be kept away from such activities involving introduction of new technology and transfer of technology etc.
4	14	„	The Committee realises that utilisation of funds provided for projects could not be made effectively as the department lacks sufficient scientific personnel. The Committee therefore opines that the core competency of the department could be improved by taking up some nodal research works. As a solution the Committee suggests that the Universities and Colleges should be asked to collaborate with the Coir Development Programme and the students of engineering institutions should be given scholarships for project works and provide research facility to Ph.D. scholars for bringing innovative ideas in the field of suitable technology and products for the effective utilisation of fund and to derive better results in the field.
5	19	Transport	The Committee expresses its dissatisfaction over the infructuous expenditure of ` 81.93 lakh incurred for the purchase of Speed Tracer which remained idle due to in-built defects.

(1)	(2)	(3)	(4)
			The Committee also expresses its displeasure to the department for their negligence in taking necessary steps to get the 'Speed Tracers' repaired within the warranty period.
6	20	Transport	The Committee recommends that the department should take urgent necessary steps to obtain an additional authorisation of ₹ 4.15 lakh required for the repair of Speed Tracers.
7	21	„	The Committee also recommends to reintroduce the post of Technical Advisor in the Motor Vehicle Department and the Motor Vehicle Inspectors presently working in the Department should be given proper training as they are not familiar enough to deal with the modern vehicle customized as 'Speed Tracer'.
6	25	„	The Committee recommends to examine the feasibility of making necessary changes in the design of the building for the 'Training Institute on Driving and Research' by reducing the area to be constructed so as to avoid the time and cost over-runs.