

TEMPLATE FOR DISTRICT GAZETTEER

DISTRICT MAP

1.

(a) State	Lakshadweep
(b) District	Lakshadweep

2. SET UP

Subdivisions	9
Blocks	5
Gram Panchayats	10
Villages	10
Cities/Towns	3 (Census Towns)
Wards	85
Police Stations(Rural)	7
Police Stations(Urban)	3

GENERAL DESCRIPTION

a. Location & Geography

Location	Arabian Sea
Longitude	71 ⁰ - 74 ⁰ East
Latitude	8 ⁰ - 12 ⁰ -30 ⁰ North
Islands	36

b. Physical Features

The tiniest Union Territory of India, Lakshadweep is an archipelago consisting of 12 atolls, 3 reefs and 6 submerged sand banks. It is a single district Union Territory comprised of 36 islands covering an area of 32 Sq.Kms. Though the land area of this coral paradise is extremely small, the inclusion of about 4,200 Sq.Kms of its lagoon area, 20,000 Sq.Kms of its territorial waters and almost 4, 00,000 Sq. Kms of exclusive Economic Zone makes Lakshadweep, one of the largest territories of the country.

c. Geology

There are no conclusive theories about the formation of these coral allots. The most accepted theory is given by the English Evolutionist Sir Charles Darwin. He concluded in 1842 that the subsidence of a volcanic island resulted in the formation of a fringing reef and the continual subsidence allowed this to grow upwards. When the volcanic island became completely submerged, the atoll was formed encircling the lagoon where with the action of wind, waves, reef to currents and temperature, the coral islands were formed. Sand banks were first formed in an atoll. They became naturally the nesting grounds for sea birds. They continued to be their exclusive preserve till as a result of the fertilization of the soil by their droppings (Guano deposits), ground vegetation became possible and man then took over, thus leaving the birds to seek another sanctuary.

Fundamentally, this concept is still valid, although many consider submerging of the volcanic islands is by the melting of Pleistocene ice sheets. The fringing reefs are quickly built, repaired and strengthened by a micro-organism called polypus. They are the architects and engineers of these atolls.

d. Climate

Lying well within the tropics and extending to the equatorial belt, these islands have a tropical humid, warm and generally pleasant climate. From the point of view of temperature, the climate is moderate and no distinct and well marked seasons are experienced. South-West monsoon period is the chief rainy season in the territory which lasts from late May to early October. Mean Temperature, 25⁰ – 32⁰ C. Normal Rainfall 1766.

e. Forest

Lakshadweep doesn't have forest, as such. Considering the delicate and vulnerable ecology of the Islands, adequate thrust given on social and agro forestry aimed at rejuvenation of littoral and mangrove vegetation, rising of Marine green belt with massive tree plantation and other social forestry activities.

f. Wild Life

Being Island territory of small Islands, protection of marine wild life around islands is important.

g. Flora and Fauna

The flora of this island includes Banana, Vazha (*Musa Parafisiaca*) Colocasisa, Chambru (*Colocassia antiquarum*) Drumstick moringakki (*Moringa Oleifera*), Bread-fruit/Chekka (*Arcecarpus incisa*) wild almond (*Terminalia Catappa*) are grown extensively. Some of the shrubs jungle plant like Kanni (*Scaevolakeeningil*) Punna, (*Calaphyllum inopyllum*), Chavok, (*Casurina equisetifolia*), Cheerani (*Thespesia populnea*), are grown throughout the islands. Coconut, Thenga (*Cocos nucifera*) is the only crop of economic importance in Lakshadweep. These are found in different varieties such as Laccadive micro, Laccadive ordinary, green dwarf etc. Two different varieties of sea grass are seen adjacent to the beaches. They are known as *Thalassia hemprichin* and *Cymodocea isoetifolia*. They prevent sea erosion and movement of the beach sediments.

The marine life of the sea is quite elaborate and difficult to condense. The commonly seen vertebrates are cattle and poultry. Oceanic birds generally found in Lakshadweep are Tharathasi (*Sterna fuscata*) and Karifettu (*Anous solidus*). They are generally found in one of the uninhabited islands called "Pitti" The money cowrie (*Cypraea monita*) were also found in abundance in the shallow lagoons and reefs of the islands, but now it is disappearing may be on account of human trespass. Other Cypraeds found here are *cypraca talpa* and *cyprea maculifera*. Among crabs Among crabs, the hermit crab is the most common. Colourful coral fish such as Parrot fish (*Callyedon sordidus*), Butterfly fish (*Chaetodon auriga*), and Surgeon fish (*Acanthurus ilnetotus*) are also found in plenty.

The following animal, bird and tree are declared as State Symbols of Lakshadweep.

Animal : Butterfly fish (*Chaetodon auriga*) locally known as "Fakkikadiya"

Bird: Sooty tern (*Anous stolidus pileatus*) locally known as karifettu.

Tree : Bread-fruit (*Artocarpus incise*) locally known as Chakka

THE PEOPLE

(Statistics based on latest Census if available)

A. General Demographic characteristics of the District

a. Population (2001 Census)

Si.No.	Particulars	Male	Female	Total
i	Rural Population	17191	16492	33683
ii	Urban Population	13940	13027	26967
iii	Total Population	31131	29519	60650

b. Scheduled Castes/Scheduled Tribes

SI.No.	Particulars	Male	Female	Total
i	Scheduled Castes (Rural)	1097	377	1474
	Scheduled Castes (Urban)	1423	432	1855
ii	Scheduled Tribes (Rural)	16094	16115	32209
	Scheduled Tribes (Urban)	12517	12595	25112

B. Other demographic and general characteristics of the district.

a. BPL Households as per the latest BPL census.

SI.No.	Particulars	No.of Rural Households	No.of Urban Households
i.	Total Households	9994	
ii	Scheduled Caste Households	Nil	Nil
iii	Scheduled Tribe Households	5664	4330
iv	Other Households		

b. Age structure

0-4 years	6468
5-14 years	14266
15-59 years	36134
60 years and above	3782

c. Population Growth Rate

Birth rate	10.86
Death rate	1.21
d. Sex Ratio (female per 000 male)	948

e. Literacy Rates

Total		Male	92.53	Female	80.47
SCs		Male	--	Female	--
STs		Male	92.53	Female	80.47

f. Educational attainments

Literate	
Literate below primary	902
Middle	10271
Secondary	2514
Sr.Secondary	2336
Graduate and above	225

g. Infant mortality rate

DMHS	Total	17	Male		Female	
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h. Life Expectancy

DMHS	Total	69	Male		Female	
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i. Total Fertility rate	70.83
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j. Distribution of work force by industrial activity

Table - 13

Distribution of main workers by category (2001 Census)

Island	Area	Number of main workers			Cultivators			Agricultural Labourers			Workers in household industries		
		Person	Males	Females	Person	Males	Females	Person	Males	Females	Person	Males	Females
Minicoy	Urban	1904	1647	257	0	0	0	1	1	0	58	16	42
Kalpeni	Rural	1088	944	144	2	1	1	0	0	0	10	9	1
Andrott	Rural	1454	1285	169	8	4	4	3	2	1	11	9	2
Agatti / Bangaram	Rural	1220	1114	106	3	2	1	2	2	0	20	12	8
Kavaratti	Urban	2818	2491	327	0	0	0	1	1	0	27	26	1
Amini	Urban	1093	938	155	0	0	0	0	0	0	16	16	0
Kadmat	Rural	949	811	138	3	2	1	0	0	0	4	2	2
Kiltan	Rural	657	584	73	4	4	0	1	1	0	6	6	0
Chetlat	Rural	406	356	50	0	0	0	0	0	0	3	3	0
Bitra	Rural	75	72	3	0	0	0	0	0	0	0	0	0
Total		11710	10288	1422	21	14	7	8	7	1	155	99	56

Table – 14

Distribution of marginal workers by category (2001 Census)

Island	Area	Number of marginal workers			Cultivators			Agricultural Labourers			Workers in household industries			Other workers		
		Person	Males	Females	Person	Males	Females	Person	Males	Females	Person	Males	Females	Person	Males	Females
Minicoy	Urban	298	153	145	0	0	0	0	0	0	104	8	96	194	145	49
Kalpeni	Rural	482	382	100	1	1	0	1	1	0	68	61	7	412	319	93
Andrott	Rural	339	316	23	3	2	1	1	1	0	48	42	6	287	271	16
Agatti / Bangaram	Rural Rural	622 10	496 5	126 5	0 0	0 0	0 0	0 0	0 0	0 0	171 5	72 3	99 2	451 5	424 2	27 3
Kavaratti	Urban	591	461	130	1	1	0	1	1	0	99	35	64	490	424	66
Amini	Urban	643	530	113	1	1	0	0	0	0	159	152	7	483	377	106
Kadmat	Rural	281	263	18	2	2	0	0	0	0	16	14	2	263	247	16
Kiltan	Rural	174	152	22	0	0	0	0	0	0	51	49	2	123	103	20
Chelhat	Rural	153	128	25	6	2	4	0	0	0	5	2	3	142	124	18
Bitra	Rural	51	30	21	0	0	0	0	0	0	21	0	21	30	30	0
Total		3644	##	728	14	9	5	3	3	0	747	438	309	2880	2466	414

k. Major Infectious Diseases

DMHS	Food or Water borne diseases	
	Vector borne diseases	
	Water contact diseases	
	Respiratory diseases	
	HIV/AIDS	

l. Ethnic groups

Religious	Islam, Muslim, Sunni Sect
Linguistic	Traditional Malayalam mixed with Arabic, Tamil etc.

m. Languages

Malayalam in traditional vernacular is spoken in all islands, except Minicoy island; where people speak Mahl, which is written in Divehi script and is the language of Maldives.

n. Religion & Communities

The entire indigenous population because of their economic backwardness and geographical isolation has been classified as Scheduled Tribes. The tribes have, however not been named. The islanders are Muslims by religion.

o. Marriage and other life-cycle Customs

Though, Polygomy (a man having more than one wife) permits Islam, Monogomy is practiced. Alliances between the children of a woman and the child she had nursed as ayah is strictly restricted in all the islands as Islam forbids it. Till eightees, marriage was

within the same group of families and with in the Island. Now marriage inter group families, Islands and even mainland is seen followed. Normally girls get married between 19 – 21 and boys 21 - 25 of age

p. Feasts & Festivals

The most important festivals celebrated in the territory are Id-UI - Fitr, Id-UI- Zuha (Bakrid), Milad-Un- Nabi, Barat and Muharram. All these festivals are common to Muslims and certain other festivals in the name of Muslim Saints are also celebrated in the Territory.

q. Dress & Ornaments

The manner of dressing of the inhabitants of the islands is simple and akin to the Muslims of Malabar coast, Kerala. Till senties male wear cloth only and wear Kachi (black/green cloth) with white blous of full hand and Thattam to cover head. Because of education, development and mingling with people of mainland, now men wear shirt and lungi/pants. Women wear churidar, pardha, and blouse with sari or lungi. The head dress of the woman is the Thattam which is a long scarf for covering the head and shoulders. The women of the islands use ornaments in profusion, especially gold. The important jewels include, ear rings, chains, bangles, necklaces etc.

r. Food & Diet

The primitive islanders staple diet was only rice and fish. People now take three meals a day. Coconut is added in one form or other in most of the preparations. Vegetables tomato, Potato Green Chilly, Raw ginger, etc. are also used. Fruits like Pappaya, Orange, Apple, Pineapple, Watermelon, and Mango are also consume. All other food items; except fish are imported from the mainland.

s. Games, Recreation and Amusements

Lakshadweep has a rich tradition of local dance and music. Kolkali and Parichakkali are the two popular folk dances of the territory. These are group dances performed by men. The Lava dance of Minicoy is also a group dance of males. Ulakkamuttu for men, Oppana, Attam, Beru, Dhandi dance etc. for women are also some other forms of dances performed in the territory. A popular past time among the youths is the picnic to the isolated nearby islands. Children and youths are in the habit of going out in groups for fishing in the lagoon in either boats or rafts. There are no theaters. However cable net work is available to glance and enjoy TV programmes

t. Sports & Games**Sports &
Youth
Affairs**

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u. Housing

According to 2001 census, the total number of households recorded in the Union Territory was 9994. The maximum household size was noted as 7, and the least is 3.8. Till fifties most of the houses were with thatched roof, by seventies peoples started tiled roof and now most of the houses are concreted. Every houses having their own latrine with attached septic-tank. Scientific method for sewage disposal is the major issue before the Administration.

v. Public Health System and Medical Services

Preventive, Promotive and Curative health services rendered through 2 Hospitals, 3 Community Health Centers, 4 Primary Health Centers, 2 First Centers located one in each island and 14 Sub Centers. Allopathic, Ayurvedic and Homeo Services are available.

LAND RESOURCES

i	Total Geographical Area	3220
ii	Net Cultivated Area	2520
iii	Gross Cultivated Area	2520
iv.	Area under Forests	Nil
v	Net Irrigated Area	Nil
vi	Gross Irrigated Area	Nil
vii	Cultivable Wasteland	--
viii	Non-Cultivable Wasteland	--

INFRASTRUCTURE DEVELOPMENT

		2010
SI.No.	Particulars	Nos
i	Number of Factories/Major Industrial units	Nil
	Small Scale Industries	
	a. Government	44
	b. Private	667
ii.	Number of Post Offices	
	a. Sub post Office	7
	b. Extra department Sub-Post Office/Branch	3
iii.	Number of Telephone Connections	7339
	a. Land	
	b. Mobile	38500
iv.	Number of Banks/Branches	
	a. Syndicate Bank	9
	b. State Bank of India	2
	c. Uco Bank	1
v.	Number of Rural Banks	--
vi.	Number of Co-operative Banks	--
vii.	Number of Government Hospitals	2
	Number Community Health Centers	3
viii.	Number of Private Hospitals/Nursing Homes	--
ix.	Number of Government Dispensaries	6
	Number of First Aid Centers	2
	Dental Units	7
	Sub Centers	14
x.	Number of Primary Health Centers	4
xi.	NGOs working in rural areas	234
xii.	Number of Anganwadi Centers	87
xiii.	Number of Primary Schools	23
xiv.	Number of Middle Schools	10
xv.	Number of Secondary Schools	3
xvi.	Number of Sr.Secondary Schools	10
xvii.	Number of Private Schools	1
xviii.	Number of Training Institutes	2
xix	Number of Colleges	3
xx.	Number of Private Colleges	--
xxi.	Number of Proffesional/Technical Institutes	2

xxii.	Number of Private Professional/Technical Institutes	--
xxiii	Number of Universities	--
xxiv.	Length of Railway Lines(in kilometers)	NA
xxv.	Roads- National Highway (In Kms)	NA
xxvi.	Roads- State Highway (In Kms)	NA
xxvii.	Roads - Metalled (In Kms)	178.65
xxviii.	Roads - Fair Weather (In Kms)	178.65
xxix	Number of Power Plants	11+11 (22)

7. HISTORY

a. Pre-History/Ancient Period

Early history of Lakshadweep is mainly based on legends. Local traditions attribute the first settlement on these islands to the period of Cheraman Perumal. Under the influence of Arab Marchants, he converted to Islam and slipped out of his capital Cranganore, the present day Kodungallur with intention to go to Mecca. Learning about his disappearance, search parties were sent to locate and bring him back. Due to rough climate conditions, the search party could not achieve their objective and they landed in Bangaram. In their return journey they spotted Amini and other Islands. From the archeological remains collected from various islands it is evident that before the Islam had made foothold, the islanders were followers of Buddhism. The close relation of the islands with Malabar has socially and culturally influenced the Islanders to a great extend. Thus certain Hindu customs and styles were imbibed by the Islanders. Always the Islands were ruled by one or the other King of Malabar until the British took over Aminidi group in the 18th century and Laccadive Islands in the 19th Century. Islam arrived in Lakshadweep all most at the same period when it had made entry in the Malabar. It was Hazrat Ubaidulla following the command he received from Prophet Mohammed (SA) in a dream that he moved from Jeddah in Arabia and sailed across with the message. As a result of ship wreck he landed in Amini and started his mission of Islam in Hijra 41. After Amini he went to Andrott, Kalpeni, Kavaratti and Agatti. Later he expired and was buried near Andrott Juma Masjid.

b. Mediaeval Period

The entry of Portuguese and English in India had its impact on Lakshadweep islands. The superior quality coir of Lakshadweep was a much sought after commodity for the Portuguese and English those days for their massive sailing vessels. They landed on several islands and looted the islands for coir. The Portuguese assault of Islands for coir continued for few years.

c. Modern Period

The modern period in the history of the territory begins with the gradual extension of the power and influence of the Ali Raja's over the islands. The trade monopoly of Island produce especially of coir followed by the Ali Raja did not satisfy the islanders. The whole population rose against him and took him in chains to Mangalore and offered allegiance to Tipu Sultan in 1787. Thus the Amindivi Islands came under Tipu's rule. With the fall of Srirangapattana in 1799, these islands came under the British. The British maintained only a minimum control over the Islands. As the British did not take direct responsibility of governance, the Arakkal continued to rule over Laccadives and Minicoy Islands until 1st July, 1905 when these islands were annexed to Malabar District. In 1924, the Aminidivi Islands were annexed to the Kanara District. Lakshadweep was declared as Union Territory governed directly by the central government following the state organization with effect from 1st November 1956. The Administrator appointed by the President under Article 239 of the constitution of India is the head of the Administration. This Administration made various initiatives for the development of several sectors in this territory and still the Administration is going on with further expanding activities of this territory.

8. ECONOMY AND STANDARD OF LIVING

a. Economic History

Very little is known about the economic condition of the islands prior to the eighteenth century. The first authentic information was gathered by Lieut. Bently who was specially deputed in 1795 to visit the Malabar group of islands for estimating the probable revenue. Coir was one of the chief commodities barter at the time for the necessities of life. The other main products were oil, mats and burnt lime. Some islands grew bread fruit, lime

trees and raggy and small quantities of cowries were exported. Imports on the other hand consisted of rice, salt, tobacco and earthen pots. Coir was a monopoly in all the islands except Minicoy. The monopoly system resulted in great loss to the islanders, as they were forced to sell their coir at almost half of the market value and had to pay high price for the rice they got in exchange of coir. The actual price paid was reduced by the imposition of an import duty at Cannanore and an export duty upon the rice supplied on payment. The condition of the people is best described by Francis Buchanan in 1801: "They are wretched islands, producing no grain nor indeed anything but coconuts, betel nuts and plantains. The inhabitants are all Moplays and very poor. They subsist chiefly on coconuts and fish and employ their leisure time, of which they gave a great deal, in making coir from the husks of their coconuts... The principal exports are coir, coconuts and jagory, with a little betel-unit, and some coral from the reefs with which the islands are surrounded".

b. General Economy

W.Robinson describes the state of economy that existed in 1844-1845 as follows "The principal inhabitation, varying in different islands from 10-20 individuals, own generally considerable numbers of trees, the greater part of which they prefer keeping in their own hands. Most of the inhabitants however have small independent properties in trees; for where no proprietary right was acknowledged or claimed in this soil, each individual became an owner for the trouble of planting. The larger owners let trees to those who have none on service rents only, stipulating that the tenant carry on his master's dry cultivation, serve in his boat, and though he has the enjoyment of the whole the produce of the whole produce of the trees, and receives also the price of the coir produced on them, he is obliged to export all his coir on his Master's boats. If a neera drawer (Neera is the local name for the unfermented juice of the Cocoa palm used by the islanders as drink or boiled down in to jaggery) he supplies his Master's family with one third of the raw produced, boiling the rest down in to Jaggery which he sells entirely on his own account."

In the early years of British rule on the south Kanara Islands, the coir was all paid at uniform rate of Rs.25 per candy, one fourth being paid in cash and three-fourths in rice at a commutation rate. Until 1826, the Bombay and Bangal Governments took all the coir received at Mangalore at Rs.65 per candy which left a good margin of profit upon the

transaction. After that year, the demand and with it the prices for coir rapidly fell. But the difficulty could be overcome to some extent by a corresponding fall in price of rice. In the southern islands, however, the Bibi of Cannanore was faced with a difficult situation. She had to pay a fixed tribute to the British government, irrespective of the revenue from the islands and she had no other go except to transfer the burden to the producer. She started paying less and less to the islanders for their coir, till a stage was reached when only a little more than five mudas (about 2 ½ bags) of rice was given per candy of coir. This created a great deal of trouble in the islands. The people, finding that the prices paid for coir un-remunerative, gave up its manufacture and allowed nuts to ripen longer as in that form it fetched better prices. To stop the rot the Bibi enforced a monopoly on nuts as well which again forced the people of Kalpeni, Andrott and Kavaratti to shift to the manufacture of oil more lucrative, as their trees were inferior compared to other islands in respect of neerah production. Between 1874 and 1877 Mr. Logan, the then Collector of Malabar, submitted different schemes for raising revenue, entailing the abolition of the monopoly. These suggestions were not accepted and from the time of the British government taking over the control of these islands in 1875, the prices paid were assimilated to those paid on the South Kanara islands. But the difficulty in maintaining the output of coir continued to be felt and in 1922 the method of payment was altered to one purely in rice at the rate of 3 ½ thulams of coir per muda of rice. Arrangements were also made to purchase the coir on the islands themselves which relieved the poorer classes, atleast so far as rice was concerned. The monopoly is continued, as a welfare scheme according to which the Lakshadweep Administration receive coir from the public and issue rice in exchange at a commutation rate.

Minicoy, however, presented a different picture. The people are primarily the children of the sea. They were fairly treated and *pandaram* in this island acted the part of a generous but not very enlightened landlord. Coir although, not a monopoly, was extensively manufactured. The mas fishing industry, which was once peculiar to Minicoy, was another important source of income. As in other matters, the general economic condition in Minicoy has always been more satisfactory than in other islands. Rice was purchased occasionally for cash but generally by way of exchange for mas fish, coir,

coconut, jaggery and vinegar. Copra was not used for this exchange as the shop keepers used to buy raw coconuts for making copra themselves. In effect what was practiced here was not direct barter but two sets of transactions linked together by separate fixation of prices.

The principal articles of export and the main sources of income of the islands have always been the coir, coconuts, jaggery and copra. A sizeable portion of the coconut used to be consumed at home and what little surplus they could export fetched them very little because of the low prices they received after meeting the expenses on transport. But consequent on the increase in the price of nuts, and the improvements in the methods of cultivation, coconut has come to stay as the deciding factor in the island economy. Till 1959 except in Minicoy there was not much trade in fish and the catch was often limited to the supplies the house demanded. But with the improvements in the methods of fishing, the fisheries sector is also playing its part in the economic progress. The economic advancement has been so pronounced after the independence, that there has been a sudden rise in the general standard of comfort in the islands.

c. Price & Wage Trends

As explained earlier, all food items other than coconut and fish, consumables, construction materials are brought from mainland. Adding transportation cost, prices of articles are generally high. Similarly wages are also at high rate, especially in construction sector. In the case of departmental casual labourers, the wage structure is regulated by the Administration, taking recommendation of the Minimum Wage Advisory Board, constituted by the UTL Administration.

d. Income, expenditure and livelihood pattern (Rural & Urban area)

Major income of the people is from employment in the Administration, coconut husbandry and fishing. Tourism is also an emerging industry. Islanders practically consume their earning on food, travel to mainland for various purposes including treatment of specialized kind, house construction with meager savings for future, except some gold ornaments of ladies. There is no difference in Rural and Urban people. In fact Rural and Urban classification is only for census purpose. Otherwise all islands are similarly placed.

9. AGRICULTURE

a. Agriculture Population

Agri

b. Rainfall & Rainfall Harvesting

Agri

c. Agricultural & Seasons

Agri

d. Land Utilization

Agri

e. Soils

Agri

f. Holdings

Agri

g. Co-operative Farming

Agri

h. Cereals & Pulses

Agri

i. Condiments & Spices

Agri

j. Oil-Seeds

Agri

k. Fruits & Vegetables

Agri

l. Agro-processing

Agri

m. Fodder

Agri

n. Fibres

Agri

o. Agricultural Implements

Agri

p. Agricultural Wages

Agri

q. Live – Stock

Animal Hus.

r. Fisheries

Fisheries

s. Irrigation including drainage and embankment

Agri/

SE(PWD)

t. Agricultural Research, Education & Extension

Agri

u. Pesticides & Fertilizers

Agri

v. Crop Pest & Diseases

Agri

w. Agricultural Productivity

Agri

x. Tenancy & Tenures

Agri/

Collectorate/
DC(HQ)

y. Famines/Natural Calamities and disaster

Agri/

Collectorate/
DC(HQ)

10. INDUSTRIES

a. Introduction

Industries

b. Large & Small Industries (including details by type of industry)

Industries

c. Cottage Industries

Industries

d. Self Help Groups

Industries/
Dir(W&CD)/
Dir(SW &
TA)/Dir(RD)

--

e. Labour Organizations

LEO/
Dir(Emp.&
Trg)

--

11 POWER & ENERGY

a. Conventional sources of energy (including production, distribution and consumption)

EE (Ele)

--

b. Non-conventional & renewable sources (including production, distribution, and consumption)

EE (Ele)

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12. BANKING & FINANCE

a. Banks

Syndicate Bank with branches in Islands, State Bank of India with branches in Kavaratti & Minicoy and Uco Bank with branch in Kavaratti functioning.

b. Insurance Companies

Insurance Companies are not functioning, except a representative office of New India Assurance Company at Head Quarter, Kavaratti.

c. Co-operative and other Financial Institutions

Co-operative Banks are not available. But credit Co-operative Societies, known as Service Co-operative Societies in Major Islands.

d. Non-banking Financial Institutions & Private Money Lenders

Private Money lenders or Non banking financial institutions are not available. However, people generally manage to arrange personnel loans from relatives and friends without conditions and interests of any kind.

e. Joint Stock Companies

Nil

f. Agricultural Finance & Insurance

Agri

13. TRADE & COMMERCE

a. Historical Background

**RCS/
D(F&CS)**

The entire export-import operations in the territory come under the category of coastal trade. The absence of a ready market for the island products within the territory, and the complete dependence on outside supply for their consumer needs have made the trade an imperative need for the islanders. It is not, however, an organized sector and the boat owners who operate the trade perform more or less the functions of a rural trader carrying the produce of the village to the urban market centre. The major items of exports are copra and coir.

b. Trade Routes

Calicut has always been the most favourable market for island products. But Mangalore is more easily accessible for the sailing boats. Bulk of the island vessels therefore call either at this port or the nearby Coondapoor with coir and Copra. However, the major portion of the copra exported from Androth and Kalpeni are marketed at Calicut. The entire coir transactions, are carried out at Mangalore. This is another reason why island vessels call at this port. The entire produce from Minicoy is exported to Cannanore, which is the traditional Port of call of that islands. Beypore, which is another Port where island vessels frequent, is a subsidiary to Calicut Port. The sailing boats call at this Port only when the sea at Calicut is turbulent. The back waters at Beypore provide an ideal mooring for island vessels.

c. Extent of Employment

Dir(F&CS)

d. Imports & Exports

Small quantities of fish products, palm-jaggery, vinegar, coconut shells, cowrie shells, tortoise shells and shark fins are also exported. The items of imports are rice, sugar, salt, pulses, tobacco, clothes, condiments, tiles, timber, in fact all the necessities of life for

which the people are entirely dependent upon the mainland. While there has been very little change in the content of exports over the centuries, imports have become widely diffused, indicating the changing habits and improvement in living standards of the people. Certain special items of export confined to particular islands were firewood from Kalpeni, Amini, Kadmat and Chetlat, lime and lime pickles from Amini and Kavaratti, sea slugs and silken caps from Kavaratti and Agatti and coral stones from Chetlat island. These items do not find a place in the export now. At the end of the last century, the major items of imports were the daily necessities of life like rice, salt, tobacco, arecanut, betel, dates, cooking utensils, cloths, cattle, ornaments, timber and kerosene oil. During recent years the articles of import also include building materials, tinned foods and even luxury articles.

e. Economic, Trade, Industrial zones

Dir(F&CS)

f. Wholesale Trade

Dir(F&CS)

g. Storage & Warehousing

Dir(F&CS)

h. Co-operative Marketing

Dir(F&CS)

i. Regulated Markets

Dir(F&CS)

j. Fairs

Dir(F&CS)

k. Peddlers

Dir(F&CS)

l. Hawkers

Dir(F&CS)

m. Retail Trade

Dir(F&CS)

n. Trade Associations

Dir(F&CS)

o. Weights & Measures

ACLM

14. COMMUNICATIONS

a. Introduction

Lying directly in the trade route between Kerala Coast and Arabia and Africa, Lakshadweep had been a landmark in ancient days for the sailing vessels plying between the west coast of India and western world. The discovery of the monsoon winds, attributed to Hippalus in 45 AD, shortened the long and tedious coastal routes from the west coast of India towards the Persian Gulf and the Red sea coasts and brought in a nearer oceanic route which took advantage of the seasonal winds. It enabled the sailors to pursue trade even in the worst of monsoons especially as the sighting of the Lakshadweep gave them an excellent guide to the destination. These islands had even served them as a halting place during their voyages. Abu Zayd, the Arab Geographer of the tenth century writes, apparently about Lakshadweep, that the people of Hind seek new islands in the sea, plant in them coconut trees and dig wells to sell the water for passing ships. Even the ship Sao Gabriel, in which Vasco Da Gama undertook his epoch-making voyage round the cape of Good Hope to Calicut, adopted the same route. The Indian ocean including the entire coast of Africa had already been explored centuries ago by Indian Navigators. "In the actual crossing of the Indian Ocean, the Captain General was guided by an Indian Pilot whom the King of Milindi had placed at his disposal". Through Vaso Da Gama did not stop in lakshdweep, as he was in a hurry to reach Calicut, he skirted close to the northern islands and had cannon fired in salute.

Another important trade route which has now fallen into disuse is that between the west coast of Indian and the Maldives touching the Lakshadweep. The Muslim merchants of Cannanore, had considerable trade with the Maldive islands during the 15th and 16th Centuries and the Lakshadweep served as a half-way house for merchandise. The Portuguese intervention in Maldives put an end to this trade. But it was later revived by the Rajas of Cannonore and it was carried on by the Minicoy islanders till the beginning of the present century. The season opens earlier at Minicoy than on the coast

and the vessels generally went as far as Bengal. It is said that they once traded even with Mauritius, Arabia, the Persian Gulf and Singapore. But they now seldom go anywhere except to the Western Coast. The trade with Bengal was in a flourishing state even hundred years ago. Till the beginning of this century the island vessels frequently called at Goa Port to take delivery of duty free salt. Though a few enterprising vessels had called at Bombay a few years back for marketing their copra, the extent of voyages is now limited from the Port of Coondapoor in Karnataka State in the north to the Port of Beypore in Kerala in the South.

With the advent of steam engines, the Lakshadweep lost its importance in navigation and there has been a tendency to avoid these low islands which are not discernible from any great distance. All ships proceeding from western countries and from China region to Bombay Port skirted via Cheriya-panniyam and Valiya-panniyam, the northern open reefs of the group. Till the middle of the 19th century, these open reefs were a great source of danger and numerous ships were wrecked on them. With the opening of the Suez Canal in 1869, a change was brought about in the trade route to India, and the importance of the northern reefs as landmarks was also lost. All ships coming from the Port of Aden and proceeding to Cochin now pass Andrott, while the direct Aden-Colombo route is via Minicoy island. Ships from Persian Gulf countries proceeding to Cochin or Colombo pass along the outskirts of Kiltan island.

The traditional means of transport in the territory is the sailing vessel. Two types of vessels were found on the islands; the square-rigged Minicoy Odies and the lateen sailed Odams of other islands. For inter-island communication, small topsail schooners using both oars and sail were used.

In ancient days there was no means of communication other than the sailings, using Odams and other limited number of sailing vessels with inter-islands and also with the mainland. Now the situation has changed and Lakshadweep gained well advancement in communication facilities. Wireless stations were opened in all Islands. Ships/Mechanized vessels are plying between mainland and islands. Even air connectivity is available for islanders. In addition to this, telephones (land line) and mobile services are in plenty. Communication through internet are also availing by the islanders.

Although greater achievements were made in surface communication, the loading/unloading facilities from ship to shore and embarkation/disembarkation to and from the ship remain the same. These activities take place in the open sea. The risk involved is such that anything at any time may happen while loading/unloading and embarkation/disembarkation. A breakwater jetty has been constructed in Andrott and eastern side jetties constructed in Kalpeni and are in final stage in Agatti, Amini, Minicoy and Kavaratti. Difficulties experienced in time of emergencies like evacuation of serious cases to the Mainland, imports of life saving drugs etc. particularly during monsoons have eased when the Helicopter service, between mainland and Island and inter island was started on 31st January 1987. A new era was opened in the field of communication when the Vayudoot service between Mainland and Agatti Island was started on 15th April, 1998.

Low power transmitters are working in all inhabited islands except Bitra, which is to be covered by 8 (eight) Direct receiving sets.

Satellite Earth Station have already been commissioned in Kavaratti, Minicoy, Agatti, Kiltan Kalpeni and Andrott. With the launching of in sat 1 B, Communication facilities with the mainland have improved. The Headquarters Island Kavaratti is connected with the rest of the country through the Inter-State Police wireless and with other Islands through a Micro-wave Wireless network. Now all islands have STD, fax, internet, mobile connections.

All Islands, Kochi Office and Delhi Liaison Office are linked to NICNET (National Informatics Centre Network) thereby facilitating data communication from Islands/Kochi Office to Delhi Liaison Office and Ministries and vice versa.

The Administration started a daily newspaper Lakshadweep Times in October 1982 published simultaneously in all the Islands which was later changed to weekly.

A Radio Station for Lakshadweep as a medium of communication with the people has commissioned in Kavaratti during 1990-91

b. Railways

Nil

c. Roads

None of the common means of transport and travel used in other rural parts of the country like vehicles drawn by bullocks, horses and buffaloes ever existed in Lakshadweep. The necessity for roads or vehicles was never felt because the distance to be covered in these small islands was too short to engage any conveyance. Narrow footpaths ran at random through the coconut groves and one could easily proceed to any direction disregarding the footpaths. There has been no metalled roads till sixtees, but now 178.65 Km roads Cement Concreted by March 2010.

d. Public Transport

The need for introducing a steamer service with the islands was felt as soon as the Malabar islands were sequestered by the British. In 1877, Logan suggested that a small vessel should be specially built for island service. Successive Inspecting Officers had reiterated this need and in 1900 the Government of Madras observed: "The question of the purchase of a steamer for use, among other objects, in the inspection of the Laccadives, is engaging the attention of the Government". The objective was mainly administrative, rather than economic. The considerations that weighed with the government were the difficulties in obtaining a vessel on charter for conducting inspections, and the general mal-administration and lawlessness on the islands resulting from the long intervals between inspections. In 1918-1919 the proposal to build a joint inspection steamer and trawler for the Fisheries Department was examined by a committee and plans for the proposed steamer were sent to England for execution, but the proposal had to be dropped owing to the prohibitive cost of construction at postwar rates. In 1921, Ellis suggested three alternative means of procuring ships for conducting annual inspections of these islands: (i) The Government might approach the Ceylon Government to lend a steam trawler for a fortnight, which would take the Inspecting Officer to the northern most island. The Officer would then visit all the islands in a country craft and would be picked at Kalpeni by the vessel of the Light House Service coming to Minicoy, which would take him on to Minicoy and finally back to Colombo. (ii) The Government might think of chartering ships used by Ceylon Government for voyages to Maldives, the charges being Rs.1,000 per day plus cost of fuel. (iii) The Minicoy Light House could be taken over by the Royal Indian Marine, which would mean a regular

relieving trip by a vessel every six weeks or so. The inspection could be arranged to synchronise with these trips. The Government did not take any decision on these recommendations, pending a decision by the Government of India on the question of taking over the Minicoy Light House.

In 1952, the proposal for the introduction of a regular steamer service was revived by the Special Inspecting Officer Shri. S.Y.Krishnaswamy. But it was only after the constitution of the islands into a Union Territory, concrete steps in this direction were taken. Till 1958-59, sailing vessels continued to be the only mode of surface communication between the islands and the mainland. For the first time, a ship (M.V.Asoka) was chartered on a regular basis by the Administration in that year. From 1959-63 onwards two vessels, (M.V.Dhanalakshmi and M.V.Rajalakshmi) were doing steamer service carrying passengers and cargo. All these ships were small vessels with very limited capacity for passengers. They could not operate during monsoon months. To meet emergencies during monsoon assistance of the Indian Navy used to be sought. Under the second Five Year Plan, provision was made for the construction of a ship, and orders were placed with a firm in Calcutta for the ship. M.V.Laccadives was accordingly delivered to the Administration in 1966. It is a motor vessel with a dead weight of 200 tonnes, and cabin accommodation for nine passengers and deck accommodation for 30 passengers. The cargo capacity is 45 tonnes. The total cost of construction of the ship was Rs.28.92 lakhs. This vessel is run and maintained by the Shipping Corporation of India and the expenses are met by the Administration. For inter-island communication a motor launch was purchased by the Administration in 1958. The launch known as M.L.Laccadives runs between different islands excepting Minicoy, during fair weather. It has six sleeping berths and seating accommodation for 19 passengers. Another twin screw steel motor launch (M.L.Bitra) was also procured by the Administration in 1969 for inter-island service. Mechanised boats are also occasionally used in fair weather for transporting men and materials between the islands.

Till 1958-59, Odam (Sailing Vessels) were the only mode of surface communication between the Islands and Mainland. Each Odam made one or two voyages a year to the Mainland with Copra, Coir and return to the Islands with the requirement of rice, sugar,

provisions etc. Till 1962 – 63, chartered ships were doing service between the islands and between the Mainland and Islands. They could not operate during monsoon months (May to September). The Administrations own vessel, M.V. Laccadives, began service in December 1966. The major break through came in 1970 with the launching of an all-weather ship M.V Amindivi and the dreadful isolation of the Islands during the monsoon was broken. The vessel had facilities for 242 passengers in fair season and 202 in monsoon period and capacity to carry 800 tonnes cargo. With the increase of the developmental efforts of the Government and increase of population it was found that the above the two ships were inadequate to cope. with the increase traffic. In 1982 owing to special interest shown by the Hon'ble Prime Minister, another ship M.V. Bharat seema was acquired by the Administration and put in operation in July, 1982. Inter Island surface communication was also improved to a noticeable extend with the arrival of the new ship. A ferry vessel viz. MV.Deep setu has been received by the Lakshadweep for mainland (Bey pore, Kerala) inter island trips and this has increased the carrying capacity of the ships flying in Lakshadweep waters to 150 passengers and the cargo capacity by 25 tonnes. Since the Ship 'Amindivi' has completed its guarantee period, it was being replaced by another ship viz. M.V.Tippusultan with a passenger capacity of 658 which began to service in September, 1988.

Two more fair weather mainland island ships M.V.Aminidivi and M.V.Minicoy built in Cochin Shipyard with passenger capacity of 150 pax and Cargo capacity of 25 MT of each were introduced on 25th August and 10th November 2001 respectively. Similarly inter island fair weather passenger ferries of M.V.Khadeeja Beevi and M.V.Hameedath Beevi built in Netherland were procured and introduced in January 1992.

Government of India, Ministry of Shipping constituted a Committee in the year 2000 under the Chairmanship of Joint Secretary (Shipping) to study the long term requirements under shipping sector of U.T. of Lakshadweep and to prepare a Perspective Plan for an efficient and economic shipping service for the next 15 years for the UTL Administration. The 15 years Perspective Plan on shipping requirement of the Lakshadweep prepared in December 2000 by the Expert Committee was accepted by the Government of India, Ministry of Shipping and directions were issued to the UTL

Administration to take up its implementation during 10th Five Year Plan period. The Perspective Plan recommended to acquire 18 vessels of different categories, capacity and size for acquisition by UTL Administration.

As part of implementation of above programmes, Lakshadweep Administration had acquired the following vessel for inter-island passenger movement based on the approval of Govt. of India.

- (1) 1 each 20 & 15 Passenger High Speed Vessels (HSC Bangaram & Viringili) built at NGV Tech, Malaysia delivered on 1st May, 2007
- (2) 3 Nos.150 Passenger High Speed Vessels (HSC Parali, HSC Valiyapani & HSC Cheriyanani) built at Penguin Shipyard, Singapore delivered on 19th June, 2007
- (3) 3 Nos. 50 Passenger High Speed Vessels (HSC Blue Marlin, HSC Black Marlin & HSC Skip Jack) built at NGV Tech, Malaysia delivered on 17th December, 2007

The 15, 20 and 50 Passenger High Speed Vessels are operating for inter-island connectivity of passengers. The 150 Passenger High Speed Vessels though built for inter-island service, the vessels are also operating in the mainland-island sector with the special approval granted by the DG Shipping.

The Lakshadweep Administration has also acquired one all-weather 700 Passenger cum 160 MT Cargo Ship (M.V.Kavaratti) constructed at Hindustan Shipyard Limited, Visakhapatnam. The vessel was delivered on 27th June, 2008 and inducted to the shipping fleet.

Further, as recommended in the Perspective Plan and approved by the Govt. of India, Lakshadweep Administration acquired two all-weather 250 Passenger cum 100 MT Cargo Ship (M.V.Arabian Sea & M.V.Lakshadweep Sea) constructed at Colombo Shipyard Sri Lanka. The vessels were commenced service on 25th January and 29th October 2010. It is also proposed to acquire two 400 Passenger all-weather vessels and tender process is in progress. We are also considering to acquire a 40 Knot speed, all weather ship to serve as Rajadani Model carrier between mainland and headquarter with in 6 Hrs.

e. Rural Transport

Nil

f. Air Transport

There are two helicopters in this UT mainly used for evacuation purposes (Ambulance Service). One of the Daulphin-N Helicopter was replaced with a new Daulphin-N3 Helicopter and one more has been sanctioned. The one and only Airport in this Union Territory is in Agatti Island. King Fisher on every day and Indian Air lines except Sunday are operating services to this Island from Kochi and vice versa.

g. Waterways (Inland/marine)

Port & Shipping

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h. Tourist Facilities

Tourism

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i. Post Offices

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j. Radio Communications

Radio sets are very popular in Lakshadweep earlier as the people have very little opportunity of entertainment or to have access to daily news through any other media. There is only one Radio Station in this Territory at the Headquarter, Kavaratti. Now the trend of radio communication has changed manly due to the invention of many media like News paper, Television, Internet etc.

k. Tele-density

Rural		Urban	
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l. Telephones	7339
m. Mobile Cellular	38500

n. Radio Stations

Air	1	Private FM	Nil	Community radio	Nil
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o. Television Stations

Programme originating stations	Thiruvanathapuram
Relay stations	Thiruvanathapuram

p. Number of radio sets	NA
q. Number of television sets	NA

r. Cable connectivity

DTH Connectivity	
Registered internet connectivity	
Number of internet cafes	

s. Nearest airport	Agatti
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15. LAW, ORDER AND JUSTICE

Police

16. REVENUE AND TAXES

Finance

Dept./DC(HQ)

17. PUBLIC SERVICES (Fair Prices Shops/PDS, Employment Exchanges and other public offices)

RCS/Dir(F&CS)

18. E-GOVERNANCE

Dir(IT)

19. LOCAL SELF GOVERNMENT

a. Municipalities
Dir (Panchayat)

b. Zilla Parishad
Dir (Panchayat)

c. Inter-mediate Panchayats
Dir (Panchayat)

d. Village Panchayats
Dir (Panchayat)

e. Town Planning & Valuation
PWD

20. EDUCATION AND CULTURE

a. Historical Background

Education

b. General Education

Education

c. Professional and Technical Training

Education

d. Special Education

Education

e. National/State level Institutions

Education

f. Cultural, Literary & Scientific Societies

Art & Culture

g. Art Galleries, Cultural Institutions, Theatres, Cinema Halls, etc.

Art & Culture

21. NGOs, VOLUNTARY ORGANIZATIONS & SOCIAL WELFARE

Dir(SW&TA)/Dir(W&CD)

22. TOURIST PLACES

23. HOTELS/GUEST HOUSES

SPORT

24. SPECIAL PROVISIONS OR RESTRICTIONS

Collectorate

25. SPECIAL FEATURES OF THE DISTRICT

Lakshadweep archipelago mean magnificent, splendied emeralds scattered over the Arabian Sea in the proximity of India's south-western coast. All Lakshadweep Islands are North-East and South-West. There are all most 12 atolls comprising 36 Islands of which 11 are inhabited. Besides some submerged sand banks are also visible. Though a tiny part of India, It has considerably huge expanse of water encompassing 4,200 Sq.Kms of its lagoon area, 20,000 Sq.Kms of its territorial waters and almost 4, 00,000 Sq. Kms of exclusive Economic Zone.

Tourism is consider as a major sector now a days because Lakshadweep is gaining popularity as a major tourist destination. Agatti, Bangaram, Kadmat, Kalpeni, Kavaratti and Minicoy are the main tourist centers in Lakshadweep. Tourist on a day tour package, need to get back to the ship at the end of the day. Tourists staying back are accommodated in the Tourist Huts in each Islands locate on the beach itself. Vegetarian and Non-vegetarian food is available at all resorts. As the Islands are surrounded with lagoon, tourist can treat themselves to variety of water sports and numerous activities including speed boat ride at the lagoon, day lagoon fishing, night lagoon fishing, glass boat trip at lagoon, turtle watching, scuba diving etc. October-May is best tourist season.