

## Chapter 6 - Home (Police) Department

### 6.1 Department profile

The Home Department works towards eliminating threats to the internal security of the State. It is entrusted with the responsibility of preserving, protecting and promoting law and order and social harmony through its various wings, viz. Police, Passports and Prisons and Courts wing.

#### *Organisational setup of Police wing*

Police Wing is headed by the Director General of Police (DGP). He is assisted in the discharge of his duties by 18 Additional Directors General of Police (ADGP) and 12 Inspectors General (IG) of Police working under the ADGP who oversee law & order, crime investigation, administration, welfare, legal, training, etc.

A separate IGP is in-charge of the Marine Police Wing reporting directly to the DGP. He is assisted in the discharge of his duties by Deputy Inspector General (DIG) of Police and six Superintendents of Police of the districts in which Marine Police Stations have been formed as shown in the organogram given alongside.

As part of our audit, during the year 2010-11, we have audited the implementation of the 'Coastal Security Scheme' involving utilisation of interceptor boats supplied to Marine Police Stations. Our audit revealed that interceptor boats supplied to Marine Police Stations were lying idle/not utilised optimally, jeopardising the coastal security, as detailed below.



### 6.2 Sub-optimal utilisation of Interceptor boats

Andhra Pradesh has a 974 km long coastline spread over nine districts. GoI approved<sup>1</sup> setting up of six Marine Police Stations (MPSs) in November 2005 at a cost of ₹ 32.67 crore under 'Coastal Security Scheme' with 100 *per cent* Central assistance. The scheme was to be implemented within five years from 2005-06. Under the scheme, six MPSs were set up in six<sup>2</sup> districts between June 2006 and August 2006. The main objective of the scheme was to provide additional line in coastline defence of the country and to address the critical gap in policing of the coastal waters against infiltration, intrusion and other illegal activities. As per the Standard Operating Procedure (SOP) issued by the Union Ministry of Home Affairs, though the legal jurisdiction of the MPS extends up to 12 nautical miles, the MPS will exercise their operational jurisdiction in terms of patrolling, surveillance, etc. within five

<sup>1</sup> as against the State Government proposal for supply of 16 Interceptor Boats, 32 inflatable boats and 32 life saving equipment costing ₹ 8 crore

<sup>2</sup> East Godavari, Guntur, Krishna, SPS Nellore, Srikakulam and Visakhapatnam districts

nautical miles from the coastline. Beyond five nautical miles, the operational jurisdiction will be that of the Indian Coast Guard.

The perspective plan of the State Government relating to 'Coastal Security' (2005-10) as approved by GoI, envisaged (November 2005) supply of 18 interceptor boats to the State. As against this, 13 boats (six 5 tonne interceptor boats and seven 12 tonne interceptor boats) costing ₹ 21.35 crore were received between July 2009 and September 2010, i.e., after a delay of over three years. Another four boats (cost: ₹ 8.60 crore) were received in May/June 2011, i.e., after one year of end of the perspective plan period. The remaining boat is yet to be supplied.

The State Government had constituted a State Level Monitoring Committee in July 2006 to supervise and monitor the creation and functioning of Marine Police Stations. A State Level Co-ordination Committee<sup>3</sup> was also constituted in August 2009 on Coastal Security Scheme, under the Chairmanship of the Chief Secretary to the Government.

We carried out (July 2010) a detailed scrutiny of the records relating to the implementation of the scheme in 2 out of 6 MPSs in the offices of the Superintendents of Police, East Godavari and Srikakulam districts. We also obtained (February - May 2011) related information from the offices of the DGP and the remaining four MPSs<sup>4</sup>.

As per GoI norms, each boat was to be tasked for a minimum of 120 hours of coastal patrolling operations in a month, with a minimum of 1,400 hours per annum. As of November 2011, eight out of the initially received thirteen boats had not been put to use by the MPSs concerned owing to repairs/lack of crew/technical defects/lack of jetty etc., as detailed below. The remaining five boats were also under-utilised to the extent of 82 to 97 *per cent*. The Department did not provide the details relating to the utilisation of the four boats received in May - June 2011.

- Two (MPS, Durgarajapatnam) of the eight boats were defective right from the outset and therefore could not be operationalised. ***The technical defects of these two boats were however, not got rectified even as of November 2011.*** While confirming this position, Inspector General, Marine Police (Coastal Security) (IG), stated (September 2011) that, at the time of receipt of boats, there were no technical crew to operate the interceptor boats and that, the Police Inspectors/Sub-Inspectors were not knowledgeable enough to inspect the boats and to ensure that the boats are received in good and operational condition.
- Defects to three other boats (MPS – Suryalanka, Rishikonda and Vakalapudi) such as non-functioning of water jet, outer board machine, diesel generator, AC Unit, non-rotation of policing torch, radar, free steering (steering not in control), engine gear box were not got rectified by the MPSs. In case of MPS, Vakalapudi, the five ton boat received in July 2009 met with an accident in August 2009 and the damage was not addressed by the Annual Maintenance Contract (AMC) provider because warranty/AMC did not cover damage due to accident. Government did not release funds

<sup>3</sup> the details of the meetings held by the Committees were not made available to Audit

<sup>4</sup> situated in Guntur, Krishna, SPS Nellore and Visakhapatnam districts

(₹ 7.34 lakh) for repairs sought by the MPS. Consequently, the boat remained inoperative. In other cases, the technicians of the AMC provider could not rectify the defects.

- Since the crew was not trained, they did not have adequate knowledge about sea mouth operations and hence the boat supplied to MPS, Gilakaladinne (Krishna district) could not be operated.
- Two boats supplied to MPS, Kalingapatnam (Srikakulam district) though functional, could not be operated due to non-availability of jetty.
- None of the six MPSs have jetties of their own. Therefore, the boats had to be berthed in the jetties of the nearby fishing harbours/ports. In three<sup>5</sup> out of the six MPSs, the jetties were located between 40 km and 130 km away from the MPSs which hampered the regular operation of the interceptor boats, as it involved boats travelling long distances from the jetty to the MPSs on a daily basis, apart from the additional POL costs. IG while confirming the audit observation, stated that GoI had not sanctioned jetties in the first phase of the scheme. He also stated that though seven jetties were sanctioned in the second phase (commencing from 1 April 2011), construction of these jetties is yet to take place. We however, observed that, the State Government had not submitted any proposals for construction of jetties for the six MPSs in the first phase.
- The two activities of supply of boats by GoI and the recruitment of crew, etc. for operation of the boats were not synchronized. While the proposal for creation of MPSs was approved by GoI in November 2005, the crew for the MPSs were sanctioned by the State Government only in November 2009. It was another six to nine months (May – August 2010) before the crew could be in place. Further, till March 2011, adequate staff was not recruited, and the shortages in key technical posts was 42 *per cent* in the cadre of Masters, 33 *per cent* in the cadre of Sarangs and as high as 75 *per cent* in the cadre of Engine drivers. Training of the staff was also delayed by five to nine months. IG confirmed the audit observation.
- The Annual Maintenance Contract (AMC) with the supplier firm (Garden Reach Shipbuilders and Engineers Limited (GRSE), Kolkata) was deficient, in that, it did not include requisite clauses for carrying out repairs by the firm, as is evident from the number of non-operational boats. Though, GoI entered into AMC with the manufacturing company in January 2010 to provide after sale service, necessary repairs to the boats were not carried out. As a result, the eight boats procured at a cost of ₹ 11.70 crore for the purpose of coastal security did not serve the purpose, rendering the implementation of the scheme ineffective. IG agreed that there was a need for maintenance of boats on regular basis, but stated that, since there was time gap between the receipt of interceptor boats and induction of technical crew, no maintenance could be undertaken earlier. He further stated that, despite regular pursuance with GRSE, the repairs to boats could not be completed.

<sup>5</sup> Guntur: 40 km; SPS Nellore: 90 km; and Srikakulam: 130 km

*Thus, adequate attention was not paid by either the State or Central Government in implementation of an important scheme concerning national security as fulfillment of basic requirements like adequate arrangements for maintenance of boats, provision of jetties in the vicinity of the MPS, recruitment of adequate and skilled manpower and imparting appropriate training to them was not ensured. No evidence was available on the actual operation of monitoring mechanism to ensure foolproof coastal security in the State. The main objective of strengthening coastal security against infiltration, intrusion and other illegal activities, thus, remains unachieved.*

Government endorsed (December 2011) the reply of the IG (Marine Police).