

**ESTIMATES COMMITTEE
(1967-68)**

THIRTY-FOURTH REPORT

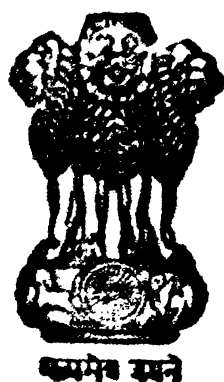
(FOURTH LOK SABHA)

MINISTRY OF TRANSPORT AND SHIPPING

(DEPARTMENT OF TRANSPORT)

Bombay Port, Part II

**Action taken by Government on the recommendations
contained in the Ninety-Seventh Report of the
Estimates Committee (Third Lok Sabha)
on the erstwhile Ministry of Transport—
Bombay Port, Part II).**



**LOK SABHA SECRETARIAT
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CORRIGENDA

To

Thirty-fourth Report of the Estimates Committee
on the Ministry of Transport and Shipping -
Bombay Port (Part II).

....

Page (vii), para 3, line 5, for "Government's's"
read "Government's".

Page 2, Rec. No.1, lines 4-5, Delete "besides
providing operations increasingly".

Page 4, Rec. No.2, line 3, delete 'in'.

Page 5, Rec. No.2, line 6 from bottom,
for 'dischcharge' read 'discharge'.

Page 11, Rec. No.8, line 12 from bottom,
insert 'we' before 'will'.

Page 12, Rec. No.9, line 6, delete 'and the
dredging yeet dredger was utilised'.

Page 12, Rec. No.9, line 7, for 'yeet'
read 'fleet'.

Page 12, Rec. No.10, line 12, After 'not only
to', insert 'catch up with arrears of
dredging but also to'.

Page 14, Rec. No.13, line 21, after 'on the'
insert 'recommendation. /'.

Page 14, Rec. No.13, line 22, for '4/PDI(36)/
66 dated 12.12.66' read '4/22(1)TCI/66
dated 23.10.67'.

Page 14, Rec. No.13, line 29, for 'anturally'
read 'naturally'.

Page 15, Rec. No.14, line 7 from bottom,
for 'resultt.hat' read 'result that'.

(P.T.O.)

Page 16, Rec. No.17, line 3, for 'Piere'
read 'Frere'.

Page 16, Recs. No.16,17&18, line 2 from
bottom, for 'ransport' read 'Transport'.

Page 17, Rec. No.19, line 17, for 'five
Dock' read 'five Dock tugs'.

Page 17, Rec. No.19, line 13, for 'okyo'
read 'Tokyo'.

Page 17, Rec. No.19, line 43, after
'included' insert 'in'.

Page 20, Rec. No.25, line 13, for 'noht'
read 'north'.

Page 20, Rec. No.25, line 15, for 'shirts'
read 'skirts'.

Page 27, Rec. No.41, line 14, for 'aord'
read 'roads'.

Page 42, line 11, for 'acocunt' read 'account'

Page 44, line 17, for 'expetites'
read 'expedite'.

Page 44, line 4 from bottom, for 'rust'
read 'Trust'.

Page 48, Rec. No.32, line 9, for 'dap'
read 'day'.

Page 55, for 'Recommendation S.No.68'
read 'S.No.63'.

Page 57, delete 'Reply of Government'
appearing in the middle.

.contd....

Page 58, line 6 from bottom, delete 'fi' and insert 'comma'.

Page 60, line 12, for 'arise' read 'also'.

Page 60, line 12, delete 'to' after 'like'.

Page 60, line 15, for 'getting' read 'setting'.

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Shri G. D. Sharma—*Under Secretary.*

STUDY GROUP 'F'
ESTIMATES COMMITTEE
(1967-68)

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SECRETARIAT

Shri B. B. Tewari—*Deputy Secretary.*

Shri G. D. Sharma—*Under Secretary.*

INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee, present this Thirty-Fourth Report of the Estimates Committee on the action taken by Government on the recommendations contained in the Ninety-Seventh Report of the Estimates Committee (Third Lok Sabha) on the erstwhile Ministry of Transport—Bombay Port (Part II).

2. The Ninety-Seventh Report of the Estimates Committee was presented to the Lok Sabha on the 30th March 1966. Government furnished their replies to the recommendations, as also further information sought on 3 replies, between the 6th December 1966 and the 25th November 1967. All the replies were considered by Study Group 'F' of the Estimates Committee at their sitting held on the 22nd December 1967. The Report was adopted by the Committee on the 4th March, 1968.

3. The Report has been divided into the following Chapters:—

I Report.

II Recommendations which have been accepted by Government.

III Recommendations which the Committee do not desire to pursue in view of Government's reply.

4. An analysis of the action taken by Government on the recommendations contained in the Ninety-Seventh Report (Third Lok Sabha) of the Estimates Committee is given in the Appendix. It would be observed therefrom that out of 65 recommendations made in the Report, 47 recommendations i.e. 72.3 per cent have been accepted by Government and the Committee do not desire to pursue the remaining 18 recommendations i.e. 27.7 per cent in view of Government's replies.

P. VENKATASUBBAIAH,

Chairman,

Estimates Committee.

NEW DELHI-1;

March 6, 1968.

Phalguna 16, 1889 (Saka).

CHAPTER I

REPORT

The Estimates Committee are glad to note that the recommendations contained in the Ninety-Seventh Report of the Estimates Committee, 1965-66 (Third Lok Sabha) on the erstwhile Ministry of Transport—Bombay Port, Part II, have been generally accepted by Government.

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1, Para 4)

The Committee feel that to handle the large volume of traffic at Bombay Port which has progressively increased from 7.6 million tonnes in 1951-52 to over 17 million tonnes in 1964-65, it is necessary to mechanise the handling operations increasingly, besides providing operations increasingly, besides providing other facilities like additional deep berths etc. The Committee regret that utilisation of provision for mechanisation in the first Plan period could have been only 67 per cent and in the Second Plan period only 34 per cent. They are, however, glad to note that the provision made in this behalf during the Third Plan is expected to be almost fully utilised. The Committee would like to draw attention of Government to the suggestion made by them in their Sixty-Seventh Report on Calcutta and Haldia Ports to the effect that an expert committee may be constituted to go into the problems of mechanisation of ports not only with a view to suggest improvements in technology and practices but also to standardise the equipment as much as possible and suggest measures for its indigenous manufacture.

REPLY OF GOVERNMENT

Problems concerning mechanisation of cargo handling operations at this Port are being constantly reviewed by the officers of the Docks and Engineering Departments. In addition, the Port Working Committee as also its Advisory Panel pay regular visits to the docks to inspect the working arrangements and wherever improvements either in technology or in the practices adopted are called for, they offer suggestions which are then examined and implemented to the extent they are found to be feasible.

2. The Port Trust are alive to the need for substituting plant and equipment of Indian make for those of foreign make. In order to achieve this objective, a Committee of the Mechanical Engineers of the Ports has been constituted to standardize the specifications of various items of plant and equipment which will be required for use at the Ports during the next decade. The Engineers are required, when drawing up specifications, to take into account the

existing capacity of Indian Engineering firms. This serves a two-fold objective. By standardizing the specifications and pooling the requirements of the ports, it will become possible to place sizeable orders on the engineering firms for the manufacture of the items required. Secondly, by tailoring the specifications according to the capacity of the Indian firms, it will be possible for the plant and equipment required to be manufactured within the country. A fair amount of work has since been done which gives reasonable grounds to hope that future purchases of cargo handling equipment will be largely of indigenous manufacture. As an instance, the replacement of 2 Lima cranes at the Bombay Port, which have come to the end of their useful life, has been effected by the purchase of 2 Tata—P&H Cranes manufactured by M/s. Telco at Jamshedpur. It is also expected that the purchase of the next lot of ten 10-ton run-round mobile cranes for the docks will also be made from indigenous sources.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 6-12-1966].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please indicate the terms of reference of the Committee of the Mechanical Engineers of the Ports since set up to standardise the specifications of various items of plant and equipment. The work done by the Committee so far may please also be indicated.

[Lok Sabha Sectt. O.M. No. 4/22 (1) ECI/66, dated 23-10-1967]

FURTHER REPLY OF THE GOVERNMENT

The Committee of Mechanical Engineers was required to go into the question of standardising the following categories of items which are generally required by ports:—

- (i) cargo handling and transportation equipment;
- (ii) vessels and floating craft such as tugs, launches, floating cranes etc.

The Committee has recommended certain standard specifications for the items under both the categories i.e. wharf cranes, mobile cranes, forklifts, tractors, trailers and platform trucks, locomotives, launches, tugs, dredgers, hopper barges, floating cranes, fire-floats and water barges. The recommendations of the Committee have been accepted by the Port authorities and are being kept in view

while formulating proposals for procurement of craft and equipment.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 13-11-1967].

Recommendation (Serial No. 2, Para 5)

The Committee are glad to note that the Railways have introduced recently a pilot scheme for running container service between Ahmedabad and Bombay. The Committee need hardly stress in that there should be coordination between the Railways and the port authorities so that the container service is increasingly put into use for export of goods as this facilitates quick and safe handling of goods.

The Committee hope that in the light of experience gained in the operation of container service scheme in Bombay, it would be extended to other areas and ports. The Committee would reiterate the earlier recommendations made by them in their Sixty-seventh Report on Calcutta and Haldia Ports to the effect that research should be undertaken to devise "the most suitable and forward looking methods of handling general cargo so as to take full advantage of modern technology and practices followed in ports of advanced countries" "There should be close coordination between the port authorities/Ministry of Transport and Railways concerned/Ministry of Railways in the matter of devising best means for transferring, goods from ships into the wagons and vice versa."

REPLY OF GOVERNMENT

In regard to the Committee's recommendation that the Railway and the Port Authorities should coordinate efforts to introduce the container service with regard to exports, facilities can be provided for the introduction of container service of an elementary type and the needs of containerised traffic will be kept in mind in designing the proposed satellite Port. The main items of export from Bombay viz. manganese and iron ores, oil cakes, sugar and iron scrap, are not suitable for containerisation. As regards other items, the success of the scheme will depend mainly on the shippers of the goods agreeing to pack their goods in containers and the ship-owners providing the containers as well as vessels having the requisite facilities to stow containers aboard. Also, since export goods shipped to Ports overseas are subject to Customs examination prior to shipment both the Shipper and the Shipowner concerned would have to obtain the approval of the Customs Authority to the Scheme.

Already, discussions have been initiated with the Bombay Port Trust by Shipping Interests, trading regularly at the Port of Bombay, in regard to the introduction of a container service, both for imports as well as for exports. The Custom House is also interested in the Scheme and is also conscious of the necessity to streamline its procedures to meet the conditions arising out of importing and exporting goods in containers. This matter was discussed at a meeting of the Custom House Working Group.

The Port Trust have also had discussions with the representatives of the Karmahom and West Coast of India and Pakistan, U.S.A. Conferences on the subject of 'Unit Loads'.

The Committee's recommendations regarding the adoption of the most forward-looking methods of handling general cargo and devising the best means of transferring goods from ships into wagons and *vice versa*, have been noted.

On occasions, defence cargo is unloaded directly from the ship into railway wagons drawn up alongside on the quay. Efforts are also being made to unload bulk fertilisers, sulphur, rock phosphate, etc. directly from ships into open railway wagons. However, one very important factor which has to be taken into consideration is that, due to inevitable limitation on placement of wagons on the quay and the possibility of slow turnaround of the wagons, the total daily discharge rate should not be less than what is achieved at present by direct discharge in bulk on the quay and then clearance either by rail or by trucks. The relative advantages are being carefully studied and suitable handling methods will be evolved.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 3, Para 6)

The Committee are distressed to note that the contract for 56 crores which was placed on M/s. Jessop & Company in December, 1957, and was to be executed in 3½ years i.e., by June 1961, has actually been completed in eight years i.e. by December 1965, with the result that the delay has not only impeded the installation of the cranes as scheduled but has also resulted in increasing the cost of the cranes from Rs. 168 lakhs to about Rs. 193 lakhs i.e. by 15 per cent. The Committee feel that the abnormal delay of 4½ years in the delivery of cranes cannot be wholly attributed to causes beyond the control of the manufacturers. They feel that had there been a

penalty clause in the contract, the delivery of the cranes would not have been delayed for so long.

In order to avoid such unhappy situations which affect adversely the operational efficiency of the port, the Committee cannot too strongly suggest that all contracts should invariably provide for a suitable penalty clause for delays in future.

REPLY OF GOVERNMENT

It is our usual practice to provide in the tender conditions for all contracts a suitable clause for the recovery of liquidated damages in case of delay on the part of the contractors in completing the work in accordance with the agreed schedule. Such provision was made in the advertised tender for the 56 wharm cranes in question. However, M/s. Jessop & Co., whose offer was considered most acceptable, had made a stipulation that the liquidated damages clause should not be made applicable to them. In view of the very uncertain market conditions then prevailing and considering further that their offer for cranes of indigenous make was very favourable from the point of view of conserving foreign exchange, their stipulation for waiver of the liquidated damages Clause was accepted.

Except in special circumstances as in the above case, provision for a penalty for delays is invariably made in all our contracts. The Committee's views in the matter are noted and waiver of the penalty clause if stipulated by any tenderer will be resisted.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 4, Para 7)

The Committee urge that firm orders for these cranes should be placed on indigenous manufacturers without delay so as to enable them to plan their manufacturing programme in advance.

REPLY OF GOVERNMENT

The Committee's recommendation has been noted for compliance.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 5, Para 9)

The Committee regret the frequent breakdowns of cranes which apart from causing extra repair expenditure affect adversely the

turnround of ships. It needs no emphasis that efficient working of the cranes is of paramount importance for port operations. The Committee recommend that effective measures should be taken by port authorities to maintain the cranes in working order by introducing preventive maintenance, attending to breakdowns promptly etc.

The Committee are concerned to note that delays have also been caused in shifting cranes. They would urge the port administration to make adequate and timely arrangements for shifting of cranes to avoid delays on this account.

REPLY OF GOVERNMENT

Measures for preventing frequent break-downs of Cranes and for prompt attention to the break-downs have been taken. So far as Hydraulic Wharf Cranes in the P. & V. Docks are concerned, additional posts of 1 Chargeman, 3 Fitters, 1 Plumber, 1 Boilermaker and 8 Mazdoors have been created.

2. As regards Electric Wharf Cranes in the Alexandra Dock, recent reports reveal that, at any given time, not more than 10 cranes out of a total of 90 cranes are laidup either for overhaul, maintenance or repairs on account of break-down. This figure is not considered abnormal, being only 10 per cent of the total number of cranes, having regard to the intensive working to which they are subjected whilst handling cargoes in the Docks under the piece rate system of work. Even so, with a view to effecting further improvements in the light of the Estimates Committee's observations, it is proposed to augment the maintenance staff, but proposals to that end have been kept in abeyance because of lack of covered accommodation. A building to accommodate the maintenance staff of the Hydraulic Establishment, Alexandra Dock, is under construction and is expected to be completed in about a year's time. The staff proposals, envisaged earlier, will be processed in time to synchronise with the occupation of the building.

3. In order to curtail delays in the shifting of cranes, 15 additional posts of Fitters and 30 additional posts of Mazdoors have been created. The situation is now found to be satisfactory.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36)/66, dated 8-12-1966].

Recommendation (Serial No. 6, Para 11)

The Committee would like an expert survey to be made of the condition of hydraulic cranes having regard to their efficiency of

performance and the cost of maintenance. The Committee would suggest that in the light of the findings of the expert survey a phased programme for replacement of hydraulic cranes by modern cranes may be drawn up. In the meantime, the Committee cannot too strongly stress the importance of efficient maintenance of the hydraulic cranes so that the incidence of breakdown is reduced to the minimum.

REPLY OF GOVERNMENT

All the hydraulic cranes in the Alexandra Dock, on their being replaced by electric cranes, have been transferred to Prince's and Victoria Dock in replacement of hydraulic cranes of much older origin at the latter Docks. The number of hydraulic cranes in Prince's and Victoria Docks at present, their age, capacity, conditions etc. is given below.

Capacity	No. of cranes	Year of installation
30 Cwt.	11	1879
35 Cwt.	84	1919
6 Ton	8	1919
5 Ton	1	1919
Total:		104 cranes

2. A survey of these 104 cranes has been made by the Mechanical and Electrical Branch of the I.D.A. Project Cell in our Engineering Department. It is found that except for the 11-30 Cwt. hydraulic cranes which are of 1879 vintage, the condition of the remaining cranes is fairly satisfactory although, having regard to their age and the severe use to which they are subjected under the Piece Rates Scheme, they need more frequent attention than otherwise. A preliminary study has been made of the cost of replacing 21 hydraulic cranes situated at Victoria Dock berths Nos. 2, 3, 8, 9 and 10, 16 cranes of 3-ton capacity and 5 cranes of 6-ton capacity, fully portal, full circle slowing, level luffing, with maximum and minimum radius of 63 feet and 20 feet respectively and working on 12 feet-0" gauge track. The rough cost for installing new electric cranes, inclusive of the electric sub-station and distribution lines, work out to Rs. 83 lakhs.

3. A more detailed examination of the cost of replacing involved covering the replacement of the entire lot of hydraulic cranes in Prince's and Victoria Docks is still to be worked out. The feasibility of executing a work of this magnitude, involving as it does a considerable outlay of money, will necessarily depend on the financial resources available. At the moment all the resources are being earmarked for the execution of more urgent projects which are vital to the development of the port and which have been accordingly tentatively included in the Fourth Five Year Plan. It will, therefore, be necessary to defer the replacement of the hydraulic cranes to later period.

4. In the meantime every effort is being made to prolong the life of the hydraulic cranes by intensifying the maintenance routine and undertaking periodical overhauls for which additional staff has been specially appointed as already pointed out in the reply to the recommendation at Serial No. 5, Appendix X, of Part II of the Estimate's Committee's Report.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36)/66, dated 6-12-1966].

Recommendation (Serial No. 7, Para 13)

The Committee note that a sub-committee of Chief Engineers of Major Ports which was constituted to consider the standardisation of machinery, equipment and plant used at different ports has brought out a number of booklets containing standard specifications for forklifts, mobile cranes, towing tractors and trailer. They would like the Ministry of Transport to take initiative in the matter and draw up a programme for standardization and mechanisation of handling equipment at the ports so that an effective beginning can be made in this direction at least in the Fourth Plan. Standardisation should be done in consultation with the Ministry of Industry having regard to the availability of manufacturing capacity within the country. The Committee need hardly add that standardisation would make for manufacture of equipment in sizeable numbers which should help in reducing the cost of production as also of repairs and maintenance.

REPLY OF GOVERNMENT

The Sub-Committee of the Conference of Chief Engineers of Major Ports has since submitted its report on the standardisation of machinery, equipment and plant used at different ports. The

Committee's recommendations have been brought to the notice of the port authorities and they have been asked to initiate timely and advance planning for the procurement of various equipment and craft included in the Fourth Plan taking into account the recommendations made by the Standardisation Sub-Committee. As soon as the assessment of the port authorities in regard to the equipment and craft is available, the Directorate General of Technical Development will be consulted as to how best these could be planned for indigenous production.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 19-5-1967].

Recommendation (Serial No. 8, Para 14)

The Committee are unable to appreciate the appointment of a firm of efficiency experts to undertake an expert study of the working of the Mobile Crane Section of the Bombay Port Trust at a fee of Rs. 50,000 when none of the recommendations made by them could be implemented in actual practice.

The Committee consider that port authorities should devote special attention to the work of maintenance of mechanical handling plant and should constitute a cell of the technical men within their own organisation who are fully conversant with the working conditions. The cell should undertake a systematic study of the performance of the mobile cranes and other handling equipment and devise measures to effect economy and improve efficiency.

REPLY OF GOVERNMENT

In 1955, the Mobile Crane Section expanded its fleet of mechanical handling appliances by a substantial amount from about 85 to 185 mobile vehicles. Prior to this the dock traffic demand for mobile vehicles was of the order of about 150 vehicles shifts a day. The garage facilities for carrying out repairs and maintenance at that time were very meagre and most of the repairs were being carried out manually. With the purchase of the extra vehicles the Section was guaranteeing to traffic a daily quota of 304 vehicle shifts a day. To cater for the maintenance and repairs of the augmented fleet of mobile vehicles, the Engineering Department put forward proposals for additional staff, which to the Administration appeared to err on the exorbitant side. Advice was therefore sought of a firm of efficiency experts to examine the proposals and to suggest ways, means which would make for more efficient, economical and speedy output of work to match the rising tempo of dock working.

2. It is true that most of the recommendations of the firm were found on examination to be unenforceable, some because they were theoretical and others because of the stiff opposition they attracted from labour, who stoutly resisted all the proposals which savoured of retrenchment (Ibcons' reports indicated a surplus of 371 men) or curtailment of the existing opportunities for earning overtime.

3. It is not, however, correct to conclude that all the recommendations contained in these reports have been shelved. It is important to note that as a result of the study made by these experts, the Administration turned down the request of the Engineering Department for recruiting 194 additional hands and to that extent forestalled a considerable increase in recurring expenditure on staff, which more than offset the amount paid to the consultants.

4. Further as already pointed out in the Port Trust remarks, *vide* appendix I of the Estimates Committee's Report, it is proposed to install the high pressure greasing and servicing equipment etc., recommended in Ibcon's Report No. 1, as soon as the present temporary garage has been shifted to its permanent place when completed under the Dock Expansion Scheme. Immediate action was taken in converting 'E' Warehouse into a workshop, where major overhauls to vehicles is carried out, on the pattern suggested in Ibcon's Report No. 3, for providing better supervision, working conditions and work flow. Lastly, efforts are being made to purchase other labour saving equipment suggested in the reports, which will help to reduce drudgery and improve the tempo involved in manual operations, according as foreign exchange is made available for purchasing these appliances which are mostly of imported origin.

5. The Committee has suggested that the Port Authorities should devote special attention to the work of maintenance of mechanical handling plant and should constitute a cell of technical men within their own organisation, who are fully conversant with the working conditions. Considerable advance have recently been made in the subject of Systematic Plant Maintenance and if we have to create our own cell of technical men to deal with the maintenance of plant and machinery, will have to train some officers in this specialised subject. The National Institute for Training in Industrial Engineering (Government of India Project) at Powai is conducting, since a few years, a large number of short term courses on the specialised topics of Industrial Engineering. In the first instance, it is proposed to depute an Engineer for a short term course in 'Systematic Plant Maintenance', conducted by the N.I.T.I.E., Powai, starting on 3rd October, 1966. After sufficient number of officers are trained up in

this specialised field in Plant Maintenance, it would then be possible to constitute a cell as recommended by the Estimates Committee.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36)/66, dated 6-12-1966].

Recommendation (Serial No. 9, Para 16)

The Committee are unhappy to find that the port authorities took one year to finalise the specifications for the dredgers and another year to call for and open the tenders and 18 months more to accept the tender and place firm order for manufacture. The net result has been that no part of the Second Plan provision for dredger was utilised and the dredging yeet dredger was utilised and the dredging yeet continue to suffer for want of adequate strength.

REPLY OF GOVERNMENT

The Committee's observation has been noted for future guidance.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI (36)/66, dated 12-12-1966.]

Recommendation (Serial No. 10, Para 17)

The Committee are unhappy that it has not been possible for the Port to utilise provision in the Third Five Year Plan for replacement of two dredgers, F. C. G. "Flamingo" and G. D. "Priestman" which are both more than 40 years old and on which heavy maintenance expenditure is being incurred, has not been utilised. The Committee deprecate the leisurely manner in which the port authorities have proceeded with the question of replacing these dredgers by suction grab dredgers. The Committee would stress that the Port Authorities should without further delay carefully assess the performance of the existing fleet of dredgers vis-a-vis the requirements and draw up a firm programme for replacing the old dredgers and for augmenting the fleet so as not only to cope with adequately the further requirements, which are bound to increase, with the implementation of the Dock Development Scheme.

REPLY OF GOVERNMENT

The Committee's recommendation has been noted and is being implemented. Action has been initiated by the Port Trust for the ac-

quisition of a new Suction Dredger, a pontoon grab dredger and barges.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI(36)/66, dated 12-12-1966.]

Recommendation (Serial No. 11, Para 17)

The Committee would like to invite attention of Government to suggestion made by the Committee on Transport Policy and Coordination in Para 7 of Chapter 9 of their report that by mobilising indigenous manufacturing capacity, most of the equipment required by the ports can be made available within the country in a comparatively short period. The Committee would like Government to develop, in an integrated manner, manufacturing capacity for dredgers within the country, as early as possible.

REPLY OF GOVERNMENT

A Committee of mechanical engineers of the major Ports has already been set up for this purpose and the problem is being tackled by them.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI(36)/66, dated 12-12-1966.]

Recommendation (Serial No. 13, Para 20)

The Committee note that there has been a marked tendency for increase in the dredging cost. For example, the cost of dredging per unit of 100 cubic feet by D. S. D. Vikram in Prince's and Victoria Docks Channel has risen from Rs. 1.67 in 1962-63 to Rs. 4.16 in 1964-65. Similarly the cost of dredging 100 cubic feet by Chetura in Alexandra Dock Entrance Channel has increased from Rs. 15.86 in 1962-63 to Rs. 19.11 in 1964-65.

It is also significant that while the charges paid to the contractor for dredging the main channel by the port authorities were Rs. 2:25 per cubic yard, the departmental cost is expected to be Rs. 2 50 per cubic yard. This brings out clearly the vast scope that exists for effecting economy in operations by improving efficiency and reducing overheads. The Committee would like the port authorities to carefully analyse the reasons for high operational cost and take suitable remedial measures to bring it down.

REPLY OF GOVERNMENT

The Committee's observations have been noted.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-22(1) ECI/66, dated 23-10-1967).

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state precisely the action taken on the L. S. S. O. M. No. 4 PDI(36)/66, dated 12-12-1966.]

FURTHER REPLY OF THE GOVERNMENT

The increase in dredging cost is primarily due to increase in cost of labour and material and additional allowances and service benefits given to the dredger crew. The cost of dredging in a particular year is also affected by the period of annual overhaul falling in that year. It is also to be noted that most of the vessels in the Port's dredging fleet are ageing and anturally the periods of annual overhaul are getting longer. This entails more expenditure. The D.S.D. 'Vikram' had been acquired in the year 1962-63 and, therefore, the cost of dredging by D. S. D. 'Vikram' in that year was the lowest when hardly any repairs had to be carried out and the annual overhaul fell in the following year. In the subsequent years, however, as required by the Mercantile Marine Department, annual overhaul had to be carried out, for which the dredger was laid up for a period of about eight weeks. For these reasons the cost of dredging shows a rising trend

The contractor's rate is shown as Rs. 2:25 per cubic yard as against Rs. 2:50 per cubic yard the departmental rate. This is not surprising, but it also indicates that departmental dredging is not very much costlier than contract work. In all other civil or mechanical engineering contracts also, it is noticed that if a work is carried out by contract it is usually cheaper than departmental work. The reasons for this are well known and need not be laboured here. When viewed from this point of view, it will be appreciated that the cost of departmental dredging does not compare out favourably with that of dredging carried out by contract.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 13-11-1967.]

Recommendation (Serial No. 14, Para 21)

The Committee find that the cost of maintenance of D. S. D 'Vikram' which was acquired only in 1962 has gone up from Rs. 27,701

in 1962-63 to Rs. 1,38,111 in 1964-65. Similarly there has been steep increase in the cost of maintenance of and repair of G. D. Moorhen which has increased from Rs. 92,981 in 1961-62 to Rs. 1,90,229 in 1964-65 and of H. G. D. Chelura from Rs. 2,73,092 in 1961-62 to Rs. 3,69,346 in 1964-65.

The Committee are surprised at such steep rise in maintenance and repair expenditure on dredgers and are not convinced by the reasons advanced by the port authorities in this behalf. They would suggest that reasons for increase in maintenance expenditure on each of the dredgers should be carefully examined with the help of technical experts and that suitable measures devised to reduce the repair bill.

REPLY OF GOVERNMENT

The Bombay Port Trust have observed as follows:—

1. D. S. D. Vikram:

The cost of repairs was very small during the first year as there was hardly any maintenance work and the Government Surveyors also did not want opening up of machinery etc. for inspection. The quantum of work was a little more during the second year and has become more or less stabilised now.

2. S. D. 'Widgeon', S. D. 'Spotbill,' S. D. 'Moorhen,' H. G. D. 'Chelura,' F. G. C. 'Flamingo' and G. D. 'Priestman' are more than 40 years old and are being retained in commission with increasing difficulty and at a very high cost. Their replacements are being acquired.

3. M. H. G. D. 'Vikas'

The large expenditure in 1964-65 incurred on this vessel was due to the fact that her hopper door pulley pins were required to be examined and changed. For this purpose, the strong back had to be out, which was time and labour-consuming and resulted in increased cost and prolonged lay-up.

4. Some major works repairs are sometimes undertaken in one particular year, which show high cost and long lay-up for that year e.g. replacement of hopper door pulley pins of 'Vikas' mentioned above and the replacement of the dredging wire of 'Vikram' mentioned in reply to serial No. 16.

5. A vessel has a large variety of machinery and equipment, of makes with which we are often not familiar with the result that spares etc., are not satisfactorily arranged till after the vessel has

been in operation for 2-3 years. This, combined with import restrictions and formalities, results in lay-ups, e.g., Vikram's dredging wire rope referred to above.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 19-5-1967].

Recommendation (Serial No. 17, Para 26)

The Committee would like Port Authorities to urgently go into the question of providing adequate crane and customs facilities for discharging and clearance of cargoes through lighters at Piere Basin and at the Bunders.

REPLY OF GOVERNMENT

At Frere Basin and Hay and Haji Bunders, the Bombay Port Trust have provided mobile cranes capable of discharging cargoes from and loading cargoes into lighters. At all these joints, customs facilities are also available.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66 dated 12-12-1966].

Recommendation (Serial No. 18 Para 26)

The would like the Port Authorities to go into the question of making available a suitable Bunder for execution of repairs to lighters so as to facilities their maintenance in good working conditions.

REPLY OF GOVERNMENT

A slipway has been provided at Lakri Bunder east where lighters can and do undertake repairs. Sanction has also been accorded to modernising this facility and to the provision of mechanical appliances for slipping and unslipping craft on this slipway. It is also proposed to construct an additional slipway at the Powder Works Bunder.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66 dated 12-12-1966].

Recommendation (Serial No. 19, Para 30)

The Committee consider that in view of the heavy cost being incurred on repairs of tugs and the number of days for which they remained inoperative, due priority should be accorded for the acquisition of additional tugs to meet the requirements and to replace the old worn out tugs. In this connection the Committee would like to invite attention to para 69 of their Report on Mormugao Port where they have urged that as far as possible, the requirements of tugs should be

met from indigenous sources and that Government should help in the manufacture of tugs at economic cost by giving necessary facilities.

The Committee suggest that a review of the repairing facilities in Bombay Port for tugs and other maritime vessels may be made at an early date, keeping in view the existing and the anticipated requirements when 9 additional tugs are acquired so that necessary facilities can be developed on planned basis.

REPLY OF GOVERNMENT

Acquisition of additional tugs:

Orders for five Dock have already been placed with M/s. Diamaru Inc. okyo, Japan.

2. Orders for four harbour tugs have also been placed on M/s. D. W. Kremer Sohn, West Germany. The first tug, M. T. "Ankush", has arrived and has been taken over. The second tug is expected to be ready for trials shortly at Hamburg and the remaining two tugs are scheduled to be delivered within a year.

3. As regards ship repair facilities, two berths will be made available for ship repairs at KIM Prince's Dock after the completion of the Dock Expansion Scheme.

4. The following facilities are proposed to be provided in Hughes Dry Dock, Merewether Dry Dock and the ship repair berths in the Prince's Dock:—

- (1) Installation of a compressed airplant with pipelines.
- (2) Provision of Oxygen and Actylene manifold and pipelines.
- (3) Additional outlets to A. C. Supply, and provision for D. C. supply points.
- (4) Strengthening of the west side of Merewether Dry Dock to enable Lima Crawler Cranes to come alongside for heavy lifts.
- (5) Providing a portable electric wharf crane along M. D. Dock.
- (6) Improving lighting in and around the dry docks.
- (7) Provision of Public Telephones.
- (8) Provision of trestles etc. by the Port Trust.

As regards repairs to B. P. T. craft, a proposal to develop Clarke Basin, adjoining the Bombay Port Trust Workshops, is under consideration. This item has been tentatively included the Fourth Five Year Plan.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI (36) /66, dated 12-12-1966.]

Recommendation (Serial No. 21, Para 33)

The Committee recommend that high priority should be given to the question of acquisition of new launches to meet the existing requirements and anticipated requirements in the Fourth Plan. In particular, they would stress the need for the acquisition of passenger-cum-water boats so as to eliminate the hiring of launches to carry workmen on which an expenditure of over Rs. one lakh is being incurred annually and to augment water-carrying capacity of boats to supply water to ships.

REPLY OF GOVERNMENT

The purchase of two twin screw diesel operated ferry-cum-water boats has been sanctioned. With the procurement of these boats, which will be in about a year's time, the necessity for hiring contractor's launches for transportation of workmen is not likely to arise.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 22 Para 36)

The Committee regret to note that Government have not been able to provide sufficient dry docking facilities at the major ports of Bombay and Calcutta thereby denying the much needed repair facility to the Ships calling at the Indian ports resulting not only in the loss of foreign exchange earning but also expenditure of foreign exchange on repairs to Indian ships at foreign ports.

REPLY OF GOVERNMENT

The need for the provision of additional dry dock facilities at Bombay and Calcutta Ports has been recognised.

So far as Bombay is concerned, a scheme for the construction of two dry docks has been included in the Fourth Five Year Plan programme of the port. The detailed location and dimensions of the dry docks will form part of the study under the Master Plan for the development of Bombay Port which is in progress. Action on this scheme will be initiated after the Master Plan report becomes available.

So far as Calcutta Port is concerned, the Fourth Plan programme of the port includes the construction of a new dry dock in the King Georges Dock.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 24 Para 39)

The Committee are surprised at the argument advanced to justify the lack of coordination between the Mazagon Dock and the Bombay Port Trust—both Government concerns. They feel—as the Mazagon Dock is a ship repairing company with some dry docks and the Bombay Port Trust without being a ship repairing concern possess dry docks, there is all the greater necessity of coordination in the utilisation of ship repairing facilities available in the two units.

In view of the paucity of dry docking facilities within the country to meet growing demand and the heavy expenditure involved in providing additional dry docks, it is of paramount importance that the available facilities are put to the maximum use. This becomes apparent when it is noted that the Hughes Dry Dock of the Bombay Port remained vacant for long periods on account of lack of demand. The Committee recommend that immediate steps should be taken by Government to bring about the much needed coordination in the dry docking programme between the two organisations.

REPLY OF GOVERNMENT

The Ritchie and the Mongul Dry Docks, which are owned by M/s. Mazagon Dock Ltd., are smaller both in length as well as width, than the Hughes Dry Dock and the Merewether Dry Dock, owned by the Bombay Port Trust. Besides, due to the low depth of the approach channel to the Ritchie and the Mongul Dry Docks, vessels drawing more than 13 ft. cannot enter those Dry Docks. Their utility for serving the needs of the mercantile marine ships is, therefore, restricted. This factor as well as the administrative difficulties arising out of the ownership of these Dry Docks by organisation commercially interested in contracts for ship repair work pose a problem in integrating the programme for allocation and utilisation of all the four dry docks together. From preliminary consideration the scope for such integration appears to be limited. However it is proposed to investigate this possibility in greater detail. A Committee comprising of the Deputy Docks Manager, Sr. Assistant Mechanical Superintendent and a senior Official of M/s. Mazagon Dock has been set up to study the problem from technical as well as administrative angles and recommend, measures for bringing about effective co-ordination between Bombay Port Trust and M/s. Mazagon Dock in the matter of integrating the dry docking programme so as to achieve the maximum utilisation of all the four dry docks. Suitable follow-up action will be taken on receipt of the report.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 6-12-1966].

Recommendation (Serial No. 25, Para 40)

The Committee note that decision on the provision of a dry dock in Bombay will be taken on the completion of the Master Plan for the development of Bombay Port. In this connection the Committee would suggest that Government should examine the question of suitably lengthening the Hughes Dry Dock in order to accommodate larger vessels.

REPLY OF GOVERNMENT

The Bombay Port Trust have observed as follows:—

The Committee's suggestion is noted. The lengthening of the Hughes Dry Dock can be considered only after the work of the Dock Expansion Scheme is completed. During the execution of this scheme, the movement of traffic from the eastern arm of Alexandra Dock towards the north will be restricted and it will, therefore, have mostly to find its way out via the Bascule Bridge and the new Gate on Wittet Road. As the approach road to this Gate closely skirts the Hughes Dry Dock, any extension of the dry dock will seriously interfere with the vehicular traffic. Lengthening of the dry dock cannot, therefore, be considered for another four years or so. By that time, it is hoped that the Master Plan for the development of the Port of Bombay will be ready and the sites and the location of the additional dry docks will also be known. It will then be possible to decide whether it would be worth while to extend the Hughes Dry Dock, after due consideration of the cost and the limited addition to the capacity resulting thereby. Considering that the Directorate General of Shipping has indicated that there is need for one large and one medium size dry dock at this Port, it is felt that lengthening of the Hughes Dry Dock would not by itself meet the requirements and hence the construction of a new dry dock would be preferable. This aspect will, however, be examined in greater detail when preparing the project report for the dry docks.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 19-5-1967].

Recommendation (Serial No. 27, Para 45)

The Committee feel that whenever there is occasion to withdraw the Port Police Force it should be done with the knowledge of the Chairman Port Trust so that adequate alternative arrangements may be made for the security of the port area during the period of their absence.

REPLY OF GOVERNMENT

The Police authorities have informed the Port Trust that the number of occasions on which Police Officers and Constables are withdrawn for duty outside have been restricted to the minimum. It has also been agreed that when such occasions arise due to compelling circumstances, the Chairman would be invariably informed in advance about such withdrawals. This agreement is being implemented by the Police authorities.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 28, Para 46)

... The Committee note that a scheme for reorganising and integrating the Port Security Force on the lines of the Railway Protection Force is under consideration. They hope that Government would take an early decision in the matter in order to provide complete control of the port administration over their security staff to promote functional efficiency in protecting properties of the port.

REPLY OF GOVERNMENT

In view of legal difficulties, the proposal to constitute a statutory Port Protection Force on the lines of the Railway Protection Force has been dropped. Alternative measures to improve the security arrangements at Major Ports are under consideration.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 19-5-1967].

Recommendation (Serial No. 29, Para 50)

The Committee are perturbed to find that both the incidence of cases of theft and the value of goods pilfered have increased considerably during the last three years. It is possible to argue that the value of goods recovered has also comparatively gone up and that the net value of untraced pilfered goods has not increased too steeply. The Committee, however, cannot overlook the fact that the shipping agents, trade, insurance companies etc., have categorically stated that the pilferage in the port is extensive and that it is carried out on an "organised basis". The Committee note that comprehensive anti-pilferage measures have been taken just recently by port authorities to reduce the incidence of thefts. In particular, the Committee would like the Port Authorities to prevent entry of unauthorised persons in the dock area, remove uncleared cargoes, particularly precious cargoes, from open area, provide lockfasts in all sheds

and warehouses and in general intensify patrolling. The Committee would also like special measures to be taken to reduce the incidence of pilferage on the Port Railways by intensifying check of railway wagons, patrolling of railway track, provision of suitable lookout towers fitted with searchlights etc.

REPLY OF GOVERNMENT

The recommendations of the Committee have been noted. No person is allowed to enter the Dock without a permit issued by the Bombay Port Trust and endorsed by the Police. To ensure that unauthorised persons do not gain entry to the Docks despite this measure, the Police carry out snap checks daily of persons found within the docks and unauthorised entrants are prosecuted.

Most of the sheds and warehouses have already been provided with lockfasts. Lockfasts which do not appear sufficiently secure are being strengthened.

Look-out towers have been provided at strategic points in the Docks and a Police patrol is provided on all trains of wagons moving out of the Docks after sun-set.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 30, Para 51)

The Committee would like the Port authorities to make every efforts to speed up disposal of cases. In particular, the Committee would suggest that Port or Government employees found guilty of pilferage should be sternly dealt with so as to act as a deterrent to others.

REPLY OF GOVERNMENT

The Bombay Port Trust have observed as follows:—

A Presidency Magistrate's Court has been set up with effect from the 1st February, 1966, through the good offices of the State Government, in the vicinity of the Docks, in the premises provided for this purpose by the Bombay Port Trust. It is observed that disposal of cases brought before the Court, is being speeded up as the Court deals exclusively with cases of crime arising in the Port area.

The following table indicates the number of Port Trust and Government employees prosecuted in connection with pilferage cases during the period 1st February to the 31st July 1966:—

Department	Convicted	Acquitted	Pending Trial	Total
Policemen	3	5	1	9
B. P. T. Employees	1	4	2	7
Customs Peon	1	—	—	1
Regional Director Food's driver	1	—	—	1
Total :	6	9		18

Departmental action, as warranted on the merits of each case, is also taken against the Port Trust and Government employees after their cases are finalised by the Court. The cases of those acquitted by the Court are reviewed and, where justified on the evidence, departmental inquiries are instituted. This also applies to cases when the Police decide not to launch a prosecution because of insufficient evidence to obtain a conviction.

An additional Police Station is also being set up shortly at Wadala exclusively for the areas covered by the B.P.T. Railway and the B.P.T. Housing Colonies. The details are being settled with the State Government.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36) /66, dated 8-8-1967].

Recommendation (Serial No. 31, Para 52)

The Committee commend the scheme for giving rewards to staff for detecting pilferage cases but they feel that the scheme should be given wider publicity amongst the staff and adequate rewards should be given so as to enlist whole-hearted cooperation of the employees in checking pilferage.

REPLY OF GOVERNMENT

Action as suggested by the Committee is being taken.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1966].

Recommendation (Serial No. 35, Para 59)

The Committee note that a proposal has been made by the Bombay Port Trust to increase the Port Trust Railway charges which is awaiting the sanction of the Railway Board. The Committee hope that an early decision in the matter will be taken by Government.

REPLY OF GOVERNMENT

The Railway Board have accorded sanction to the proposals.
[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36)/66, dated 6-12-1966].

Recommendation (Serial No. 36, Para 60)

The Committee would suggest that the question of introducing gradually diesel locomotives on the Port Trust Railways with a view to improve their efficiency may be examined. They would like that suitable provision for manufacturing these diesel locomotives may be made in due course in the Diesel Locomotive Works, Varanasi, where capacity is being developed to manufacture diesel locomotives for Indian Railways.

REPLY OF GOVERNMENT

The Bombay Port Trust has, since 1957, commenced gradually dieselising locomotive power on its railway. In 1957, the first lot of ten diesel hydraulic locos was put into commission. Later on, in 1963, another batch of 10 diesel hydraulic locos was put on the line.

It is understood that the railways are now in a position to undertake the manufacture of diesel hydraulic locomotives. It is accordingly proposed to place orders for the loco requirements of port authorities on the railways.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 19-5-1967].

Recommendation (Serial No. 37, Para 61)

The Committee are concerned to know the delay in the supply of requisite quantity of steel to the Port Trust Railway to carry out urgent conversion work of wagons. They see no reason why with the easing of the position regarding the supply of steel it should not be possible for Government to arrange to meet in full the requirements of Port Trust for wagon conversion.

REPLY OF GOVERNMENT

Every effort is being made and will be made by Government to supply the requisite quantity of steel to the Port Trust to meet their requirements for wagon conversion having regard to the supply position of the various types of steel and the steel quota allotted to the Ministry by the Iron and Steel Controller from time to time.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 6-12-1966].

Recommendation (Serial No. 39, Para 63)

The Committee are constrained to note the high incidence of derailment in the Bombay Port Trust Railway. They cannot too strongly stress the need for proper maintenance of the railway track and the rolling stock within the port area. They suggest that the incidence of derailments may be reviewed at least once every quarter so that remedial measures can be taken.

REPLY OF GOVERNMENT

As already noted by the Committee, most of the derailments have been of a minor nature. The most common reason for the derailments is the spread of gauge or sinkage of track due to waterlogging during the monsoon months. A strict watch is maintained to ensure that maintenance of the track is kept up to the requirements of the safety and a regulations phased programme of renewals of rails, points and crossings with 75 R.F.F. Section is in progress to eliminate failure of materials.

Nevertheless, a quarterly review of the derailments will be carried out in future as suggested by the Committee.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1966].

Recommendation (Serial No. 40, Para 64)

The Committee are distressed to find that the protracted correspondence and negotiations which have been going on unsuccessfully between the Port Trust and the Railways to fix terminal charges. The Committee would like the matter to be settled expeditiously and would suggest that if necessary a high level committee consisting of representatives of the Railways, Port Trust and the Ministries of Transport & Finance may be constituted to lay down agreed principles for determining the terminal charges.

REPLY OF GOVERNMENT

The matter was taken up with the Ministry of Railways (Railway Board) at a high level. An extract from the views expressed by the Chairman, Railway Board, is reproduced below:—

“We stand by the agreement that the rate of terminal charge payable to the Port Railways need not be taken as fixed for all time and might be reviewed every few years, but we cannot accept any fundamental change in the basis of that payment. The Bombay Port Trust seem to believe that we pay to the B.P.T. Railway for the various terminal facilities provided and services rendered by them in respect of traffic handled for us. They suggested therefore that the terminal charge payable should be based on what it would cost the trunk Railways to provide those facilities and render those services. We pointed out to them that what we paid to the B.P.T. Railway was not designed to meet the cost of the terminal services they performed. Until 1st October, 1958, we levied a charge for terminal services as such. With the revision of the freight structure, the terminal charge was abolished. But we made a supposition that an element of terminal charge was included in our freight charges and since in the case of traffic interchanged with the B.P.T. Railway, we did not perform terminal services at one end, we agreed to give away one end terminal charge. What we agreed to pay was related neither to what it cost the B.P.T. Railway to perform those terminal services nor to what it would have cost the trunk Railways to do it. The view point of the Railways was explained by Kripal Singh to Nadkarni, Chairman, B.P.T., in a letter he wrote to him in February, 1966. Kripal Singh went on to say, “I do not think it is correct to regard the B.P.T. Railway as handling traffic for our Railways and to raise the question: what would it cost us to render the terminal services that the B.P.T. Railway is rendering? The B.P.T. Railway is a Railway in its own right and performs a transportation service. If it is running at a loss, the solution would, perhaps, be to cut down costs or raise the charges or both, but there is no question of the other Railways meeting their losses.”

In view of the stand taken by the Railway Board, steps are being taken to arrange for a high level discussion on the matter between all the parties concerned, as suggested by the Estimates Committee.

[Ministry of Transport and Shipping (Transport Wing), D.O. No. 12-PDI (36)/66, dated 9-11-1967].

Recommendation (Serial No. 41, Para 68)

The Committee would like the Port authorities to thoroughly examine the layout of the roads within the port area having regard to the existing and anticipated flow of traffic on the completion of the Dock Development Scheme so that action can be taken on planned basis to improve the roads. The Port authorities may take the assistance of Traffic Police to demarcate the roads in such a manner as to speed up movement of vehicles. The Committee would also stress that ribbon stacking of cargo on the roads should be strictly prohibited.

As regards the type of roads best suited to the requirements of the port, the Committee suggest that the help of the Central Road Research Institute may be taken.

REPLY OF GOVERNMENT

Improvements in the layout of the roads leading to and within the docks forms an important item of the Master Plan Study. A sample census of the traffic moving through the different gates and to and from the various berths has been taken. The possibility of providing suitable fly-overs to avoid detention at railway crossings is also being considered. Close liaison is maintained with the traffic police and the Municipality in these studies. Roads adjoining the open storage areas are being demarcated with curb-stones to ensure that the storage of cargo does not encroach on the roads.

Among the various types of pavements which have been tried out, the asphaltic concrete surface has been found to be the most suitable for the heavy traffic in the docks, and a programme of paving the main roads in the Bombay Port Trust estates in asphaltic concrete is in hand. In case any problems arise in the execution of this programme, the advice of the Central Research Institute will be sought, as suggested by the Committee.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36) /66, dated 19-5-1967].

Recommendation (Serial No. 42, Para 68)

The Committee would like the Port authorities to consider the question of making provision of pneumatic rubber tyres compulsory for all vehicles which are coming to the Port area so as to speed up movement and reduce the wear and tear of the roads.

REPLY OF GOVERNMENT

The Committee's suggestion has been noted for implementation.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 19-5-1967].

Recommendation (Serial No. 43, Para 70)

The Committee would stress the need for close co-ordination between the Port Authorities and the State Governments so as to ensure that the approach road and other connected roads, over which bulk of the traffic from and to the port flows, are maintained in good condition. In particular they would suggest that there should be close coordination in planning for the future requirements keeping in view the anticipated increase in traffic on the completion of the Dock Development Scheme.

REPLY OF GOVERNMENT

The Committee's recommendation has been accepted. The development schemes of the Port Trust are referred to all the authorities concerned, including the State Government, before finalisation and the remarks of those authorities are given due consideration.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36)/66, dated 12-12-1967].

Recommendation (Serial No. 44, Para 70)

The Committee would like the Port Authorities to consider the question of providing facilities whereby the export goods from the hinterland could be directly received at the dock for shipment to overseas destinations on the lines of facilities provided for booking of imported cargo from Bombay Port to inland destinations.

REPLY OF GOVERNMENT

The suggestion of the Committee that facilities should be provided for storage of export goods in anticipation of their shipment through the Port, particularly goods coming from at country destination has been noted. Already such provision has been made for oil-seeds, oil cake, oil meal and sugar. For lack of adequate warehouses, it has not been possible to extend this facility to other commodities. As soon as the two additional warehouses which are proposed to be constructed are completed, one of them will be made available for

the reception and storage of export goods pending their shipment through the Port.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. PDI (36)/66, dated 12-12-1966].

Recommendation (Serial No. 45, Para 74)

The Committee note that water supply in Bombay Port for ships has not been adequate and that the position becomes difficult particularly in summer months. The Committee feel that priority should be given to the provision of additional underground tanks so as to overcome the erratic nature of water supply, particularly in summer.

REPLY OF GOVERNMENT

The following table indicates the quantities of water (i) received from the Municipal Corporation in the three Docks of the Bombay Port Trust and (ii) supplied to the ships during the last three years.

Year (April to March).	Supplies received from the Corporation.	Supplies made to ships in million litres.		Total.
		In million litres	In Dock through hydrant on Quays	In stream through water boats.
1963-64	4,860	481	62	543
1964-65	5,000	477	50	527
1965- (April to September). (Six months)	2,610	278	25	303

It will be seen from the above that water supplied to ships forms hardly 10 to 12 per cent of the total requirements of water in the docks for operational purposes and supply to employees and others.

Water supplied to the ships in stream:—

For the supply of fresh water to the ships in stream, the Bombay Port Trust has two vessels viz. W.B. "Nirmala" (250 tons capacity) and S. A. H. "Panwel" (120 tons capacity) M/s. A. B. Cursetjee & Sons have also been given a licence by the Port Trust to supply water to the ships in stream. This company employs water barges for this purpose.

Odditional Anchor Hoy-cum-Salvage and Water Boat:

A contract for the acquisition of an additional anchor-hoy-cum-salvage and water boat has already been awarded. This new water

boat will have a capacity of 150 tons of fresh water. During the Fourth Five Year Plan, provision has been made for another water boat. In order to augment further the capacity for supply of water to ships in stream, two large passenger launches, which are to be acquired for carrying workmen to and from Butcher Island, are proposed to be fitted with fresh water tanks of 110 tons capacity each, so that they would be available for supply of water to ships in stream whenever required. The existing and the proposed means for the supply of water to ships in stream are thus adequate.

Supply of water to ships in the Docks and Harbour Wall Berths:

All the berths in the docks are fitted with hydrants of adequate size, which are fed directly from the underground water storage tanks for supplying water to ships in the docks. The existing net work of mains in the docks is adequate and is capable of supplying water to ships at the desired rates.

Fundamentally, the Port Trust are dependent on the Bombay Municipal Corporation for the physical supply of all their requirements of water. The Port Trust have taken a large number of connections from the Municipal mains. The Port Trust have also constructed the following underground storage tanks:—

Location of suction tank	Capacity of the suction tank in gallons.	Size of municipal connection.
1. Ballard Pier.	1,75,000	4" connection from 6" municipal main in Ballard Road and 6" connection from 12" municipal main in Wittet Road.
2. Uncleared Goods Ware house, Alexandra Dock.	4,00,000	8" connection from the 12" municipal main in Wittet Road.
3. Shed No. 2 Alexandra Dock.	1,00,000	8" connection from the 24" municipal main in P. D'Mello Road.
4. Shed No. 6 Alexandra Dock.	2,00,000	8" connection from the 24" municipal main in P. D'Mello Road.
5. No. 9, Victoria Dock near White Gate.	1,50,000	6" connection from the 24" municipal main in P. D'Mello Road and 8" connection from the 18" municipal main in P. D'Mello Road.
6. 'K' Shed, Prince's Dock.	2,00,000	8" connection from the 18" municipal main in P. D'Mello Road.
Total capacity :	<u>12,25,000</u>	

The following underground storage tanks are proposed to be constructed shortly in connection with the Dock Expansion Scheme 1962:

Location of suction tank.	Capacity of the suction tank in gallons	Size of municipal connection
1. 'H' Berth, Prince's Dock.	1,00,000	—
2. Carnac Bunder North wharf.	2,00,000	
Total Capacity :	<u>3,00,000</u>	

The existing total storage capacity of the underground tank is 5.31 million litres, which forms roughly 40 per cent of the daily total requirements of water in the docks. This storage capacity is quite adequate. If the Municipal Corporation maintains constant and regular pressure in the mains, there will be no shortage of water for ships, particularly because the water supplied to the ships forms hardly 12 per cent of the Port Trusts daily requirements of water for the three docks.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 27-12-1967].

Recommendation (Serial No. 46, Para 74)

As regards the de-salination scheme, the Committee note that the Port Authorities are not pursuing it, because of financial considerations. The Committee feel that as scarcity of fresh water is bound to be felt with increasing severity in years to come in Bombay and other Major Ports, Government should ask the Council of Scientific and Industrial Research to intensify their research efforts and evolve an economic scheme for de-salination of sea water, so that it could be tried on a pilot basis in one port and then extend it to other ports.

REPLY OF GOVERNMENT

The matter is being taken up with the Council of Scientific and Industrial Research.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 27-12-1967].

Recommendation (Serial No. 47, Para 75)

The Committee are unhappy to note that sometimes ships have to go to other ports for water supply. They have already recommended earlier about construction of additional water storage tanks. They would suggest that the question of acquiring additional Anchor-Hoy-cum-Salvage and water boat and passenger-cum-water launches should be finalised at an early date so as to ease the position of water supply to ships.

REPLY OF GOVERNMENT

An order has been placed for an Anchor-Hoy-cum-Salvage and Water boat on M/s Diamaru Corporation, Tokyo, and it is expected that the vessel will be delivered by October/November 1967. Tenders for passenger-cum-water boats have also been received and are being processed. It is expected that these boats also will be delivered by the end of the next year.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1967].

Recommendation (Serial No. 48, Para 78)

The Committee find that the Karmaham Conference have proposed a surcharge of 7.5 per cent on freight rates for cargoes from and to India. The Committee feel that as the freight rates are already weighted against Indian exports, Government should take concerted measures to check further increase in freight rates which are sure to militate against Indian exports. In this connection, the Committee note that Government have set up a Committee under Shri Ramaswami Mudaliar to examine the extent to which freight rates have already affected the expansion of Indian exports. They hope the report of that Committee will be available soon and prompt action will be taken.

REPLY OF GOVERNMENT

The Karmaham Conference had not announced a 7.5 per cent surcharge on cargoes from and to India during 1965/66 but they had issued a notice on 10.2.66 about the India-Pakistan Conferences proposals to effect 7.5 per cent general increase in freight rates in east-bound and west-bound trades with effect from 1st June, 1966 and 12th August, 1966 respectively. In accordance with the provisions of the discussions Formula the freight increase was discussed by the Conference with trades interests and Government. As a result of

these discussions, the Conference postponed the Westbound general freight rate increase from 12.8.66 to 15.9.66 and also agreed to give special treatment to sensitive commodities.

2. As regards shipping and freight problems the Government has set up a Freight Investigation Bureau in the Directorate General of Shipping, Bombay in order to keep a constant watch over the maritime freight structure and to investigate into complaints of high, anomalous and discriminatory freight rates which adversely affect our export trade and also lack of shipping facilities in overseas trades. A branch office of the Bureau is functioning in Calcutta and one more branch office is also being opened at Madras. The Government has taken the initiative in promoting the formation of three Regional shippers organisations, with headquarters at Bombay, Calcutta and Madras and also an All-India Shippers Council with its headquarters at Delhi, and in putting them in direct touch with shipping interests and conferences in an effort to enable each side to understand and appreciate the problems of the other and to create a forum for finding mutually satisfactory solutions.

3. As regards the report of the Committee under the Chairmanship of Shri Ramaswami Mudaliar, the Estimates Committee's reference is probably to the Committee on freight rates for sensitive commodities set up by the Ministry of Commerce. If that is so, the said committee was abolished in April, 1967.

[Ministry of Transport and Shipping (Transport Wing), D.O. No. 12-PDI(36)/66, dated 10-11-1967].

Recommendation (Serial No. 49, Para 81)

The Committee consider that there is urgent need to undertake a comprehensive review of the port rate structure in the major ports having regard to the following factors:—

- (1) *the cost of the service;*
- (2) *value of the service;*
- (3) *what the traffic could bear.*

It is essential that proper cost accounting is introduced so that the rates could be determined on scientific basis.

The Committee would also like to draw attention to the recommendations made in para 39 of their Sixty-seventh Report (Third

Lok Sabha) on Calcutta and Haldia Ports that a Committee consisting of representatives of major ports, shipping interests, leading chambers of commerce and industry, Ministries of Transport and Finance be appointed to go into the question of—

- (i) rationalisation of port charges for major ports and bringing about standardisation in the structure and nomenclature of port charges as far as possible; and
- (ii) standardisation and simplification of documentation so as to speed up clearance from the port.

The Committee would like Government to implement their recommendations at an early date.

The Committee note that the Chairman, Bombay Port Trust presides over the meetings of the Board of Trustees and is the Chief executive of the Port Trust. He is responsible for policy and planning, coordination between all departments of the port, general supervision over the accounts, records and the employees of the Port Trust and maintenance of liaison with other departments e.g., Regional Director of Food, Customs, Railways, Defence.

REPLY OF GOVERNMENT

Attention is invited to Government's reply to recommendation No. 19 made in para 39 of the 67th Report of the Committee [as reproduced in the fifteenth Report of the Committee (Fourth Lok Sabha) on Calcutta and Haldia Ports].

This Ministry has already accepted the need for simplifying and rationalising the tariff schedules of the various Ports and to limit the charges, as far as possible, to the actual cost of the services rendered by the Ports and to what the traffic could bear.

In accordance with an undertaking given by the Bombay Port Trust to the International Development Association, they have employed a firm of Chartered Accountants to carry out a study of their accounting system, with a view to:—

- (i) determine what changes, if any, in the accounting system are required so that the system reflects financial results in accordance with generally accepted commercial accounting principles;

- (ii) enable the Board to modify or supplement the accounting system and particularly the revenue and expense accounts including depreciation, in such a way that the cost of providing principal services and operations may be more readily and quickly determined.

An Accounting Cell in-charge of a senior officer of the I.A. & A.S. has been set up at the Bombay Port Trust to liase with the Bombay Port Trust, the Calcutta Port Commissioners and the Comptroller and Auditor General of India and expedite implementation of the recommendations made by the Consultants from time to time. As the broad objective is to introduce uniformity in accounting procedures at all the ports, the Cell will forward agreed proposals to the other ports for necessary action.

The Ministry of Finance have also agreed that their Chief Cost Accounts Officer would render suitable assistance to the Bombay Port Trust in this work.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 15.5.1967].

Recommendation (Serial No. 50, Para 85)

The Committee find from the reply of the Bombay Port Trust that the General Manager being preoccupied with day-to-day labour matters, has not been able to afford the necessary relief to the Chairman in bringing about inter-departmental coordination and in the discharge of other day-to-day routine matters of administration. The Committee note that there is a proposal to create a post of Additional General Manager who would look after the work of labour, finance planning and research and to utilize the General Manager for traffic matters and the important work of inter-departmental coordination with Customs, Railway, Regional Director of Food, etc., in order to speed up clearance of goods and to assist the Chairman in other matters of day-to-day administration. The Committee consider that keeping in view the fact that Bombay is the chief port for import of foodgrains and is currently engaged in the execution of huge development scheme costing over Rs. 13 crores, suitable administrative arrangements should be made to ensure that the Chairman is afforded sufficient time to concentrate on matters of general importance e.g., development of the port capacity, streamlining and reform of administration, matters of policy relating to economic and fiscal aspects of the port working and enhancement of labour productivity and welfare etc., and is afforded sufficient assistance in routine matters of day-to-day administration.

The Committee would also suggest that in order to facilitate work the question of amending the Bombay Port Trust Act, 1879, with a view to permit delegation of powers by the Board of Trustees to the Chairman, and to designate the General Manager as Deputy Chairman may be considered early.

REPLY OF GOVERNMENT

The recommendation regarding relief at the General Manager level is accepted and steps are being taken to give the necessary relief.

Regarding para 2 of the recommendation, the question of amending the Bombay Port Trust Act suitably is being examined.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36) /66, dated 15.5.1967].

Recommendation (Serial No. 51, Para 87)

The Committee regret to note that though a sub-Committee consisting the senior representatives of Calcutta, Bombay and Madras Port Trusts was set up as early as July, 1963 to recommend amendments of Bombay, Calcutta and Madras Port Acts, they took more than three years to submit the Report. They are unable to appreciate that the heads of the three Major Ports have not yet found it possible for the past eight months to consider these recommendations and forward them formally to Government for action. The Committee suggest that Government should take initiative in the matter and convene a meeting of the Chairman of Port Trusts concerned and finalise the proposals for amending the respective Acts to bring them in line with the requirements of these fast developing modern ports. In particular, the Committee would like Government to ensure that all the lacunae which have come to notice in the working of these old Acts, either for the execution of day-to-day work and of planned development schemes or issue of directives by Government to Port Trusts in national interest, should be rectified, by bringing forward comprehensive amending legislations on the subject at an early date.

REPLY OF GOVERNMENT

The question of amending the Bombay Port Trust Act, the Madras Port Trust Act and the Calcutta Port Act is, at present, under the consideration of the Central Government. On the basis of the recommendations of the sub-Committee of the Inter Ports Consultations the Chairman of the Port Trusts of Bombay and Madras and

the Chairman, Calcutta Port Commissioners, formulated their proposals and sent them to Government for consideration. These are under examination at present. The intention is to (i) bring the provisions of the older Port Trust Acts, as far as possible, in line with the provisions of the Major Port Trusts Act, 1963, and (ii) to remove any lacunae found in these Acts.

[Ministry of Transport and Shipping (Transport Wing), O. M. No. 12-PDI (36) /66, dated 15.5.1967].

Recommendation (Serial No. 53, Para 90)

The Committee welcome the initiative taken by the Inter-Port Consultations Committee to bring about uniformity in the service rules of employees working in the old Major Ports of Bombay, Calcutta and Madras. They hope that Government would take necessary action to bring about uniformity in the service rules of employees working in the ports, as far as possible.

REPLY OF GOVERNMENT

Yes. This objective is always kept in view.

[Ministry of Transport and Shipping (Transport Wing), O. M. No. 12-PDI (36) /66, dated 7.9.1967].

Recommendation (Serial No. 57, Para 97)

The Committee regret to note that the number of major accidents in the Bombay Port continues to be quite large in spite of the working of the Dock Safety Committee and the implementation of Dock Workers (Safety, Health and Welfare), Scheme 1961. They would urge the port authorities to intensify the safety measures so as to reduce the incidence of accidents to the minimum.

The Committee would also like to suggest that wide publicity should be given to the safety measures in all the languages commodity spoken and understood by the employees in order to make them well conversant with the safety measures.

REPLY OF GOVERNMENT

The recommendations of the Committee have been noted and will be implemented.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI (36) /66, dated 12.12.1966].

Recommendation (Serial No. 58, Para 101)

The Committee feel concerned to note the heavy shortfall in the construction programme of houses for the port employees during the Third Plan period. They find that out of a target of 3190 units laid down for the Third Five Year Plan only 1180 units i.e. about 34 per cent would be completed. This implies that only 11.2 per cent of the employees would be housed by the end of the Third Plan period as compared to the target of 40 per cent envisaged by the Government as early as 1955. The Committee learn that the main reason for this shortfall is paucity of land. They consider that the Ministry of Transport should have taken up the matter with the State Government to ensure the provision of necessary land to the Port. They also hope the matter would receive due attention of the Ministry.

REPLY OF GOVERNMENT

In order to achieve the target of housing 40 per cent of Port Trust employees in official quarters, it will be necessary to acquire about 50 acres of land (approximately 2,40,000 sq. yds). At the instance of the Port Trust, the Government of Maharashtra notified for acquisition in 1963 land admeasuring about 53,000 sq. yads. at Mahul for housing colonies. The acquisition proceedings have not yet been finalised and the land has not yet passed into the possession of the Bombay Port Trust. Negotiations are also being conducted with the owners of the land to arrive at a compromise. The Government of Maharashtra have also been requested, in August 1965, to make available about 50 acres of land for housing schemes and they have referred the matter to the Collector of Bombay, from whom the Port Trust have not yet heard anything. It is understood that large areas of land at the Wadala Salt Pans are vacant and can be made suitable for housing after filling and consolidation. The Municipal Corporation of the City of Bombay and the Maharashtra Housing Board, Bombay, were also approached, but they expressed their inability to provide any land. Meanwhile, the possibility of utilising certain Port Trust foreshore land at Wadala admeasuring about 11 acres, of which about half has more or less been levelled and will be available shortly, is being examined. An advertisement has also been inserted in the Press inviting offers for about 50 acres of suitable land.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 6.12.1966].

Recommendation (Serial No. 59, Para 104)

The Committee have already suggested in the 92nd report on Mormugao Port that the question of providing medical and hospital facilities to employees of the major ports should be reviewed by the Port Consultations Committee and a suitable scale laid down in this behalf for guidance of all concerned.

REPLY OF GOVERNMENT

The Port authorities have been requested to make a review as recommended by the Committee.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36) /66, dated 9.11.1967].

Recommendation (Serial No. 62, Para 109)

The Committee feel that the piece-rate and the premium piece-rate schemes offer the most acceptable incentives for increasing the output by the employees. They would suggest that these schemes should be extended so as to cover as large a number of employees as possible, care being taken to see that the datum fixed for determining incentives yields adequate results and does not lead to inflation of wage bill, disproportionate to the out-turn.

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee that the piece-rate and premium piece rate schemes should be extended to cover as large a number of employees as possible, has been noted and will be implemented.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI (36) /66, dated 6.12.1966].

Recommendation (Serial No. 64 Para 111)

The Committee would suggest that the fire-fighting arrangements at the Bombay Port be reviewed in consultation with the National Fire Service College, Nagpur, with particular reference to port requirements after the completion of the lock Expansion Scheme. They suggest that there should be a regular system of imparting refresher courses to the men working in fire service in the National Fire Service College, Nagpur.

The Committee are glad to note that the indigenous fire fighting equipment has been giving good services. They need hardly stress that all such equipment should be procured from within the country, as far as possible.

REPLY OF GOVERNMENT

As recommended by the Committee, the Port Trust fire-fighting arrangements would be reviewed after the completion of the Dock Expansion Scheme.

Under the existing arrangements, the Bombay Municipal Fire Brigade is primarily responsible for dealing with fires in the Docks and other Port Trust estates on shore but the Port Fire Service takes immediate action for dealing with fires until the Municipal Fire Brigade takes over.

The Port Trust Fire Service is directly responsible in respect of fires on ships in the harbour and also in the Oil Terminals in Butcher Island and Pir Pau. Butcher Island has its own fire-fighting towers and foam installations and, in addition, the Port Trust Fire Floats 'Sheetal' and 'Sinchan' are in attendance. Some of the Port's harbour tugs are also equipped with fire-fighting equipment. Fires in Pir Pau are to be dealt with both by the Port's Fire Brigade as well as by the Fire Floats.

Fires on ships in the stream are dealt with by the fire floats and the tugs and also by the ships own fire-fighting equipment, wherever possible.

The suggestion that refresher courses should be arranged in the National Fire Service College at Nagpur for the men working in the Port Fire Service has been noted and arrangements will be instituted accordingly. At the same time, it is considered that as the Port's main responsibility is for dealing with fires on ships, it would probably be more advantageous to send the men by rotation to attend refresher courses conducted by the Navy. The matter is, however, being examined further.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDIA36)/66, dated 12-12-1967].

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLY

Recommendation (Serial No. 12, Para 19)

The Committee find that the Secretary, Ministry of Transport in a communication dated the 18th June, 1958 to the Chairman Bombay Port Trust on the Second Plan schemes for the port had unequivocally stated that, "coming to the scheme for the dredging of the main harbour channel, fortunately there are no two opinions on the need for the scheme. It is a question of only waiting for the technical data to become available for a proper estimate to be made. I have no doubt that the World Bank will consider this project well qualified to receive loan assistance from them." The Committee, therefore, cannot help concluding that the main reason for not utilising at all the Plan provision for capital dredging in the Second Plan period was gross delay in the completion of studies to estimate the extent of dredging required and in deciding the disposal of spoil.

Even in the Third Plan, only Rs. 2.86 crores out of a provision of Rs. 4 crores would be spent for dredging. This shortfall is all the more reprehensible considering that capital dredging of the main harbour channel which was originally scheduled to be undertaken in the Second Plan would not be completed even by the end of the Third Plan.

The Committee also deprecate the lack of advanced planning on the part of the port authorities in as much as they have taken three years to recruit and train Dredging Masters for D. S. D. Vikram.

The Committee find from the Annual Report of the Port for 1964-65 that four dredgers out of nine are working double shift. The Committee would like the port authorities to examine at an early date the question of working a double shift on other dredgers particularly Vikram which is the latest addition to the dredger fleet. The Committee would like to emphasise that the port authorities should take up earnestly the work of Phase III of capital dredging of the harbour channel and complete it preferably during the financial year (1966-67) but in no case later than December, 1967 so that the entry of bigger ships into the dock area is not impeded.

REPLY OF GOVERNMENT

Before the work of dredging the main channel was taken in hand, it was necessary to undertake hydraulic model studies to investigate the suitability of the proposed dumping grounds for the purpose of disposal of the dredged spoil as well as the most advantageous alignment, width and depth of the harbour channel that would reasonably maintain itself. For this purpose, a hydraulic model of the Bombay Harbour was required to be constructed. It was originally intended to entrust the model researches to the Consulting Engineers, who quoted a period of 18 months for the preliminary investigations and model study. However, on account of the high fees quoted by them and in order to conserve foreign exchange, the model investigations were entrusted in April 1956 to the Director, Central Water & Power Research Station, Poona. Several current and tidal observations were taken in the harbour during both the monsoon and non-monsoon periods, and a large amount of hydrological data in respect of the Bombay Harbour was supplied to the Central Water & Power Research Station, Poona.

The work of this nature involving collection of siltation data, proving of the model to conform to the prototype conditions (which posed several problems during the proving stage) and subsequent researches on the model as well as confirmation of the suitability of the dumping grounds by radio-active tracer experiments required considerable time.

The entire dredging work involved was divided into three phases viz., Phases I and II for dredging the central and northern reaches of the channel and the tanker anchorages, and Phase III for dredging the entrance to the harbour. Global tenders were invited in July 1960 for dredging the areas included under Phases I and II, and the work order was placed on the successful contractor in September 1961. The contractor started dredging work in December 1961, and all the work contemplated to be carried out under the dredging contract was completed by May 1963, at a cost of Rs. 1.70 crores. Dredging of the channel under Phase III envisaged the removal of 1.6 million cubic yards of silt, which has been proposed to be carried out departmentally by the new section dredger "Vikram". However, 'Vikram' had to be detailed for more urgent work of dredging the approach channels under the maintenance dredging programme before she could be spared for work on the last Phase of the capital dredging project.

As regards the delay in recruiting and training a Dredging Master for D. S. D. "Vikram", applications were invited in November 1961 for filling two posts of Relieving Dredging Masters. Two Dredging Masters were then appointed in September and October 1962. The D.S.D. "Vikram" was put into commission in November 1962 under the command of the Senior Dredging Master. It was, however, found necessary to post another Dredging Master to assist the Sr. Dredging Master on the "Vikram" and an additional post of Dredging Master was sanctioned in July 1963. Thereafter, in September 1963, the Sr. Dredging Master retired prematurely after which two candidates were recruited and they joined duty in December 1963 and August 1964. Unfortunately one of the Dredging Masters on the 'Vikram' expired in January 1965. In spite of the above, the D.S.D. "Vikram" was not laid up for want of a Dredging Master. The double-shift working could not be commenced earlier, not only on account of the shortage of Dredging Masters but also because, the crew wanted certain demands to be met before the second shift working was introduced. "Vikram" has since been put on double shift working from April 1966.

Of the nine dredgers with this Port, three dredgers, viz., D. S. D. "Vikram", M. H. G. D. 'Vikas' and G. D. "Mayur" were acquired after 1956. The remaining dredgers are over 40 years old and have outlived their economic useful life. One suction dredger, S. D. "Moorhen" has since been withdrawn from the fleet of suction dredgers and converted into a hopper barge. Of the remaining eight dredgers, five including D. S. D. "Vikram" are working in double shift. This leaves two suction dredgers viz., S. D. "Spotbill" and S. D. "Widgeon" and one dumb grab dredger, S. D. "Priestman", which work in single shift only. The latter three vessels are proposed to be progressively replaced by more modern dredgers, when the question of double-shift working of the new dredgers will be considered.

D. S. D. "Vikram" has lately been engaged in maintaining the Alexandra Dock and Prince's & Victoria Docks channels and it is expected that she will be able to commence work on Phase III of the capital dredging shortly.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12.12.1966].

Recommendation (Serial No. 15, Para 22)

The Committee find it difficult to appreciate how the crew of dredgers apart from the repair machines, can prove of such technical

assistance in the execution of repairs as to justify their being engaged even over their normal working hours, resulting in payment of overtime to them as a regular measure during the lay-up periods. The Committee would like the matter to be fully investigated with a view to stop payments of any unnecessary overtime allowance.

REPLY OF GOVERNMENT

Overtime is not paid to the crew of the dredgers as a regular measure during lay-ups. Normally, when vessels are laid up, the members of the crew who apply for leave are allowed to avail of it and some are posted to other working vessels. The remaining members are ordinarily required to attend only for eight hours, but whenever repair work is done after working hours, some men are retained on overtime, both for keeping the engine room or other parts of the ship open and also for attending to any special work like handling large machinery parts of engine and cranes, overhauling and fitting of crane and hopper chains and ship's plates and parts, etc. This is done in order to expedite the repairs so that the vessel could be recommissioned early. The retention of crew on overtime is, however, strictly controlled by the officer of the Workshop supervising the repairs and is not allowed as a matter of course.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (38) /66, dated 12-12-1966].

Recommendation (Serial No. 16, Para 23)

The Committee are perturbed to find that during 1964-65, the D.S.D. 'Vikram', which was acquired in November 1962, was inoperative for more than four months and that four other dredgers S.D. 'Widgeon'; S. D. 'Moorhen', M.H.D.G. 'Vikas', F.G.C. 'Flamingo' were similarly inoperative for more than four months. The Committee cannot help concluding that there is something basically wrong in the working, maintenance and the repairs of the dredgers. They feel that there should be a proper enquiry into the matter and would like the port authorities to take effective measures to rectify the prevailing state of affairs.

REPLY OF GOVERNMENT

The Bombay Port trust have observed as follows:—

Inoperative days for Dredgers:

D.S.D. 'Vikram' was inoperative because the dredge-wire had given way and the vessel had to be withdrawn till the imported

replacement was available. Dredgers 'Widgeon', 'Moorhen' and 'Flamingo' are more than 40 years old and require extensive hull and machinery repairs. M.H.G.D. 'Vikas' was laid up for an extensive period in order to attend to her hopper door pulley pins which, as with 'Vikram', needed cutting out the strong back.

2. Some major works of repairs are sometimes taken up in one particular year which shows high cost and long lay-up for that year e.g. replacement of hopper door pulley pins of 'Vikram' and 'Vikas' mentioned above.

3. A vessel has a large variety of machinery and equipment, of makes with which we are often not familiar with the result that spares etc. are not satisfactorily arranged till after the vessel has been in operation for 2-3 years. This combined with import restrictions and formalities results in lay-ups, e.g. 'Vikram's dredging wire rope referred to above.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 19-5-1967].

Recommendation (Serial No. 20, Para 31)

The Committee are concerned to note from the statement in the Appendix, the rising cost of operations, maintenances and repairs on the launches. In particular, they note that the cost of annual repairs on the following launches has been on the high side and that in the case of two launches it has even exceeded in some years their original capital cost:—

Lunch	Capital cost	Annual repairs cost
1. Swift	47,569	48,043 (1962-63)
2. Gul	35,241	26,881 (1961-62)
3. Shewa	27,755	16,453 (1961-62)
4. Vigilant	14,823	20,834 (1961-62)
5. Mora	22,854	19,445 (1961-62)
6. Wavelet	41,669	28,637 (1961-62)

The Committee urge that the working of the launches may be reviewed with reference to their operational efficiency, their annual maintenance and repair charges as also their present replacement costs so that a phased programme may be prepared for their early replacement.

The Committee would also like the Government/Port Authorities to carefully go into the reasons for the inordinarily high cost of repairs of launches and to examine whether these high costs were justified, whether there is even now scope for reducing the repairs cost by reducing the workshop and the materials cost for repairs.

REPLY OF GOVERNMENT

The years of purchase of the launches are as under:—

M. L. Swift	....	1921
M. L. Gull	....	1937
M. L. Shewa	....	1937
M. L. Vigilant } M. L. Wavelet }	....	1929
M. L. Mora	....	1933

It will be seen that they have outlived their useful life. Proposals for replacement are in hand. Swift, Shewa, Vigilant, Wavelet and Mora will be replaced as soon as new pilot launches, mooring launches for which orders have been placed and passenger ferries for which tenders have been received in hand.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDF(36)/66, dated 12-12-1966].

Recommendation (Serial No. 23, Para 37)

The Committee are unhappy to note that although there is pressing demand for increasing dry docking facilities the Hughes Dry Dock remained vacant for 58 days, 36 days and 47 days during the years 1962-63, 1963-64 and 1964-65 respectively on account of maintenance and repairs works being carried on.

It is all the more surprising that this dry dock also remained idle for as many as 27, 47 and 41 days during the years 1962-63, 1963-64 and 1964-65, respectively for lack of demand. Considering the performance of the other dock viz., Merewether Dry Dock, very unsatisfactory. The Committee would like Government to investigate the reasons for the Hughes Dry Dock remaining vacant every year for abnormally long periods on account of maintenance and repairs, and lack of demand, and to take suitable remedial measures, such as proper maintenance, wide publicity of facilities available etc., to ensure that it is utilised to the maximum extent possible.

REPLY OF GOVERNMENT

It is correct that the Hughes Dry Dock remained vacant for reasons other than lack of demand for 58, 36 and 47 days during the years 1962-63, 1963-64, and 1964-65, respectively. It is, however, necessary to correct the impression that the dry dock was kept vacant for these periods exclusively for carrying out maintenance and repair works. These periods include the days on which the dry dock remained vacant on account of laying of the keel blocks and clearing of the dry dock after repairs to a ship were completed. The blocks have to be re-laid, on occasions, to suit the special features of any vessel entering the dock. Also, after a vessel completes its repairs and goes out of the dry dock, a good deal of drift, etc. which collects in the dock has to be cleared. Excluding these periods, the dry dock remained vacant, only for the purposes of carrying out maintenance and repairs, for nil, 6 and 2 days during 1962-63, 1963-64 and 1964-65, respectively. It is regretted that the position was not clarified earlier.

As regards the number of days during which the dry dock remained idle for lack of demand, it is pointed out that this Dock is usually reserved for large ships, some of which call unexpectedly for repairs. When framing our dry docking programme, we ensure that, as far as possible, every vessel that can go into the smaller Merewether Dry Dock is directed to that dock, the Hughes Dry Dock being left vacant for vessels that cannot enter the Prince's Dock and consequently cannot be regulated into the Merewether Dry Dock. This explains why the Hughes Dry Dock remained vacant on account of lack of demand for a large number of days than the Merewether Dry Dock.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 26, Para 42)

The Committee would like Government to pay urgent attention to the problem of absence of berths for execution of repairs as also inadequacy of raw materials which have been hampering the full utilisation of the existing ship repairing capacity within the country. In this connection the Committee would like to draw attention to their recommendations on ship repairing industry contained in paragraphs number 67 to 70 of their Sixty-seventh Report on 'Calcutta and Haldia Ports'. The Committee are confident that if adequate facilities are made available to the long established ship repairing

industry, it would go a long way in saving foreign exchange being incurred on repairs to India's ships abroad. In fact it should be made possible for Indian ship repair yards to earn valuable foreign exchange by undertaking repairs to foreign ships.

REPLY OF GOVERNMENT

Once the Dock Expansion Scheme has been completed it would be possible to spare two berths in the Prince's Dock for repairs to vessels of a length up to 500' and beam not exceeding 61'. Even now vessels of these dimensions are being accorded lay-up berths in the Prince's or in the Victoria Dock for repairs when these berths can be spared.

[Ministry of Transport and Aviation (Transport Wing), O. M. No. 12-PDI (36) /66, dated 12.12.1966].

Recommendation (Serial No. 32, Para 55)

As the rail transport position has considerably eased in recent months the Committee would like the Railways to meet in full the demand of the Port Trust so that goods can be cleared from the Port expeditiously.

REPLY OF GOVERNMENT

At present the Trunk Railways work to the Port a regular supply of only about 50 covered empty wagons a day. Our Railway Manager is in constant liaison with the Trunk Railway authorities in Bombay for balancing the day to day position of supply of wagons. The Port Trust have again taken up the matter with the Railway Board for ensuring a regular supply of a minimum number of one hundred covered empty wagons every day in addition to the incoming loaded traffic.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 6-12-1966].

Recommendation (Serial No. 33, Para 56)

The Committee would like the Railway Board to take an early decision on the question of according due priority for movement of sea-borne cargo by rail from Bombay Port inland destinations.

REPLY OF GOVERNMENT

Essentially, the problem involved is one of over-all shortage of wagons required for the movement of Docks cargo. At present most

of the wagons available are taken up by the cargo falling under Priority 'A' (Military cargo) and Priority 'B' (Foodgrains). A General upgradation of the priorities of other types of cargo, without an adequate supply of wagons, is neither useful nor desirable in the present circumstances. Moreover, in fixing the priorities of traffic, the Railways have also to conform to the general priority schedule in force in India from time to time. The only solution for the existing situation is for the Railway Board to supply the Port Trust a regular daily quota of 300 covered wagons, both loaded and empty. If this supply was ensured, the traffic originating in the Docks would move smoothly even under the existing pattern of priorities. However, as an immediate measure, it would be helpful if the priority for newsprint imports was upgraded from 'D' to 'C', as the Port Trust have already requested the Railway Board.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 6-12-1966].

Recommendation (Serial No. 34, Para 59)

The Committee apprehend that the reduction in staff which was made in 1962 on the recommendations of a senior officer of Central Railway have been more than neutralised with the efflux of time.

The Committee also consider that there is urgent need for planning the layout of the port railway yards so as to ensure efficient movement of traffic on completion of Dock Expansion Scheme.

The Committee would, therefore, recommend that Government should constitute an expert committee consisting of senior officers drawn from the Indian Railways to thoroughly examine the working of the Port Railway and suggest concrete measure to effect economy. They would also like the expert committee to draw up in detail plans for the development of rail facilities in the Port areas keeping in view the anticipated requirements on completion of the Dock Expansion Scheme and the developments envisaged in the Master Plan.

REPLY OF GOVERNMENT

Economy in expenditure effected by way of reduction of staff on the recommendations of a Senior Officer of the Central Railway in 1952 was almost immediately neutralised in 1953 when the Minimum Wages Act was made applicable to Bombay Port Trust Railway. This Act does not apply to the Trunk Railways. Depending upon the nature and the quantum of work since 1952, there has also been an increase in staff of the Railway Department from time to time.

A large number of Railway sidings of the Bombay Port Trust Railway serve private plots and long term private leaseholds on the Port Trust estate. It is not practicable to terminate those long-term leaseholds without prolonged litigations which may run for years. The Port Trust have already started creating increased facilities for handling railborne traffic by taking over the possession of suitable plots which are being vacated from time to time. The additional railborne traffic that is likely to be offered for transport on the Bombay Port Trust Railway after the completion of the Dock Expansion Scheme has also been taken into account by the Port Trust while proposing the layout of the railway lines serving the proposed additional berths.

The Port Trust Railway is a part of the total Port complex. The Railway is not only a necessity but a vital and almost a strategic need for any port. It will, therefore, not be realistic to compare the results of its financial working in isolation. The provisions of the Minimum Wages Act which apply to the Bombay Port Trust Railway Workers and which do not apply to the workers on the Trunk Railways, require added payments to be made by way of over-time to staff. Awards of Industrial Tribunals appointed for the Port Labour in general apply to the workers of the Port Trust Railway also, resulting in additional expenditure on the staff. There can, therefore, be no real comparison in so far as the total monthly emoluments are concerned, between a Port Trust Railway worker and his counterpart on the Trunk Railways. Increase in expenditure of the Railway Department can mainly be attributed to two factors viz., payment of overtime to staff and expenditure on the operation, repairs and maintenance of locomotives. This problem has to be studied closely with reference to the conditions of port labour in general.

This will be investigated by a local Committee of three Heads of Departments viz., the Chief Engineer, Chief Accountant and the Railway Manager, Bombay Port Trust. Their recommendations would be examined by the General Managers Western and Central Railways, who are Trustees on the Board of Trustees.

Rail facilities with reference to Dock Expansion Scheme have already been taken into account proposing the layout of railway lines to serve the proposed additional berths. The Railway Manager and Chief Engineer will carry out further studies if necessary and their recommendations checked by the General Managers of the Western and Central Railways.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1967].

Recommendation (Serial No. 38, Para 62)

The Committee would like the track renewal programme to be reviewed by the expert Railway Committee, suggested by them keeping in view the anticipated density of rail traffic on completion of the Dock Development Scheme.

REPLY OF GOVERNMENT

This problem can be investigated by a local Committee of Heads of Departments of the Bombay Port Trust, viz., the Chief Engineer, the Mechanical Superintendent and the Railway Manager of the Bombay Port Trust. Their recommendations would be examined by the General Managers, Western and Central Railway who are Trustees of the Bombay Port Trust Board.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 19-5-1967].

Recommendation (Serial No. 52, Para 89)

The Committee consider that there should be a cell consisting of selected men of technical, administrative and financial departments of the port, to carefully job-analyse the various sections and in particular, to advise on the justification for increase in strength advanced by various departments. The Committee consider that the sanctioning authority should exercise every care to see that the port does not get loaded with unnecessary staff and all avenues for economy are fully explored.

REPLY OF GOVERNMENT

Although, at present there is no cell of the type referred to by the Committee, no proposal for an increase in staff is agreed to until it has been carefully scrutinised at various successive levels by technical, administrative and financial officers. In the case of proposals requiring the Government's sanction, a further examination is carried out at their level. Sufficient safeguards against excessive staff being employed already exist, therefore, in the procedure being followed at present.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 19-5-1967].

Recommendation (Serial No. 54, Para 90)

In view of the fact that the port employees have to come in intimate contact with the public, the Committee would stress that the

conduct rules, particularly those relating to integrity, should be reviewed in the light of the recommendations made by the Santham Committee.

REPLY OF GOVERNMENT

So far as the Major Ports of Cochin, Kandla, Visakhapatnam and Mormugao are concerned, Conduct of Rules on the lines of the Rules applicable to the employees of Central Government have already been framed by the Central Government as part of the Regulations, which the Government are empowered to frame under Section 126 of the Major Port Trusts Act, 1963. The Port of Paradip is directly administered by the Central Government and therefore the Conduct Rules applicable to Central Government employees apply automatically to the employees of this Port.

The question of framing upto-date Conduct Rules for the employees of the Ports of Bombay, Calcutta and Madras is under active examination in consultation with the Port authorities.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 15-5-1967].

Recommendation (Serial No. 55, Para 91)

The Committee desired to know the difference, if any, in the procedure of recruitment followed by other Major Ports. They regret to observe that no such information was furnished to them as it was stated to be not available.

REPLY OF GOVERNMENT

The Major Ports are autonomous statutory bodies. It has, however, been impressed upon them to utilise the National Employment Service for recruitment to posts under them in accordance with the procedure laid down by the Government of India in the Ministry of Home Affairs. The procedure followed by other Major Ports in the matter of recruitment is generally the same as that followed by the Bombay Port Trust.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 12.12.1966].

Recommendation (Serial No. 56, Para 95)

The Committee are perturbed to note the rising trend in the payment of overtime allowance to officers and staff of the Bombay Port

Trust. They find that the expenditure on this account has risen from Rs. 64·53 lakhs in 1961-62 to Rs. 121·83 lakhs in 1964-65, thereby registering an increase of about 89 per cent.

The Committee consider that the heavy incidence of overtime payments in Bombay Port needs to be brought down to the absolute minimum. They feel that the system of overtime payments tends to create a vested interest and a tendency to go slow among the employees to earn more and more overtime. The Committee note that some measures have recently been taken by the Chairman, Bombay Port Trust to control overtime payments. The Committee feel that the measures would only yield results if a sustained drive is maintained to ensure their implementation and to suitably reinforce them from time to time in the light of experience to plug all loopholes. The Committee urge that a committee of heads of the departments, presided over by the Chairman of the Port Trust, may be constituted urgently to go into the whole question of payment of overtime allowance with a view to lay down specific conditions and rules under which overtime allowance should be payable. The Committee may inter alia suggest the introduction of shift system where work has to be attended to regularly beyond normal working hours. In order to keep a watch over the bill for overtime, the committee may review the position—say once in a quarter—with a view to suggest remedial measures in this regard.

The Committee are not sure whether the rules for the payment of overtime allowance are on a uniform basis in all Major Ports as complete information in this regard has not been furnished. Since such payments have repercussions in other ports also, the Committee would recommend that early action should be taken by the Inter-Ports consultations Committee to bring about broad uniformity in regard to the conditions governing the payments.

REPLY OF GOVERNMENT

A sustained drive is being maintained by the Bombay Port Trust to regulate overtime. Expenditure on overtime is being constantly reviewed periodically at the weekly meetings of Port Heads of Departments, which are presided over by the Chairman, Port Trust and this serves the same purpose as the constitution of a Special Committee. However, the suggestion is being borne in mind by the Port Trust. A difficulty to be contended with in introducing the shift system and other remedial measures would be the nature of the work and the attitude of the staff and labour Unions. Past experience in regard to the attitude of the staff and Unions has not

been happy. Nevertheless, endeavours to curtail overtime by such measures will continue to be made, but it needs to be stressed that the nature of the work in certain Departments is such that the introduction of an additional shift is either not feasible for operational reasons or is likely to be more expensive than the existing system of work.

As regards the question of uniformity of Overtime Rules, it may be mentioned that the overtime for most of the Port Trust Class III and Class IV employees is governed by statutory enactments such as the Minimum Wages Act and the Factories Act and also by awards of Industrial Tribunals. These are legally binding on the Port authorities, except at Mormugao since the Minimum Wages Act has not yet been extended to the Union Territory of Goa, Daman and Diu.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI(36)/66, dated 15-5-1967].

Recommendation (Serial No. 60, Para 106)

The Committee cannot help regretting that due to lack of forethought and planning the design of the hospital project necessitated its reappraisal a number of times with the result that the project could not be proceeded with during the Second Plan period and the actual work started only late in 1964 (fourth year of the Third Plan). The project is now being spilled over to the Fourth Plan and is expected to be completed by March 1967.

The Committee feel that if the project had been taken up earlier, much of the inconvenience caused to the port employees for lack of suitable and adequate medical facilities and the large amounts which the port authorities have to reimburse to the employees for providing medical facilities in other hospitals, would have been saved. The Committee urge that the project should be completed with utmost expedition so that it is at least commissioned by the revised stipulated date.

REPLY OF GOVERNMENT

The Committee's observations have been noted. Every effort will be made by the Port Trust to complete the project by the stipulated date.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI(36)/66, dated 12-12-1966].

Recommendation (Serial No. 61 Para 107)

The Committee note that there has been a raising trend in the labour costs for handling per ton of cargo. They would like the reasons to be fully investigated and remedial measures taken.

REPLY OF GOVERNMENT

The enhancement in labour cost is uncontrollable to the extent the Port Trust is obliged to grant increases in dearness allowance, etc., to the cargo handling labour pursuant to Governmental action from time to time. An interim relief has also been sanctioned, by the Wage Board, leading to a further increase in the handling cost. It needs, however, to be pointed out that the better productivity or output of labour as a result of incentive schemes has resulted in a quicker turn-round of vessels, which has enabled the Port to handle more vessels with a consequential increase in its revenue.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1966].

Recommendation (Serial No. 68, Para 110)

The Committee find that the largest arrears of rent are due from Government departments, the major defaults being from Defence Department (over Rs. 77 lakhs) and Naval Department (over Rs. 16 lakhs) and Food Department (over Rs. 6 lakhs). They are surprised to learn that even though the matter was taken up at the 'highest level', the arrears have not been settled. They would like Government to constitute a high powered Committee consisting of representatives of Port Trusts, Ministries of Transport, Finance and the department concerned, so as to clear these arrears. They would also like this Committee to lay down agreed principles so as to ensure that arrears of rent do not accumulate in future. As regards the arrears from private parties, the Committee apprehended that the decision of trustees taken in 1954 that legal action should be taken for ejectment and recovery of arrears no sooner a tenant or a lessee runs into arrears for more than two months has not been implemented in actual practice in all cases. They also find from the statement of outstanding dues of Rs. 50,000 and more from private parties that in many cases suits were instituted after delay of several years and that even after decrees have been obtained against the defaulting parties, these have not been executed with due expedition. The Committee would like the port authorities to ensure that legal proceedings are

instituted against the defaulting parties as soon as the rent runs into arrears for more than two months and that follow up action is taken to see that the defaulting parties are brought to book at an early date.

REPLY OF GOVERNMENT

The outstanding rent recoveries referred to in this para relate to the amounts due from—

- (1) The Government of India and Public Bodies; and
- (2) Private parties.

As a result of high level discussions held between the Ministry of Defence, Ministry of Transport and Shipping and the Bombay Port Trust, the arrears due from the Defence Ministry have been reduced appreciably. It is expected that the outstanding items would also be cleared shortly, as a result of these discussions. Similar action has been taken regarding certain other Port Trusts as well. Discussions will be arranged, wherever found necessary, in the case of other Ministries as well.

The Port Trusts have well organised Estate Departments and the principles governing leases are quite well-established. If, however, some Government lessees are not satisfied on certain terms and efforts to resolve them locally fail, high level bi-partite discussions are arranged to settle the disputes.

As regards (2), a reference to Appendix IX of the Report will show that except for three items, viz., items Nos. 5, 6 and 7, there has not been much time-lag from the date of accrual of arrears shown in column 3 and the filing of the suits as detailed in column 7.

As regards item 5, the original suit bearing City Civil Court Suit No. 925 was filed against the tenant in 1954. The Suit No. quoted in Col. 7 refers to High Court Suit No. 331 of 1959 which is the number under which the defendant had filed an appeal. The appeal was dismissed by the High Court in July 1965. Application for execution has been made on 20th January 1966 and action against obstructionists is being taken.

As regards item 6, the original tenant was Shri Radheshyam Sitalprasad. At the time the arrears had started accruing, i.e., from 1st August, 1958, the property was in the hands of the Court Receiver. Subsequently, the registered tenant died and his legal heirs had

to be brought on record. After executing all legal formalities, C.C.C. Suit No. 3629 of 1960 was filed against the heirs and legal representatives of the deceased.

As regards item 7, the arrears referred to in respect of this item relate to arrears of water charges and property taxes. As a large number of occupants would have been dishoused by the execution of the decree and as the sub-tenants are intending to form a Co-operative Housing Society, the execution of the Court's Orders has been deferred for the time being. As against the arrears of Rs. 56,875.18 due up to 30th June 1966, the obstructionists have so far paid Rs. 51,000/-.

[Ministry of Transport and Shipping (Transport Wing), O.M. No. 12-PDI (36)/66, dated 15-5-1967].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

The Committee had inter alia recommended that Government should lay down agreed principles so as to ensure that arrears of rent do not accumulate in future. Please indicate what action has been taken in the matter.

[L.S.S. O.M. No. 4/22 (1) ECI/66, dated 23-10-1967].

REPLY OF GOVERNMENT

FURTHER REPLY OF GOVERNMENT

Generally, when the Port Trust leases land to any public authority or private body or person, the conditions of lease and rental are spelt out in advance. However, in exceptional circumstances particularly during the last war, land had to be given by the Port Trust for certain requirements on an emergency basis. Subsequently when the problem of long term lease arose, the question of rental had to be settled. It was in these circumstances that arrears of rental accumulated on a large scale. The Port Trust and the Defence Ministry have now settled many of these problems and the arrears have come down considerably. The arrears of Estate Rental outstanding on 31st August, 1967 amounted to Rs. 55.91 lakhs as against Rs. 127.10 lakhs on 31st March, 1965 referred to in para 110 of the

97th Report of the Estimates Committee. Further negotiations have been in progress between the Port Trust and the Defence Ministry for early settlement of the outstanding issues.

[Ministry of Transport and Shipping (Transport Wing), D.O. No. 12-PDI(36)/66, dated 25-11-1967].

Recommendation (Serial No. 65, Para 112)

Of the three old major ports in the country, Calcutta is a river port. Madras is an open sea port and Bombay is situated in a creek. Bombay Port handles the largest volume of traffic in the country. About 3000 ships annually call at this port. Approximately one third of the total imports of the country handled through this port, the principal items of import being foodgrains, machinery, P.L. Products, semi-finished goods and chemicals. The principal items of export from this port consist of raw cotton, piece goods, and oil cakes. It has a large well developed hinterland and serves as a port for import and export of a number of States namely Maharashtra, Gujrat, Punjab, Delhi etc.

It has been admitted by the Port authorities that except for the new marine oil terminal there has been no addition to the berthing capacity of the Bombay Port since Alexandra Docks were constructed in 1914, the traffic has increased manifold. Though the Port authorities thought of a Dock Development Scheme as early as 1949 it is most regrettable that there was unconscionable delay on the part of Port authorities in taking it up for implementation as they insisted on getting a grant for development of the port, to the extent of 50 per cent from the Government, fully knowing that there was no precedent for it and also in spite of the fact that the Port had enough fund of its own to complete the Plan. It was unfortunate that the Dock Development Scheme became an issue of prestige for the Chairman and also for Port authorities and no headway was made till the appointment of a new Chairman of the Port Trust in 1959. Even thereafter, it took the Port authorities three years to work out the details of the Dock Expansion Scheme (1962) which was finally approved by the Government. After approval, it has taken another three years to tie up arrangements for financing of the project from International Development Association, float global tenders and place firm orders.

In fact according to the latest information supplied to the Committee, the work on the execution of the Dock Expansion Scheme has started only in February this year i.e., at the jag end of the Third Plan. The Committee consider it most unfortunate that such delays

should have hampered the development of a port which handled the largest imports of foodgrains and general goods on the Western coast. The Committee feel that both the Port Trust and Government should have acted with greater sense of urgency so that the bulk of the work of Dock Expansion Scheme would have been completed before the end of the current plan period. They, however, note that the work has been proceeding apace during the last two years and has gathered momentum. They would like the Port authorities to ensure that the Dock Expansion Scheme is completed by the revised target date i.e., 1969-70.

The Committee would also stress the need for observing due economy in the execution of the Dock Expansion Scheme so as to ensure that the handling charges at this Port continue to remain competitive.

The Committee note that there are a number of proposals for improving facilities for handling of foodgrains at Bombay Port, including the development of two berths at the satellite port; Nhava-Sheva. The Committee would like the additional foodgrain handling facilities to be so designed and erected as would be capable of handling other bulk cargoes with the easing of the food crisis.

The Committee would like Government to prepare a Master Plan for the development of ports keeping in view the projections of traffic in the coming years, with special reference to import of foodgrains and the need for developing export facilities on competitive basis. The Committee would like Government to formulate the Master Plan for the development of Bombay Port in the context of an overall planned programme for the long term development of all the ports in the country so as to ensure that no infructuous capacity is developed in any port. Such a development programme should take into account the long term forecasts of:—

- (i) The volume of the country's present foreign trade both imports and exports and the proposed or expected increase in 2 or 3-subsequent Plan periods;
- (ii) Changes in the pattern of trade;
- (iii) The size of future ships and the developments in the ship-building industry;
- (iv) Agricultural and industrial production and consumption in the various regions within the country;
- (v) Internal traffic arrangements, both rail and road, from and to the ports.

The Committee are concerned to note the widening gap between expenditure and income of the Bombay Port Trust Railway and would like Government to appoint a Committee of senior officers of Indian Railways to examine the working of the Port Railway in order to suggest ways and means for effecting economy and for scientific layout of the yard, keeping in view the traffic requirements particularly on the completion of the Dock Expansion Scheme.

The Committee are unhappy to note the rising trend in payment of overtime to the staff and would like Port authorities to take sustained measures to ensure that it is reduced to reasonable level as any increase in administrative expenditure is sure to have its impact on the port charges. They would also like to the service conditions and conduct rules in Bombay Port and in other major ports to be reviewed so as to bring about uniformity.

The Committee welcome the getting up of the Design Cell in Bombay Port and would like Government to take early action to develop inter Port Consultancy Service so that India can achieve self-reliance in this important field of designing.

The Committee are happy to note that the Port authorities have been taking energetic action in recent months to cope with the heavy import of foodgrains. The Committee are glad to note that the number of shipdays lost by foodships in waiting has been reduced from 1072 in 1964-65 to 545 in 1965-66. The Committee note that Bombay will have to handle foodgrains to the extent of 3.7 lakhs tonnes per month for sometime. They need hardly stress that every effort should be made to handle the import of foodgrains and general goods efficiently and speedily.

The Committee would like Government to pay special attention to the problem of development of Bombay Port as since construction of Alexandra Docks in 1914 there has been no increase in berthing capacity in the port so far, despite phenomenal increase of traffic. They would like the Port authorities to efficiently husband their resources in order to ensure that the reputation of Bombay as an efficient port in the country is maintained and hence India's reputation in this regard may be protected. The Committee also like to commend that though there has not been any increase in the berthing facilities, even from the last war the Port authorities have been handling fast increasing traffic for all these years with increasing efficiency. The Committee are sure that if the necessary facilities were provided, the efficiency of the port operations would have gone up to the expectation of the nation.

REPLY OF GOVERNMENT

Every effort will be made to complete the Dock Expansion Scheme as early as possible and also to observe due economy in its execution.

As regards the proposed grain-handling berths in the Shewa marine area, we have always been alive to the desirability of making these berths capable of handling other bulk cargoes.

It is noted that the Committee desire that Government should prepare a Master Plan for the overall development of all the ports in the country, and that the Master Plan for the Port of Bombay should be drawn up in the context of such an overall development plan. The considerations mentioned by the Committee will be taken into account in the formulation of our Master Plan by the Director of Transport Research, Ministry of Transport, who is at present carrying out the economic investigations required for the Master Plan Study, and by our Consulting Engineers who will draw up the final Plan.

As regards the Committee's observations regarding the Bombay Port Trust Railway and the incidence of overtime payment to the staff, these matters have been dealt within the replies to the recommendations listed at serial Nos. 65 and 56 respectively in Appendix X Part II of the Committee's Report.

[Ministry of Transport and Aviation (Transport Wing), O.M. No. 12-PDI (36) /66, dated 12-12-1966].

NEW DELHI;
March 6, 1968.

Phalguna 16, 1889 (Saka).

P. VENKATASUBBAIAH,

Chairman,
Estimates Committee.

APPENDIX

(*Vide* Introduction)

Analysis of the action taken by Government on the 97th Report of the Estimates Committee (Third Lok Sabha)

I Total number of recommendations 65

II Recommendations which have been accepted by Government (*Vide* Recommendations at S. Nos. 1-11, 13, 14, 17, 18, 19, 21, 22, 24, 25, 27-31, 35, 36, 37, 39-51, 53, 57-59, 62 and 64)

Number 47

Percentage to total 72.3

III Recommendations which the Committee do not desire to pursue in view of Government's reply (*Vide* Recommendations S Nos. 12, 15, 16, 20, 23, 26, 32, 33, 34, 38, 52, 54, 55, 56, 60, 61, 63, and 65)

Number 18

Percentage to total 27.7