



The Great Nicobar project

Hiding behind the flag

How a strategic mega project cloaks ecological havoc and corporate windfalls

Port Blair: The pristine, ancient rainforests of Great Nicobar Island are at the center of a fierce national battle. On one side, the Union Government frames a proposed multi crore mega-infrastructure project as an unassailable matter of national security and economic independence. On the other, critics, environmental scientists, and opposition leaders call it a catastrophic corporate land grab masquerading as patriotism.

Speaking at an event here, Union Minister Kiren Rijiju aggressively defended the project, claiming it would serve as the “kendrabinodo” (focal point) of India’s Indo-Pacific strategy. Going a step further, Rijiju dismissed growing public pushback as a “false narrative” funded and “fuelled by external agencies” trying to stall India’s rise.

However, pulling back the geopolitical curtain reveals a starkly different reality—one marked by irreversible ecological devastation and the unmistakable footprint of India’s most controversial business tycoon.

The central argument deployed by the government is that a massive international container transshipment terminal, a greenfield airport, and a township are vital to counter China near the Malacca Strait.

Yet, the Leader of the Opposition in Parliament recently blew holes in this narrative, explicitly labeling the defense argument as a calculated smokescreen. Critics point out that if military readiness were the true priority,



the government would simply expand INS Baaz, the existing naval air station on the island—a move the military has reportedly requested for years.

Instead, the sweeping scope of the master plan points toward massive commercial exploitation—including luxury hotels and casinos—with corporate giant Adani positioned as the primary beneficiary. The opposition directly alleged that the government is “hiding behind the forces to steal Indian land,” using the Navy’s prestige as a shield to pass off a commercial boon for the Adani empire under the guise of national security. Furthermore, a transshipment port here is slammed as a commercial redundancy given the massive mainland ports already under development.

The Cost of “Development”: The ecological and human price

tag of forcing an industrial hub onto one of the world’s most isolated and biodiverse islands is staggering:

The Ecocide (Forests & Corals): Official estimates admit that at least 964,000 trees will be chopped down, wiping out ancient, irreplaceable rainforests. Independent scientists warn the actual number could scale into millions. Millions of square meters of pristine coral reefs face destruction or highly risky translocation to build the port at Galathea Bay.

The Shompen “Death Sentence”: A global coalition of genocide experts wrote a joint warning to the President of India, stating that encroaching on the ancestral lands of the isolated Shompen tribe constitutes a literal “death sentence.” Forcing contact and industrializing their

habitat risks wiping out an entire indigenous community.

Demographic Drowning : The plan aims to settle over 350,000 people on the island over the next three decades—sparking a staggering 4,000% population explosion that will permanently displace the indigenous, fishing-dependent Nicobarese community.

“This is destruction dressed in development’s language. It is one of the biggest scams and gravest crimes against this country’s natural and tribal heritage in our lifetime.” While Minister Rijiju labels dissent as “anti-India propaganda,” the ground reality suggests that the Great Nicobar project is less about shielding the nation and more about yielding massive profits for favored corporate empires at the expense of India’s richest ecological treasure.

NEWS SCAN

One arrested, two on the run in iPhone theft case

Port Blair: In a major breakthrough in the sensational theft of 18 iPhones worth over Rs.18 lakh from a mobile store opposite School Ground, Bathu Basti, police arrested one of the three accused within 24 hours of the incident, while the remaining two are absconding, a city police report said.

MGNREGA employees threaten indefinite strike

Mayabunder: The MGNREGA employees from North & Middle Andaman district have staged peaceful protest demanding pay revision of the functionaries working under aegis of the program. There has been no positive response from the Rural Development Department under the local Administration, even as the Association has threatened to continue the indefinite strike till its demands are met.

Man found dead at Sippighat Jn.

Port Blair: The body of an Electricity Department employee is said to have been recovered from a water body near Sippighat Junction Tuesday morning, prompting a police investigation into the incident. The deceased has been identified as one P. Abdul Salam, a resident of the Bambooflat area.

Online nominations for PMRBP

Port Blair: Online nominations for the Pradhan Mantri Rashtriya Bal Puraskar (PMRBP) 2026 are now open through the Rashtriya Puraskar Portal. The Pradhan Mantri Rashtriya Bal Puraskar is a prestigious national award instituted by the Government of India to recognize exceptional achievements of children in various fields, especially the talented children who have demonstrated excellence and made outstanding contributions in their respective domains. The last date for submitting nominations for PMRBP 2026 is July 31, 2026.

NH-4 construction mired in delays as Islanders continue to bear the brunt

By ASHEEM PODDAR

Port Blair: The long-delayed National Highway-4 (NH-4), the lifeline connecting South, Middle and North Andaman from Port Blair to Diglipur, continues to test the patience of residents, with repeated assurances of completion giving way to fresh explanations and revised timelines. What was envisioned as a transformative infrastructure project has increasingly become a source of public frustration amid slow progress, deteriorating stretches and missed

deadlines. Responding to growing criticism over the pace of work, Prabhat Kumar Singh, Executive Director of the National Highways and Infrastructure Development Corporation Limited (NHIDCL), acknowledged the delays but maintained that significant progress has been achieved.

Speaking to The Phoenix Post, Singh said that while some stretches of the highway are 90 to 95 per cent complete, others have reached only about 50 per cent completion.

Explaining the reasons behind

the delays, Singh cited logistical challenges unique to the Islands. Construction materials have to be transported from mainland ports such as Visakhapatnam and Kolkata, substantially increasing costs and affecting timelines. He also revealed that NHIDCL had terminated three contractors for non-performance, including a major contractor whose services were discontinued in March this year after



Continued on page 03

TEASER



GRAPEVINE

Hide and Seek: The Minister was here and during his two-day stay, he made himself visible everywhere—air, land and sea, drum beating and chest thumping about the 12 (in) glorious years of ‘Melody king’...

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Nehru writes to Modi

After I reached this place on May 27, 1964, I have generally kept away from writing letters. Old habits, however, die hard. My daughter is here, and so are my grandsons. None of us knows you personally, but we often discuss your tenure as...

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Island boy Aniket Saha reaches global heights...

Hailing from the remote Andaman & Nicobar Islands, Aniket Saha has achieved a feat few can dream of and fewer still can accomplish. Emerging from Port Blair...

See page 07

Fuel of the future or costly experiment? Critics question...

The Teleprompter has spoken There is a television anchor who talks for a living...

See page 08

New multi-runway greenfield airport at Port Blair on the card to echo Singapore's model

Port Blair: In a major bid to revolutionize aviation infrastructure and turbocharge tourism, the local administration has finalized plans for a state-of-the-art greenfield airport at Port Blair (Sri Vijay Puram). Located approximately 4 to 5 kilometers south of the existing airport, the ambitious project is slated to eventually feature a multi-runway system reminiscent of Singapore's iconic Changi Airport. Site finalized: Speaking on the development of aviation infrastructure in the region, officials confirmed that the final site selection has been completed following multiple site visits by the Airports Authority of India (AAI). The required land has already been identified, and a comprehensive LiDAR survey has been successfully conducted to map the terrain. The process of appointing a project consultant is currently underway. The mega project is proposed to be executed under the Public-Private Partnership (PPP) model, drawing structural and operational inspiration from successful recent airport developments like Mopa in Goa and Jewar in Greater Noida. Officials highlighted that since key international frameworks—such as customs and immigration facilities—are already operational in Port Blair, the transition to a larger PPP-driven ecosystem will seamlessly sustain the islands' booming tourism and economic growth. "The proposal we have made is that this should be executed on the PPP mode... because the customs and immigration facilities already exist here and tourism is on the growth." The multi-runway Vision: The standout highlight of the



greenfield project is its master plan for runway capacity: Initial Phase: The airport will commence operations with a single 3-kilometer runway designed for dual-end operations. Final Blueprint: The long-term vision incorporates two full runways alongside one Parallel

Taxi Track (PTT). In effect, this layout will function with the capacity of three runways in its final phase, mirroring high-traffic international hubs like Singapore's Changi Airport to future-proof the island territory's connectivity with the rest of the world.

CPI(M) seeks halt to Great Nicobar Land Acquisition, raises displacement and compensation concerns

Port Blair: The Communist Party of India(Marxist) has expressed serious concern over the ongoing land acquisition process linked to the proposed Great Nicobar Infrastructure (GNI) Projects, warning that "with the passage of time, the entire Great Nicobar Island will be got vacated for the GNI Projects, Defence requirements, etc," potentially displacing thousands of

residents. In a letter addressed to the Lt Governor of the Andaman & Nicobar Islands, CPI(M) State Secretary D Ayyappan reiterated the party's objections to the implementation of the mega infrastructure project, stating that it is being pursued while "bypassing the concerns expressed by several environmentalists and experts from different parts of the country and abroad over the adverse environmental impact on the island and its people including the tribes." Drawing attention to the settlement history of Great Nicobar Island, CPI(M) leader Ayyappan stated that many of the lands proposed for acquisition belong to settlers who were brought to the island under colonisation schemes from different parts of mainland India. He pointed out that farming remains the primary livelihood of these settlers, who have developed extensive coconut and areca nut plantations on the fertile lands over several decades. Referring to the public hearing conducted by the Deputy Commissioner of Nicobar District on March 7, 2026, the party stated that landowners had expressed strong resentment over the acquisition process. According to CPI(M), the compensation proposed for the acquired land is "very meagre and much less than the usual market price" prevailing in the area. The party further stated that affected families were informed during the hearing that each household

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would be provided only a 50-square metre house site for construction of dwelling houses—a proposal reportedly rejected by the landowners. The party also objected to the circle rates fixed for land in the affected villages. As per the November 2024 notification issued by the Andaman & Nicobar Administration, the circle rate for land in Shastri Nagar was fixed at ₹113 per sq. metre and ₹131 per sq. metre in Gandhi Nagar. CPI(M) pointed out that these rates are lower than those fixed for several interior villages in North and Middle Andaman districts, including Jagannathdera village in North Andaman where the rate stands at ₹263 per sq. metre. According to the party, residents had expected land values to rise substantially due to the proposed international trans-shipment port and tourism development projects in Great Nicobar. CPI(M) alleged that "the circle rate has been intentionally lowered by the central government and A&N Administration to deny the financial benefits of adequate compensation to the landholders." The party also referred to the recent visit of Leader of Opposition in Lok Sabha Rahul Gandhi to Great Nicobar Island, during which he reportedly expressed serious concern over the environmental and social implications of the project. Calling for immediate intervention, CPI(M) urged the Government of India and the Andaman & Nicobar Administration to address the concerns raised by environmentalists from different parts of the country and abroad regarding the adverse environmental impact of the GNI Projects. The party further demanded consultations with elected representatives of Panchayat Raj institutions, environmental experts, political parties in the islands and affected residents before proceeding further with the projects. The CPI(M) demanded that "the work on the proposed land acquisition, etc may be kept in abeyance" until the concerns raised by residents and environmentalists are adequately addressed.

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Divider debate grows in the city amid traffic chaos and waterlogging concerns

By CITIZENS JOURNALIST

Port Blair: Traffic management in island towns often requires solutions shaped by local geography and day-to-day realities rather than standard urban templates. The road divider from Hotel Divyam Manor to Anand cinema hall stretch in Srivijayapuram has increasingly become a matter of public discussion, particularly during school and office rush hours.

With traffic congestion worsening during peak hours, residents, commuters and motorists have raised fresh concerns over the effectiveness of the divider installed along the busy stretch. The issue has now triggered a wider debate on whether the present arrangement is easing traffic movement or adding to daily inconvenience in one of the town's most congested corridors.

Dairy Farm junction, considered among the busiest traffic points in Srivijayapuram, witnesses continuous movement of school buses, private vehicles, autos, two-wheelers and airport-bound traffic

throughout the day. Residents say vehicles approaching from multiple directions often struggle to navigate the stretch smoothly due to limited turning access created by the continuous divider.

Local commuters claim that during office and school timings, long queues of vehicles can be seen near junctions leading towards Minnie Bay, Junglight and surrounding residential localities. Several motorists feel that the existing traffic arrangement requires reassessment in view of the island town's unique road conditions and increasing vehicle density.

Another major concern being repeatedly highlighted is the movement of emergency vehicles. Residents have pointed out that ambulances occasionally face delays while negotiating slow-moving traffic along the divider stretch, particularly during rush hours. In an island town where alternative road options remain limited, many believe uninterrupted emergency access should receive priority attention.

Waterlogging during rainfall has also

emerged as an issue in the Lamba Line school area. According to local residents, recent road modifications and the divider structure may be affecting the natural drainage flow, resulting in accumulation of rainwater during showers. Parents, pedestrians and motorists have reportedly faced difficulties navigating the area during rainy conditions.

Citizens and traffic observers note that while road dividers are generally installed to improve safety and lane discipline, their effectiveness depends on proper planning, road width, turning provisions and drainage compatibility. In locations where these factors are not fully aligned with ground realities, traffic bottlenecks and commuter inconvenience can increase instead of easing.

Several residents have now suggested that the administration undertake a temporary review by opening or removing portions of the divider on a trial basis for around 15 days. According to them, such an exercise could help authorities objectively



assess the actual impact on traffic flow, emergency movement and drainage conditions during regular working days and rainy weather. Many commuters believe a short-term review would provide clarity on whether modifications are required to balance road safety with smoother mobility and public convenience. Planning works best when it remains responsive to local realities. A short trial would not weaken traffic discipline or question the intention

behind the project. It would simply create space for evidence-based assessment.

For a growing island city like Port Blair (now Sri Vijay Puram), where roads are limited, rainfall is frequent and emergency access is critical, practical solutions matter most. A careful review over 15 days may provide the clearest answer on what works best for both mobility and public convenience.

(Authored by Dr Dinesh)

A century of Island history now just a click away

Over six lakh archival pages uploaded online, opening a century of island records to the world

Port Blair: From fragile government files and fading notifications to rare records chronicling the evolution of the Andaman and Nicobar Islands, thousands of historical documents have now entered the digital era. In a major step towards preserving the Islands' documentary heritage and expanding public access to historical records, the Andaman & Nicobar Archives Department has completed

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NH-4 construction mired in delays as Islanders continue to bear the brunt

had terminated three contractors for non-performance, including a major contractor whose services were discontinued in March this year after years of slow progress. The process of appointing new agencies, coupled with disruptions caused by the monsoon, has further delayed execution.

Despite these setbacks, NHIDCL has now set another target, expressing confidence that, barring the Middle Strait section, nearly 95 per cent of the highway will be completed and brought to a satisfactory condition by April-May next year.

However, the most glaring example of the project's troubles remains the proposed second bridge between Baratang and Middle Strait. The strategically important bridge has witnessed little visible progress despite being under consideration for years. Singh admitted that the contractor handling the section failed after completing only around 12 per cent of the work due to financial difficulties. While a fresh proposal for the bridge has been submitted for approval, officials concede that completion of the Middle Strait segment will take considerably longer than the rest of the highway.

The condition of several completed stretches has also come under sharp criticism. Raising the issue with NHIDCL, ANTCC Campaign Committee Chairman

a large-scale digitisation initiative and launched its dedicated sub-chapter on the Abhilekh Patal portal.

The ambitious exercise has resulted in the digitisation and online uploading of 10,040 archival records comprising more than 6.05 lakh pages as of May 31, 2026 — a landmark effort aimed at safeguarding historically significant documents while making them accessible to

researchers, scholars and the general public.

Officials said the initiative is expected to transform access to archival material that was earlier confined largely to physical storage and limited departmental access.

Records Dating Back to 1926. The newly created digital repository includes archival files dating back to 1926 along with Government Notifications from 1953 onwards, offering



G. Bhasker highlighted the severe hardships faced by commuters due to the poor state of the road and the sluggish pace of construction. In a representation submitted earlier this year, he pointed out that the Kalara-Mayabunder stretch, which had already been completed, has deteriorated significantly. He further noted that progress on the Mayabunder-Billiground section remains negligible, while the Billiground-Rangat stretch, though reportedly completed, is in urgent need of repairs or relaying. According to him, the Rangat-Kadamtala section presents an even grimmer picture, with large portions remaining virtually non-motorable and only limited construction activity visible.

The issue has also attracted the attention of the Union Territory's lone Member of Parliament, Bishnu Pada Ray, who had earlier raised concerns with the Union Government regarding the worsening condition of NH-4 and the painfully slow pace of construction. Following his intervention, NHIDCL had committed itself to a definite completion timeline.

However, with that deadline now missed, public confidence in official assurances has weakened considerably.

For thousands of islanders who depend on NH-4 for daily travel, trade, healthcare and essential services, the project remains a symbol of unfulfilled promises. As deadlines continue to be revised and critical stretches remain unfinished, the demand for accountability and timely completion of the Islands' most important road project is only growing louder.



a rare glimpse into the administrative, political and social evolution of the Islands over several decades.

To improve accessibility, the records have been systematically arranged under thematic categories, allowing users to navigate historical documents more efficiently through the online platform.

The repository has been hosted under the dedicated sub-chapter of the Andaman & Nicobar Archives Department on the Abhilekh Patal portal, enabling users to access digitised records remotely.

Boost to Research and Heritage Preservation

Officials described the initiative as a significant milestone in preserving the documentary legacy of the Islands through modern digital technology while ensuring long-term conservation of fragile archival resources. Researchers and academicians believe the project could open up new avenues for historical research, policy studies and academic documentation relating to the unique socio-cultural and administrative history of the Andaman and Nicobar Islands.

The Archives Department has

invited historians, students, scholars and members of the public to explore the repository and utilise the extensive digital collection for research and educational purposes.

The initiative also reflects a broader shift towards digital governance and archival modernisation, ensuring that valuable historical records of the Islands remain protected and accessible for future generations rather than being lost to deterioration with time.

Social Buzz

TSG Bhasker @Bhasker02
 @narendramodi @PMOIndia @AmitShah @HMOrissa @NITI_Aayog @MoRTHIndia @RahulGandhi

Andaman is being asked to believe in the "successful" execution of the Great Nicobar mega project under the same watch where the goddess (potholes) of the so-called NH-4 have not been filled for 6-7 years.
 No daily water supply. Annual water crisis. Medical infra in shambles. NH-4 non-motorable. Public suffering treated like background noise.
 Before dreaming of Great Nicobar, can someone first find the file where basic governance was marked "completed"? If potholes cannot be filled, how will a sensitive strategic mega project be delivered?
 The first clearance needed is not environmental, financial or technical, it is administrative — removal of a totally disconnected I/O who has made islanders miserable and given a bad name to the Central Govt.

EDITORIAL

26 June, 2026

Megaprojects can wait !

The Andaman and Nicobar Islands have once again been promised a glittering future. At a much-hyped event held in the Island capital, the vision was grand: world-class tourism, strategic infrastructure, international connectivity, and transformative projects that, they say, could place the islands firmly on the global map. The language was ambitious, the aspirations impressive. But beneath the applause and lofty declarations lies an uncomfortable truth.

For the ordinary islander, the daily struggle is not about international tourism hubs or multi-billion-rupee megaprojects. It is about surviving with unreliable internet, erratic power supply, inadequate transport links, and infrastructure gaps that continue to define life across the archipelago.

For decades, the islands have carried the label of being "remote and backward." Union Minister Kiren Rijiju rightly acknowledged this historical burden. Yet labels alone are not the problem. The real challenge is that many of the conditions that created that perception still persist.

An island resident should not have to worry whether an internet connection will collapse after landing at the airport. Businesses should not suffer because connectivity remains inconsistent. Patients should not face uncertainty because transport between islands is unreliable. Families should not have to endure power disruptions in an era when the nation speaks of becoming a global digital leader.

The irony is striking. While discussions focus on geopolitical challenges, strategic positioning and national security, many islanders are still waiting for dependable roads, uninterrupted electricity, clean drinking water and seamless communication networks.

True development is not measured by the size of investment announcements. It is measured by the quality of life experienced by citizens. The undersea Optical Fibre Cable connecting Chennai to the islands is undoubtedly a significant achievement. It reflects the government's recognition that digital connectivity is no longer a luxury but a necessity. Yet infrastructure projects become meaningful only when their benefits are consistently felt by the people they are meant to serve.

The Great Nicobar Project and other landmark initiatives may well redefine the future of the islands. They deserve serious consideration and support. But development cannot be built from the top down alone. Grand visions must stand on the foundation of basic services.

The people of the Andamans are not asking for miracles. They are asking for reliability. Reliable power. Reliable internet. Reliable transportation. Reliable public services. Look at the condition of NH 4 in Andaman !

People have been inexplicably suffering for this highway which remains incomplete and unmotorable for many years now.

Before dreaming of becoming a global destination, the islands must become a place where everyday life functions smoothly and with dignity. The message emerging from the ground is simple and impossible to ignore: development is not about promises made on conference stages. It is about solutions delivered to homes, schools, hospitals and marketplaces.

The future may belong to megaprojects. But the present belongs to the people—and they need the basics fixed first.

FUEL OF THE FUTURE OR COSTLY EXPERIMENT? CRITICS QUESTION INDIA'S E100 ROADMAP

As the Centre aggressively promotes ethanol-based fuels as a cleaner and cheaper alternative to conventional petrol, a growing chorus of experts and industry observers is questioning whether India is truly prepared for a large-scale transition to E100 fuel. E100 is a biofuel blend consisting of nearly 100% pure anhydrous ethanol. Legalized for vehicles in India, E100 requires specially designed Flex-Fuel Vehicles (FFVs) to operate. While it significantly lowers carbon emissions and reduces oil imports, it suffers from a 35% drop in fuel efficiency compared to regular petrol. Concerns ranging from affordability and water consumption to vehicle compatibility and fuel availability are increasingly casting a shadow over the ambitious programme championed by Union Road Transport and Highways Minister Nitin Gadkari.

One of the most debated aspects of the ethanol

fuel injection systems and specialised cold-start mechanisms.

Industry observers note that while flex-fuel vehicles have recently been introduced in India, questions remain regarding their affordability, technological readiness and suitability for the country's vast vehicle fleet. Particular concerns have been raised about India's nearly 300 million two-wheelers, which form the backbone of personal transportation across the country. Whether affordable E100-compatible models will be widely available for this segment remains unclear.

Infrastructure preparedness is another area attracting scrutiny. While the government continues to promote both electric mobility and alternative fuels, many consumers still report challenges in accessing reliable charging infrastructure for



push is the claim that ethanol can significantly reduce fuel costs for Indian consumers. Critics point to Brazil—the world's most successful ethanol economy—as a benchmark that may not necessarily support the government's projections. While the average retail price of E100 fuel in Brazil is around ₹84 per litre, Brazil's per capita GDP is nearly four times higher than India's. Adjusted for relative income levels, analysts argue that the effective burden of fuel expenditure on an average Indian remains substantially higher than that borne by a Brazilian consumer.

Questions are also being raised over the frequent comparisons between India and Brazil. Unlike India, Brazil is the world's largest sugar producer and possesses abundant water resources to support large-scale ethanol production. India, on the other hand, continues to face water stress in several agricultural regions. Critics argue that diverting food crops such as rice and sugarcane toward ethanol production could intensify pressure on already scarce water resources and food security concerns.

According to available estimates, producing one litre of ethanol requires approximately 600-650 millilitres of water at the processing stage alone. When agricultural cultivation is factored in, the total water footprint can range from 3,000 to over 10,000 litres per litre of ethanol produced. Experts have called for a transparent assessment of the long-term environmental costs associated with scaling up ethanol production in water-stressed regions.

Vehicle compatibility is emerging as another critical concern. Brazil's success with ethanol fuel is underpinned by decades of technological adaptation, including specially engineered flex-fuel engines capable of handling ethanol's unique combustion characteristics. These vehicles typically incorporate modified compression ratios, corrosion-resistant materials, enhanced

electric vehicles, particularly along highways and in remote regions. Similar concerns are now being voiced about the future availability of E100 fuel.

Analysts question how quickly ethanol dispensing infrastructure can be expanded across India's vast geography, from remote Himalayan settlements to distant island territories such as Andaman & Nicobar and Lakshadweep. Until a nationwide network is established, motorists may face uncertainty regarding fuel availability during long-distance travel.

The transition also raises concerns for existing vehicle owners and commercial transport operators. A significant portion of India's trucking fleet consists of older vehicles that are unlikely to be compatible with E100 fuel. Industry estimates suggest that nearly one-fifth of the active truck fleet is more than 15 years old and may require replacement in the coming years.

Although the government's vehicle scrapping policy offers incentives such as road-tax concessions and manufacturer discounts, fleet owners still face the daunting prospect of investing ₹35-40 lakh for a new BS-VI compliant truck. Transport operators argue that any large-scale shift towards ethanol-compatible vehicles must address the financial burden on small and medium fleet owners who form the backbone of India's logistics sector.

As India accelerates its pursuit of cleaner fuels and reduced dependence on imported crude oil, experts say the success of the ethanol mission will depend not only on ambitious targets but also on addressing critical questions relating to economics, water sustainability, infrastructure development and consumer affordability. Until then, the debate over whether E100 represents a transformative solution or an expensive transition is likely to continue.

(The article is based on a facebook post by Shantamu Basu, well known Blogger)

No return address
Nehru writes to Modi

BY A.J. PHILIP

Dear Mr Narendra Modi,

After I reached this place on May 27, 1964, I have generally kept away from writing letters. Old habits, however, die hard. My daughter is here, and so are my grandsons. None of us knows you personally, but we often discuss your tenure as Prime Minister because you happen to be one of our successors in a long line of occupants of a rather demanding office.

I was delighted to learn that you completed 4,399 days as Prime Minister on June 10, 2026. Since you appear to be in excellent health and full of energy, you may even aspire to surpass the record of your friend Vladimir Putin of Russia, who has served either as President or Prime Minister since August 9, 1999. Please accept my heartfelt congratulations on this milestone.

I often wonder, however, whether comparisons between you and me are entirely in order. When I died in 1964, life expectancy in India was around 42 years. Yet I managed to live up to 74. Today, life expectancy in India is close to 72 years. By that standard, you may well cross the age of 100 and leave me far behind in every comparison. You are already older than I ever became while serving as Prime Minister, having turned 75 on September 17, 2025.

I confess to having a certain admiration for you. As you have often remarked, I was born with what people call a silver spoon in my mouth. I grew up hearing stories that my dirty linen was sent to Paris for washing. My father, Motilal Nehru, was born on the same day, the same month and the same year as Rabindranath Tagore—May 6, 1861. My father earned enormous wealth and could have accumulated much more had he chosen to do so. Instead, he abandoned comfort to join the freedom struggle. He was arrested twice, the second time along with me during the Civil Disobedience Movement. He spent a total of seven months in prison and was released early each time because of failing health. In fact, he died shortly after his final release from jail.

I succeeded him as President of the Indian National Congress. My greatest strength in those years was the support of Mahatma Gandhi. I can say without fear of contradiction that I was dearer to him than his own sons. It was Gandhi's support that helped me become Vice-President of the Executive Council in 1946, the body over which the Viceroy presided. Before that, I had spent nearly nine years in prison. Since you were born after Independence, you had no occasion to go to jail in the freedom struggle. It remains a mystery to me, however, how you escaped arrest during the Emergency that my thoughtless daughter imposed upon the nation. Whatever the reason, I shall not hold it against you.

I would like to disabuse you of the belief that the Prime Ministership of 1947 resembled the Prime Ministership of 2014. Except for railway lines, the postal and telegraph systems, and cantonments established by the British, there was very little that could be called national infrastructure. Starvation deaths were not uncommon. There was scarcely any private sector worth the name.

Partition had left us with impossible tasks. Punjab had lost Lahore. We needed a new capital, as far from the border as possible. Thus emerged Chandigarh, then little more than a mango grove. I had to write personally to Le Corbusier, the Swiss-French architect, requesting him to build it. I informed him frankly that India was too poor to pay his fees. We could offer him a house, a car and staff, but not much else. He agreed.

I did not coin the phrase "Made in India", but we tried to make India capable of making things. I was happy that you borrowed my words and said you are Pradhan Sevak. Our foremost task was nation-building. Democratic institutions had to be imagined, created and nurtured under the Constitution.

An independent Election Commission was constituted to conduct the first general election. Sukumar Sen, then Chief Secretary of West Bengal, was chosen to head this enormous enterprise. There were 176 million eligible voters, of whom nearly 85 per cent could neither read nor write. Every voter had to be identified and registered. Ballot boxes had to be manufactured. Polling booths had to be established. Election symbols had to be devised.

Sen conducted not one but two remarkable elections—in 1952 and 1957. His youngest brother, Amiya Sen, happened to be the doctor who attended Rabindranath Tagore in his final hours. Before Tagore died, he dictated a poem that Amiya wrote down by hand.

No, I did not grant Sukumar Sen immunity from civil or criminal proceedings. After retirement, he served quietly as a Vice-Chancellor. I was luckier than you in another respect. Because of my role in the freedom movement, winning elections came more easily. I seldom visited temples, mosques or churches, and yet people trusted me enough to vote for me.

In 1952, the Congress won 364 of 489 seats with 44.99 per cent of the vote. In 1957, it secured 371 of 494 seats with 47.78 per cent. In 1962, my final election, the party won 361 of 494 seats with 44.77 per cent.

It would be ungenerous of me to mention the seats your party won or the percentages it secured. Yet I can imagine how you must have felt when the early trends from Varanasi in 2024 showed you trailing behind the Congress candidate. Or when your party managed only a solitary seat in Tamil Nadu despite an alliance with the AIADMK.

I preferred to build what I once called the modern temples of India like the Bhakra-Nangal Dam and the Hirakut Dam. They were symbols of a people determined to conquer hunger, flood and drought through science and collective effort.

I was amused when someone here informed me that you took the Japanese Prime Minister, Shinzo Abe, to Varanasi to witness the grand Ganga Aarti. I remember taking the Chinese Premier, Zhou En-Lai, to Punjab to show him the Bhakra-Nangal Dam. Perhaps both gestures reflected the temper of our respective times. History, I suppose, has room for both spectacles.

Technology has allowed you to conduct Mann Ki Baat and carry your voice to every nook and cranny of India. I had to rely on letters. Prison might have provided me leisure, but I chose to use it to write. During my incarcerations, I produced books because writing was my way of conversing with my countrymen.

Even as Prime Minister, I wrote regularly to Chief Ministers because I believed that a federal democracy required conversation, persuasion and explanation. Permit me to recall what I wrote in the very first of those letters on October 15, 1947:

"We have a Muslim minority who are so large in numbers that they cannot, even if they want to, go anywhere else. They have got to live in India. This is a basic fact about which there can be no argument.. We must give them security and the right of citizens in a democratic state."

Nearly eight decades later, I still regard those words as relevant. I understand that you do not write letters to Chief Ministers. You have X and other social media platforms through which you can communicate directly with the people. I am also informed that your book, Exam Warriors, has become a considerable success among young readers. I could not write books while holding office.

Unlike you, every public speech I delivered required preparation. I had to study the subject, make notes, revise drafts and then deliver the address. You have the advantage of the teleprompter. I know little about this remarkable device, but I am told that it relieves a speaker of the burden of memorisation. The Prime Minister's Office in my time was skeletal. It could not possibly have prepared speeches of the kind delivered today, nor projected them before me on a transparent screen.

Perhaps the teleprompter also saves time that may be devoted to planning and executing bold initiatives such as demonetisation. We had no such conveniences. Travel itself was an ordeal in my day. There were no direct flights to many destinations. Journeys to the United States involved multiple stops, long waits at unfamiliar airports and endless fatigue. Today, you possess aircraft capable of carrying you across continents within hours. I am told that one can fly from New Delhi to New York in about fourteen hours.

I do not blame you for avoiding press conferences. You possess social media platforms through which you can communicate with the world without interruption or inconvenient questions. I, on the other hand, had to meet journalists, answer queries and subject myself to press conferences with all their unpredictability.

One criticism often directed at me is that I devoted insufficient attention to primary education while establishing institutions such as the IITs and AIIMS. There is some truth in that criticism. I erred in leaving school education largely to the states. I promoted scholarship schemes for meritorious students from modest backgrounds. You have preferred a different path, inviting children from across the country to interact with you each year at public expense.

My language, I admit, was less imaginative. I described districts lagging behind in development as "backward districts". You call them "aspirational districts". It is a gentler phrase and perhaps a wiser one. Hope often motivates better than pity.

Unlike you, I had to deal with colleagues of formidable intellect and independent temperament. Dr Syama Prasad Mookerjee disagreed with me and resigned. Dr B.R. Ambedkar left my Cabinet. C.D. Deshmukh departed after differences. John Mathai walked away. Lal Bahadur Shastri occasionally disagreed with me without fear. He resigned owning responsibility for a train accident. I am happy that none of your ministers appears to criticise you publicly. I also heard what happened to Jagdeep Dhankhar when he appeared to assume that, as Vice-President, he occupied an authority independent of the Prime Minister. The management of ambition has evidently become more efficient over time.

I admire your wardrobe. Indeed, I sometimes feel that you do not merely wear clothes; you curate costumes. In my day, one wore a garment until necessity compelled its replacement. In the sweltering Indian heat, freshness was difficult to maintain. Winter permitted a little elegance. I should genuinely like to know how you manage to appear in attire so varied and meticulously arranged.

I do not know much about spirituality. I was an agnostic and remained sceptical of ritual observance. You frequently visit temples, receive prasad and participate in religious ceremonies with evident devotion. Is that the secret of your extraordinary energy and youthful appearance as you approach your seventy-seventh year?

I know that it is a myth that the Great Wall of China is visible from the moon. Human eyesight would have to be many thousands of times stronger for that to be possible. I cannot say the same with certainty about the Statue of Unity that you built in honour of Sardar Patel. I am told repeatedly that Patel and I were adversaries. The truth is more complex. He was older than I was. He possessed a different temperament and different instincts. We argued, disagreed and occasionally exasperated one another. Yet none of that prevented us from working together in the service of a newly independent nation.

He became Home Minister at the age of 71 and died in 1950. His passing was a grievous loss to me personally and to the country politically. We had differences of opinion, but we also had respect. Public life today could perhaps benefit from remembering that disagreement need not extinguish affection, and rivalry need not eliminate civility.

As I conclude this letter, let me once again congratulate you on your remarkable tenure. Every Prime Minister inherits an India shaped by predecessors and leaves behind an India altered by his own choices. You inherited a country immeasurably stronger, wealthier and more confident than the one entrusted to me in 1947.

Continue to serve India according to your convictions, but remember that institutions are more enduring than individuals, dissent is not disloyalty, majorities are not permanent, and the true test of power lies in the manner in which it treats those who disagree with it.

With warm regards from a place where election results no longer matter and where reputations are revised with regularity,

Yours sincerely,

Jawaharlal Nehru
ajphilip@gmail.com



TRAVEL TIP

Chidiya Tapu – Where Every Sunset Tells a Story



Located about 25 kilometres from Sri Vijaya Puram (Port Blair), Chidiya Tapu is one of the most picturesque destinations in the Andaman and Nicobar Islands. Popularly known as the “Bird Island,” it is famous for its rich birdlife, lush mangrove forests and breathtaking sunsets overlooking the Bay of Bengal.

The area is a paradise for nature lovers, birdwatchers and photographers. Early mornings are ideal for spotting endemic bird species, while evenings attract visitors eager to witness the sky transform into shades of orange, crimson and purple as the sun dips below the horizon.

Adventure enthusiasts can also trek to the historic Munda Pahad viewpoint through a scenic forest trail, where panoramic views of the coastline reward every step. The nearby Biological Park offers visitors an opportunity to learn about the islands’ native flora and fauna.

The best time to visit is between October and April, when the weather is pleasant and outdoor activities can be enjoyed comfortably. Visitors are advised to carry drinking water, wear comfortable footwear and avoid venturing into restricted forest areas without permission.

Whether you’re seeking tranquillity, wildlife or spectacular photography, Chidiya Tapu offers an unforgettable island experience just a short drive from the city.

Location: 25 km from Sri Vijaya Puram (Port Blair)

Best Time to Visit: October – April

Ideal For: Birdwatching, Sunset Views, Nature Walks & Photography

State-run publication must function as an independent newspaper, not a government mouthpiece: Bhasker

Port Blair: In a blistering critique aimed at the intersection of state authority and media accountability, G. Bhasker, the Chairman of the Campaign Committee of the Andaman & Nicobar Territorial Congress Committee (ANTCC), has publicly flagged what he calls an alarming tilt toward government publicity in state-run journalism.

In an unyielding speech, the Congress leader warned that a democracy risks its foundation when its public institutions trade objective reality for unverified, sky-high economic narratives. He slammed the persistent efforts of the govt media organ to paint a rosy picture of the Islands’ economic landscape while everyday infrastructure silently buckles under neglect. “Journalism is fundamentally regarded as the fourth pillar of democracy,” Bhasker stated with sharp

emphasis during his speech. “It cannot and must not function as a mere medium for state-sponsored publicity campaigns.”

Bhasker directed sharp barbs at recent heavily publicized claims in the said government publication surrounding oil exploration in the Andaman region, noting that projecting unverified multi-trillion-dollar figures at such an embryonic phase is “unrealistic and fundamentally misleading.”

The primary casualty of this orchestrated optics, according to the veteran politician, is the genuine, daily suffering of the local populace. He point-blank flared the administration of running distraction campaigns while basic public services sit in complete disarray. From students actively agitating in the streets over the controversial proposed Deemed University to a crumbling health sector where vital medical infrastructure like MRI services have remained broken and inaccessible for years, the ground reality tells an entirely different story. He urged for an immediate administrative intervention in this matter so that the state-backed media platform returns strictly to the core ethics of neutral, responsible journalism before public trust fractures completely.

As a matter of fact, this official publication once enjoyed a distinct identity and credibility in the Islands, much like any other newspaper. In earlier years, it



functioned with a reasonable degree of editorial autonomy and received the support of the then Lt Governors and Chief Secretaries. The publication regularly carried news reports, editorials and analytical articles, while also offering objective criticism whenever warranted. It was during that period that its readership witnessed a noticeable increase, consequently generating higher revenue for the government, Bhasker observed while addressing the gathering.

Meanwhile, several members of the public and social activists have often questioned the rationale behind the government continuing to publish such a newspaper at considerable public expense, thereby placing a substantial burden on the government exchequer. However, if the government chooses to run such a publication, it should do so in the true spirit of a newspaper, free from bias and prejudice. Bhasker further contended that the so-called official mouthpiece also corners a major share of classified advertisements, thereby depriving private newspapers of their rightful opportunity to secure a larger portion of this important source of revenue.

MEET THE TRIBAL FRIENDS OF ANDAMAN AND NICOBAR ISLANDS
Their Unique Culture and Local Communities

Muthu Pandi

The Andaman and Nicobar Islands are not only famous for their beautiful beaches and forests, but also for the unique indigenous people who have lived here for thousands of years. This book introduces the indigenous tribes of the islands such as the Great Andamanese, Jarawa, Onges, Sentinelese, Shompens and Nicobarese. Attempts have been made to explain their traditional lifestyle, food habits, marriage customs, beliefs, language and relationship with nature. This book also briefly describes the various communities who later settled in the islands, including people from different parts of India who now call Andaman and Nicobar their home. This book will help tourists, students and general readers understand the rich cultural diversity of the islands. With maps and photographs, it provides a friendly introduction to the people who make the Andaman and Nicobar Islands truly special.

Anthropology
1109
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BLOSSOM

PHOTO CREDIT: K NANDHINI.

Island boy Aniket Saha reaches global heights, scripts academic history for the territory

Hailing from the remote Andaman & Nicobar Islands, Aniket Saha has achieved a feat few can dream of and fewer still can accomplish. Emerging from Port Blair, he is believed to be the first islander to graduate from both the prestigious Indian Institute of Technology (IIT) Delhi and Harvard Business School, placing himself among the world's finest academic achievers. In an extraordinary display of talent, determination and perseverance, Aniket successfully cleared the highly competitive admission processes of both institutions on his very first attempts, putting

the Islands firmly on the global academic map. The foundation of a dream: Aniket's educational journey began at Vivekananda Kendra Vidyalaya (VKV), Port Blair, where he started schooling at the age of four. Driven by a dream to study at IIT Delhi, he later moved to Kota, Rajasthan, and underwent intensive coaching at Bansal Institute while completing his higher secondary education at DAV Public School. His hard work paid off in 2014 when he cracked the Joint Entrance Examination (JEE) in his first attempt and secured admission to IIT Delhi. In

2019, he graduated with a Dual Degree (B.Tech and M.Tech) in Chemical Engineering.

Corporate Excellence and Global Leadership: After IIT Delhi, Aniket built a successful professional career with globally reputed organisations, including Boston Consulting Group (BCG) and MSD Pharmaceuticals. Seeking to broaden his horizons and prepare for leadership roles, he appeared for the Graduate Management Admission Test (GMAT) in 2024 and secured an outstanding score on his first attempt.

Conquering the Ivy League: Aniket's academic credentials and professional achievements earned him admission offers from three of the world's leading business schools—Kellogg School of Management, The Wharton School and Harvard Business School. He chose Harvard and joined its MBA programme in August 2024.

He graduated in May 2026, earning Honors in his second year—a distinction reserved for top-performing students. His exceptional record and performance during the rigorous selection process also secured him a 100 per cent scholarship, enabling him to pursue



the programme with full financial support.

Inspiring a generation: Aniket's journey from Port Blair to the classrooms of IIT Delhi and Harvard Business School stands as a powerful testament to the transformative power of ambition, perseverance and hard work. His achievement demonstrates that geographical remoteness is no barrier to global excellence.

The accomplishment is expected to inspire countless students across the Andaman & Nicobar Islands to dream beyond conventional boundaries and aspire to study at premier institutions in India and abroad.

The occasion was made even more memorable as Aniket's parents, Dr. M.K. Saha and his wife, both

distinguished specialists in Gynaecology, travelled to Boston to witness their son's graduation ceremony on May 28.

Speaking to The Phoenix Post from Boston, the proud parents described the moment as deeply emotional. "It was an immensely proud moment for us to attend the convocation ceremony of one of the world's most prestigious academic institutions. Watching our son receive his degree from Harvard was a dream come true," they said.

For the Islands, Aniket Saha's achievement is more than a personal milestone. It is a landmark moment that reaffirms that talent from even the most remote corners of the country can shine on the world's biggest academic stages.



MEA honours Island Administration for its Passport Service Excellence

Port Blair: In a significant national recognition, the Andaman & Nicobar Administration has been awarded a Plaque of Appreciation by the Ministry of External Affairs (MEA) for its outstanding performance in delivering passport services across the Islands. The honour was conferred during the recent Regional Passport Officers' Conference and Passport Seva Divas 2026 held in New Delhi. The award was presented by External Affairs Minister Dr. S. Jaishankar in recognition of the Administration's commitment to efficient, transparent and citizen-

centric passport service delivery during 2025-26. The accolade highlights the coordinated efforts of the Andaman & Nicobar Administration, Regional Passport Office, Postal Department, Police authorities and other stakeholders in ensuring seamless passport-related services despite the geographical challenges and remoteness of the Union Territory. Officials said the recognition reflects the Administration's sustained focus on good governance and public service delivery, enabling Islanders to access passport

services with greater ease and convenience. The award also underscores the growing importance of passport services in supporting international travel, education, employment, business and tourism opportunities for residents. Enhanced air connectivity through Veer Savarkar International Airport has further increased the demand for timely and accessible passport facilities.

Expressing gratitude for the national honour, the Administration reaffirmed its commitment to continuously improving public services and

strengthening citizen outreach.

The recognition stands as a testament to the collective efforts of all departments associated with the Passport Seva Programme under the motto, "Together We Serve, Together We Excel."

This version is tighter, more news-oriented, and opens with the achievement rather than the event details.



Hide and Seek: The Minister was here and during his two-day stay, he made himself visible everywhere—air, land and sea, drum beating and chest thumping about the 12 (in) glorious years of 'Melody king'. Followers and andhbhakts joined him in singing praise of the king. His sundry brags and blusters programmes were attended by a sizeable number of people from the ruling party. So much so, even some diehards of the opposition party were seen joining the chorus ostensibly to come out clean through the washing machine. But the biggest surprise has been the conspicuous absence of the man who had left no stone unturned to demand the ouster of the Numero Uno. That he had to bite the humble pie is no secret. Grapevine has it that the sulking man stayed away from the VIP visit as the latter had also undermined his demand.



* Disclaimer: The pieces above are a work of satire. Any resemblance to anyone is purely coincidental

Satire

The Teleprompter has spoken

By Manmohan Singh 'Danish'

There is a television anchor who talks for a living. Whether she has something meaningful to say is a completely different matter. Every evening she sits before the camera and faithfully reads whatever appears on the teleprompter. If tomorrow the teleprompter says that the moon is made of government achievements and the stars are opposition conspiracies, she will probably read that too—with great confidence and dramatic hand gestures. The leaders she admires so much do not seem particularly worried about education, but they appear convinced that this anchor is the greatest intellectual produced by modern civilization. Listening to her, one gets the impression that

journalism was invented not to ask questions but to distribute certificates of excellence to those in power. Another celebrity anchor of "Aap thak te kyo nahi" fame, recently solved the mystery of impartial journalism. She declared that the more the opposition criticizes the government, the more she will praise it. Such honesty is refreshing. Usually people pretend to be neutral before taking sides. She skipped the pretence altogether and went straight to the cheering section. At that moment, journalism reportedly packed its bags, left the studio, and has not been seen since. But there is no reason to be angry with these television performers. They are not really journalists; they are jokers. Their job is not to inform the public but to ensure

that viewers never suffer from a shortage of shouting. Every night they arrive carrying a truckload of selective statistics, half-finished facts, and fully finished opinions. They scream so loudly that facts themselves become frightened and hide under the table. The debates they host are remarkable. The anchor acts as prosecutor, judge, jury, witness, and sometimes even the accused. The verdict is usually known before the programme begins. So let them continue. Let them shout, lecture, praise, and applaud. As sources of comedy, they are priceless. As sources of information, they should carry the same warning label found on fireworks: "Handle with caution. Excessive exposure may cause loss of common sense."

Major push to decriminalise minor drug, cosmetic violations under Jan Vishwas reforms

New Delhi: In a major push towards trust-based governance and ease of doing business, the Centre has operationalised key reforms under the Jan Vishwas Act, 2026, decriminalising several minor and technical offences under the Drugs and Cosmetics Act, 1940 and the Food Safety and Standards Act, 2006. The reforms replace criminal prosecution for specified low-risk violations with administrative penalties, reducing the compliance burden on businesses while retaining stringent safeguards against offences that endanger public health. Among the key changes, Section 29 of the Drugs and Cosmetics Act, which prescribed a penalty of up to ₹1 lakh for using a Government Analyst's report to advertise drugs or cosmetics, has been omitted. Minor violations involving the manufacture or sale

of cosmetics, including labelling deficiencies and non-critical quality lapses, will now attract administrative penalties instead of criminal action. However, the government

has made it clear that offences involving spurious or adulterated cosmetics, which pose a direct threat to consumer safety, will continue to invite strict penal action under the law.

GROK SPEAK

Hey Grok, who is the longest serving Lt. Governor in India and the reason thereof?

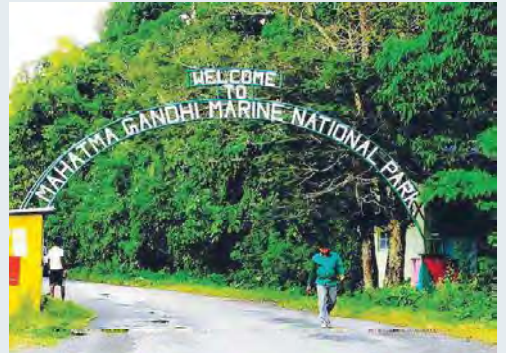
Admiral (Retd.) Devendra Kumar Joshi is the longest-serving Lieutenant Governor in India. He assumed Position of Lieutenant Governor of Andaman and Nicobar Islands on 8 October 2017 and continues to hold the post (as of June 2026, that's over 8 years and 8 months). For comparison, the next longest current tenure is Manoj Sinha as Lt. Governor of Jammu & Kashmir (since 7 August 2020, around 5 years and 10 months).

Reason: Like Governors, Lt. Governors serve at the pleasure of the President with no fixed constitutional term (typically around 5 years in practice).

Joshi's extended tenure, given his background as a former Chief of Naval Staff, supports continuity in the strategically important Andaman and Nicobar Islands (including defence and island development aspects).

DID YOU KNOW?

India's First Marine National Park is in Andaman



The Mahatma Gandhi Marine National Park, established in 1983 near Wandoor, was India's first marine national park. Spread across 15 islands, it protects vibrant coral reefs, sea grass beds, mangrove forests, and endangered marine species such as dugongs and sea turtles. The park is also one of the country's most important marine conservation areas.

RECIPE CORNER

Island Style
Banana Blossom Stir-Fry

A wholesome island delicacy, light, nutritious and full of flavour.

Banana blossom is a traditional ingredient in the Andaman & Nicobar Islands, known for its health benefits and unique taste. This simple stir-fry brings out the natural goodness of the blossom with aromatic spices and fresh coconut.

INGREDIENTS

- 1 medium banana blossom (cleaned and sliced)
- 1 cup grated coconut
- 1 onion (sliced)
- 2 green chillies (chopped)
- 1 spring curry leaves
- 1 tsp mustard seeds
- 1 tsp urad dal
- 1/2 tsp turmeric powder
- 2 tbsp coconut oil
- Salt to taste

PREPARATION

1. Clean the banana blossom, remove the tough parts and slice it thinly. Keep the slices in water with a pinch of lemon juice and salt for 10 minutes. Drain and squeeze out excess water.
2. Heat coconut oil in a pan. Add mustard seeds and let them splutter. Add urad dal and sauté until golden.
3. Add sliced onions, green chillies and curry leaves. Sauté until onions turn soft.
4. Add the banana blossom slices, turmeric powder and salt. Mix well.
5. Cook on medium flame, stirring occasionally, until the blossom is tender and all moisture evaporates.
6. Add grated coconut and mix well. Cook for 2-3 minutes and switch off the flame. Serve hot.

SERVING SUGGESTION

Best enjoyed with:

- steamed rice
- red rice
- chapati
- appam

HEALTH NOTE

Banana blossom is rich in:

- vitamin C - aids digestion
- iron - helps in boosting energy
- antioxidants - supports overall well-being

FOOD FACT

Banana blossom is a traditional superfood in island communities. It is known to help in managing cholesterol levels, improving digestion and supporting women's health.

Try this recipe and share your feedback with us! Your kitchen stories inspire our island community.

TSC Bellabay

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