

**ESTIMATES COMMITTEE  
(1967-68)**

**SIXTEENTH REPORT**

**(FOURTH LOK SABHA)**

**MINISTRY OF TRANSPORT AND SHIPPING  
(DEPARTMENT OF TRANSPORT)**

**Action taken by Government on the recommendations contained in the Sixty-eighth Report of the Estimate Committee (Third Lok Sabha) on the erstwhile Ministry of Transport—Madras Port.**



**LOK SABHA SECRETARIAT  
NEW DELHI**

*November, 1967/Kartika, 1889 (Saka)*

*Price : 65 Paise.*

**LIST OF AUTHORISED AGENTS FOR THE SALE OF LOK SABHA  
SECRETARIAT PUBLICATIONS**

Sl. No.	Name of Agent	Agency No.	Sl. No.	Name of Agent	Agency No.
<b>ANDHRA PRADESH</b>			11.	Charles Lambert & Company, 101, Mahatma Gandhi Road, Opposite Clock Tower, Fort, Bombay.	30
1.	Andhra University General Cooperative Stores Ltd., Waltair (Visakhapatnam).	8	12.	The Current Book House, Maruti Lane, Raghunath Dadaji Street, Bombay-1.	60
2.	G. R. Lakshminpathy Chetty and Sons, General Merchants and News Agents, Newpet, Chandragiri, Chittoor District.	94	13.	Deccan Book Stall, Ferguson College Road, Poona-4.	65
<b>ASSAM</b>			<b>RAJASTHAN</b>		
3.	Western Book Depot, Pan Bazar, Gauhati.	7	14.	Information Centre, Government of Rajasthan, Tripolia, Jaipur City.	38
<b>BIHAR</b>			<b>UTTAR PRADESH</b>		
4.	Amar Kitab Ghar, Post Box 78, Diagonal Road, Jamshedpur.	37	15.	Swastik Industrial Works, 59, Holl Street, Meerut City.	2
<b>GUJARAT</b>			16.	Law Book Company, Sardar Patel Marg, Allahabad-1.	48
5.	Vijay Stores, Station Road, Anand	35	<b>WEST BENGAL</b>		
6.	The New Order Book Company, Ellis Bridge, Ahmedabad-6.	63	17.	Granthaloka, 5/1, Ambica Mookherjee Road, Belgharia, 24 Parganas.	10
<b>MADHYA PRADESH</b>			18.	W. Newman & Company Ltd., 3, Old Court House Street, Calcutta	44
7.	Modern Book House, Shiv Vilas Palace, Indore City.	13	19.	Firma K. L. Mukhopadhyay, 6/1A, Banchharam Akur Lane, Calcutta-12.	82
<b>MAHARASHTRA</b>			<b>DELHI</b>		
8.	M/s Sunderdas Gianchand, 601, Girgaum Road, Near Prince's Street, Bombay-2.	6	20.	Jain Book Agency, Connaught Place, New Delhi.	1
9.	The International Book House (Private) Limited, 9, Ash Lane, Mahatma Gandhi Road, Bombay-1.	23			
10.	The International Book Service, Deccan Gymkhana, Poona-4.	62			

CORRIGENDA

To

Sixteenth Report of the Estimates Committee  
(Fourth Lok Sabha)

Page 12, line 4, add "be" after "also".

Page 14, lines 12-15, delete the sentence beginning with "The" and ending with "Appendix 'D'".

Page 19, line 4, for "owards" read "towards".

---

## CONTENTS

	PAGE
COMPOSITION OF THE COMMITTEE . . . . .	(iii)
INTRODUCTION . . . . .	(v)
CHAPTER I. Report . . . . .	
CHAPTER II. Recommendations which have been accepted by Government	2
CHAPTER III. Recommendations which the Committee do not desire to pursue in view of the Govt.'s reply . . . . .	17
<b>APPENDICES :</b>	
I Notes showing action taken by Madras Port Trust authorities regarding schemes to be undertaken during the Fourth Five Year Plan	22
II Statement showing the progress of Wet Dock schemes of Madras Port	25
III Statement showing action taken on the Report of the sub-Committee of Manganese Ore Exporters	27
IV. Analysis of the action taken on the recommendations contained in the 68th Report of Estimates Committee (3rd Lok Sabha) . . . . .	31

# **ESTIMATES COMMITTEE**

(1967-68)

## **CHAIRMAN**

**Shri P. Venkatasubbaiah**

## **MEMBERS**

2. **Shri Panna Lal Barupal**
3. **Shri Onkar Lal Berwa**
4. **Shri Maharaj Singh Bharti**
5. **Shri Bibhuti Mishra**
6. **Shri R. K. Birla**
7. **Shri Jyotirmoy Bosu**
8. **Shri Tridib Chaudhuri**
9. **Shri Hardayal Devgun**
10. **Shri Y. Gadilingana Goud**
11. **Shri J. N. Hazarika**
12. **Shri J. M. Imam**
13. **Shri Tulshidas Jadhav**
14. **Shri Dhireswar Kalita**
15. **Shri S. Kandappan**
16. **Shri Baij Nath Kureel**
17. **Shri Yashwant Singh Kushwah**
18. **Shri K. Lakkappa**
19. **Shrmati Sangam Laxmi Bai**
20. **Shri J. M. Lobo Prabhu**
21. **Shri Inder J. Malhotra**
22. **Shri Yamuna Prasad Mandal**
23. **Shri Dhuleswar Meena**
24. **Shri F. H. Mohsin**
25. **Shri Chintamani Panigrahi**
26. **Shri Rajdeo Singh**
27. **Shri Gajraj Singh Rao**

28. Shrimati Jayaben Shah
29. Shri Shantilal Shah
30. Shri P. Sivasankaran

**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 sixteenth Report of the Estimates Committee on the action taken by Government on the recommendations contained in the Sixty-eighth Report of the Estimates Committee (Third Lok Sabha) on the erstwhile Ministry of Transport—Madras Port.

2. The Sixty-eighth Report of the Estimates Committee was presented to the Lok Sabha on the 9th April, 1965. Government furnished their replies to the recommendations, as also further information sought subsequently on certain replies, between the period 16th March, 1966 and 7th September, 1967. The replies were considered by the Study Group 'D' of the Estimates Committee on the 5th September, 1966. The information furnished in clarification of certain replies was considered by the Chairman of the Estimates Committee on the 30th January, 1967 and 6th October, 1967. The Report was adopted by the Committee on the 8th November, 1967.

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

- I. Report.
- II. Recommendations that have been accepted by Government.
- III. Recommendations which the Committee do not want to pursue in view of Government's reply.

4. An analysis of the action taken by Government on the recommendations contained in the Sixty-eighth Report (Third Lok Sabha) of the Estimates Committee is given in Appendix IV. It would be observed therefrom that out of 21 recommendations made in the Report, 17 recommendations *i.e.*, 81 per cent have been accepted by Government and the Committee do not desire to pursue the remaining 4 recommendations *i.e.* 19 per cent in view of Government's replies.

P. VENKATASUBBAIAH.

*Chairman,  
Estimates Committee.*

NEW DELHI-1;  
November 9, 1967.  
Kartika 18, 1889 (Saka).

## **CHAPTER I**

### **REPORT**

The Estimates Committee are glad to note that the recommendations contained in the Sixty-eighth Report of the Estimates Committee, 1964-65 (Third Lok Sabha) on the erstwhile Ministry of Transport—Madras Port, have been generally accepted by Government.



## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

#### **Recommendation (Serial No. 1, Para. No. 5)**

*The Committee are unhappy to find that out of a provision of Rs. 15·77 crores for the first two plans, only Rs. 9·51 crores or roughly about 60·3 per cent Plan provision was utilised.*

*The Committee are all the more unhappy to note that while they should have expected that a serious effort will be made in the Third Plan to make up the short falls in the first two Plans, the performance in the Third Plan has been much worse, in so far as the expenditure incurred on the new projects during the first three years of the current Plan (from 1st April 1961 to 31st March 1964) amounted to only Rs. 49 lakhs as compared to the provision of Rs. 487 lakhs.*

*The Committee are not at all convinced with the reasons put forward by the Port authorities for delay in undertaking works connected with the wet dock scheme and other plan projects. They consider that if detailed schemes had been prepared in time and co-ordinated action taken to arrange finance and equipment, the delay of nearly 3 to 4 years in the commissioning of wet docks and other plan works could have been avoided, affording the much needed relief earlier to the congested port of Madras.*

*The Committee cannot overemphasise that vigorous efforts should be made by the port authorities to make up for lost time, and to complete the plan schemes, other than those which have not been deferred/dropped during the plan period so that these are not carried forward to the Fourth Five Year Plan. They would also suggest that detailed planning of schemes to be undertaken in the Fourth Five Year Plan should be initiated now so that their execution is evenly spread throughout the period of that Plan and the history of the past is not repeated.*

#### REPLY OF GOVERNMENT

The Madras Port Trust have been requested to take action as indicated.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please indicate what specific action has been taken by the Madras Port Trust Authorities regarding advance planning of the scheme to be undertaken during the Fourth Five Year Plan in order to ensure that their execution is evenly spread through out the period of the plan.*

[Lok Sabha O.M. No. 4/22(1)ECI/65, dated 28th October, 1966].

**REPLY OF GOVERNMENT**

A brief note is attached. (Appendix I).

*[Ministry of Transport and Aviation, Department of Transport and Shipping (Transport Wing) O.M. No. 12-PDI(27)/65, dated 12th December, 1966].*

**Recommendation (Serial No. 2, Para 10)**

*The Committee are concerned to note that the wet dock scheme which was taken up in the First Five Year Plan period has undergone several revisions, and that this has necessitated increased outlay and caused considerable delay in the execution. Originally designed for 32 ft. draft vessels, the revised scheme now envisages 35 ft. draft to enable bulk carriers to visit the port. The Committee feel that in any project of this magnitude, a long term view of the future requirements of the port should have been taken from the very beginning and project estimates prepared accordingly. The Committee would urge that the project should be speeded up and that efforts should be made to see that residual items of work are completed by the due date viz. December 1965.*

**REPLY OF GOVERNMENT**

The Port Trust has been instructed accordingly.

*[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].*

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please indicate what specific action has been taken by the Port authorities for speeding up the project. Please also state whether the residual items of work were completed by December, 1965.*

[L.S.S. O.M. No. 4/22(1)ECI/65, dated 28th October, 1966].

**FURTHER REPLY OF GOVERNMENT**

Necessary action was taken and all works completed as may be seen from the attached statement. (Appendix II).

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 12th December, 1966.]

**Recommendation (Serial No. 3, Para. 11)**

*The Committee would urge close co-ordination between the Madras Port Authorities, Coal Controller and the Railways to ensure that coal is cleared expeditiously. The question of setting up of a coal dump in Madras Port to avoid delay to ships may also be examined.*

**REPLY OF GOVERNMENT**

Most of the quantity of coal imported through the Port is consigned to the Railway. Coal Co-ordination Committee Meetings under the Chairmanship of the Traffic Manager are held where all interests viz., Railway, Steamer Agents and Importers are represented. At this meeting, problems relating to the expeditious movement of coal and quicker turn round of colliers are discussed and all possible steps are taken. Besides there is also the Coal Co-ordination Committee.

So long as the wagons are made available by the Railway for direct despatch of coal from vessel to wagons, a coal dump is not considered necessary, but if there is shortage of wagons, a coal dump will be useful but the Railway has not agreed to this. For the present, wagon position is satisfactory.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

**Recommendation (Serial No. 4, Para. 12)**

*The Committee note from the reply given by the Port Authorities in August, 1964, to the Committee that better utilisation of berths could be achieved if Southern Railway supplied more wagons than they were supplying at that time. The Committee, however, are glad to note that there has been significant improvement since then in the supply of wagons. The Committee would stress that close co-ordination should be maintained among the Ministry of Food and Agriculture, Port authorities and the Railways to ensure expeditious handling of foodgrains.*

## REPLY OF GOVERNMENT

To ensure expeditious handling of foodgrains, a meeting used to be held daily at which representatives of the Railway and Food Ministry attend. The stock of foodgrains in the various transit sheds, the quantity discharged by vessels working as well as the quantity that may be discharged by the vessels waiting for berths and the daily movement by rail etc., are apprised to the members of the meeting.

The discharge by vessels and their quick turn round will depend entirely on the clearance from the transit sheds which should atleast keep pace with the discharge by vessels. The solution therefore lies mainly on the supply of sufficient wagons by the Railway for movement. If sufficient wagons are not available, the Food Department should make alternative arrangements for clearing the cargo by road so that the rate of movement is kept up.

Monthly Port Working Committee Meetings are held with representatives of all interests. When all bottlenecks are discussed and remedial action taken.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please indicate the present position about the supply of wagons for the expeditious handling of foodgrains.*

[L.S.S. O.M. No. 4/22(1)EG1/65, dated 28th October, 1966.]

### FURTHER REPLY OF GOVERNMENT

The supply of covered wagons in empty form by the Southern Railway has improved considerably. In regard to BOX wagons, the occasion to supply empties is not much, as the Port Trust get regular supply of BOXES in the form of Iron Ore loads.

However, there have been occasions when the arrival of Iron Ore falls very much below the agreed figure of arrival of Iron Ore. In such cases the Railway normally supply BOX wagons in empty form. If and when such occasion arises, the Railway is contacted and informed about the situation.

The movement of foodgrains and fertilisers from the Transit area will not go up automatically by the supply of more wagons in the Harbour. Food Department must make arrangements to load that number of wagons

that would be given to them from time to time and load them as expeditiously as possible.

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 12th December, 1966.]

**Recommendation (Serial No. 5, Para. 13)**

*The Committee are unhappy that the performances of the original and the new grab is only 3.5 and 3.8 tons respectively as compared to the rated capacity of 5 tons. The Committee consider that the grab should be properly designed having regard to the density of the ore required to be handled and other operational conditions so as to achieve maximum efficiency.*

*The Committee are also distressed to find that proper arrangements for servicing and maintenance of the plant were not made right from the beginning, and that the matter was not given any attention until the very number of breakdowns made it imperative. The Committee hope, now that separate maintenance unit has been created, that the heavy loss in manhours resulting from breakdowns will be altogether eliminated. The Committee would stress that the performance of the semi mechanised ore handling plant may be kept under constant review to see what further remedial measures are necessary to bring up its performance to the rated capacity and avoid incidence of breakdowns.*

**REPLY OF GOVERNMENT**

The performance of the semi-mechanised ore loading plant now in operation at the port has been gratifying in spite of breakdowns. Unfortunately, owing to difficult densities and sizes of the ore received, the grabs for the reclaiming cranes could not be designed for any particular density. Continued review has been and is being made regarding this plant, its performance etc. and remedial measures taken then and there. After the appointment of the special maintenance staff, the loss of manhours resulting from breakdowns has been reduced to the very minimum. The recommendations of the Committee have been noted.

[Ministry of Transport O.M. No. 12-PDI-(27)/65, dated 16th March, 1966.]

**Recommendation (Serial No. 6, Para. 14)**

*The Committee find that a provision of Rs. 248 lakhs had been made in the Third Five Year Plan for 3 million ton ore handling scheme but the progress has lagged far behind. It is only in the last year of the Plan period that arrangements are being made for execution of the Schemes*

*and for that too the formal approval of the International Bank for Reconstruction and Development is still awaited. The Committee cannot too strongly stress the need for timely preparation of the Schemes and their execution in accordance with the Plan provisions. The Committee expect that the Port Trust Authorities and the Government have taken every care to ensure that deficiencies noticed in the existing semi-mechanised ore handling plant in the matter of grab performance etc., do not recur in the mechanised plant now in hand.*

*The Committee would like to observe that after the installation of the fully mechanised ore handling plant, the present semi-mechanised handling plant should not be allowed to remain idle but be put to effective use for general cargo handling etc., for which it is capable of being used according to its design specifications.*

#### REPLY OF GOVERNMENT

The 3 million ton Ore handling scheme has lagged behind, though arrangements had been made for its finalisation long back, due to the non-receipt of approval from the Government and the I.B.R.D. As instructed by Government, new firm of Consulting Engineers specialised in the mechanical handling schemes will be engaged to do the work. The other recommendations of the Committee have been noted.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please indicate the present position about the execution of the 3 million ton ore handling scheme.*

[L.S.S. O.M. No. 4/22(1)ESI/65, dated 28th October, 1966.]

#### FURTHER REPLY OF GOVERNMENT

The scope of the Project has since been increased to 5 million tonnes per annum at the instance of the Iron Ore (Exports) Projects Committee.

The Trust, in consultation with the Government of India has appointed M/s. Howe (India) Private Limited, New Delhi, as Consulting Engineers for the Ore Handling Scheme. They are expected to submit their Project Report during December, 1966. A provision of Rs. 655.00 lakhs has been approved by the Planning Commission in the Fourth Five Year Plan. Estimates will be submitted by the Port Trust after receipt of Project Report and in the meanwhile the Consulting Engineers will

prepare the tender papers for the Project. It is proposed to invite the tenders by middle of 1966-67.

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 12th December, 1966.]

### Recommendation (Serial No. 9, Para 17)

*The Committee would suggest that a comprehensive review of the cargo handling equipment required at Madras Port may be made so as to draw up a phased programme for speedy handling of general cargo, particularly for heavy lifts.*

### REPLY OF GOVERNMENT

The Trust maintains a gear depot in which there is a stock of various items of gear for handling different types of cargoes. The requirement of these items is being examined periodically. Besides cargo handling gear, the Trust has acquired mechanical equipment, such as, fork lift trucks, mobile cranes, tractors/trailers to serve as aid, to the workers in removing, shifting and stacking of cargoes. For handling heavy lifts, the Trust has sufficient number of heavy lift cranes and a floating crane with lifting capacity of 120 tonnes. Since the object for the review of the cargo handling of equipment is for speedy handling of general cargo, particularly for heavy lifts, it may be pertinent that under the Piece Rate Scheme itself the workers handling the cargoes are only entitled for time-wage and they are not entitled for piece rate wage. The intention for not providing incentive for handling heavy lifts is based on the convention that it is difficult to handle the heavy lifts speedily as sufficient precaution is to be taken in lifting, removal and stacking, as compared with the handling of small packages. Government have recently appointed a Committee to go into this question. Its recommendations will be awaited.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please furnish a copy of the Report (if received) of the Committee set up for speedy handling of heavy lifts.*

[L.S.S. O.M. No. 4/22(1) ECI/65, dated 28th October, 1966.]

### FURTHER REPLY OF GOVERNMENT

A copy of the Report of Study Team for Madras Port on Modernisation of Cargo Handling and Stacking Facilities at Major Ports is appended.\*

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 9th May, 1967.]

#### Recommendation (Serial No. 10, Para. 18)

*The Committee would stress the need for close co-ordination between the Indian Oil Company/Ministry of Petroleum and Chemicals and the Madras Port Authorities/Ministry of Transport so that not only the planning and designing of the oil dock fulfills the requirements but that the schedule of its construction conforms to the programme for commissioning of the refinery.*

### REPLY OF GOVERNMENT

The Committee's recommendations have been noted.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

#### Recommendation (Serial No. 11, Para 19)

*The Committee feel concerned that a leading chamber of commerce should have occasion to complain that shippers have to cancel the shipping space on account of non-allotment of wagons. The Committee would stress the need for close co-ordination among the exporters, shippers, Port authorities and Railways to ensure timely movement of commodities for export from the hinterland to Madras Port.*

### REPLY OF GOVERNMENT

The movement of export commodities intended for export from the hinterland to the Port is done either by means of railway wagons or by road transport. The Trust has no control over the transport of the cargoes, from out-stations to port premises. The Trust takes charge of the cargo brought and stacked inside the transit area or its sheds by the shippers.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.]

---

\*Not reproduced in the Report.



### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please state whether the observation of the Committee was brought to the notice of all the Ministries concerned and if so, with what results.*

[Lok Sabha O.M. No. 4/22(1)EC1/65, dated 28th October, 1966].

### FURTHER REPLY OF GOVERNMENT

The Ministry of Railways (Railway Board) have stated that they have taken note of the Committee's emphasis on the need for close co-ordination among exporters, shippers, Port authorities and the Railways to ensure timely movement of commodities for export from the hinterland to Madras Port and that instructions are being issued to the Railways to ensure expeditious clearance of such consignments.

[Min. of Transport and Shipping O.M. No. 12-PDI(27)/65, dated 7th September, 1967].

### Recommendation (Serial No. 12, Para No. 20).

*The Committee would suggest that early decision may be taken on the question of purchasing an additional dredger for Madras Port. The Committee need hardly stress that in designing the new dredger Government should carefully review the working of dredger 'Cauvery' acquired in 1961 which went out of commission for nearly six months in 1963-64 so that the shortcomings, if any, in the working of this dredger do not recur in the new one.*

*Care should also be taken to keep the cost of operation as slow as possible. Attempt should be made to get the new dredger manufactured—at least assembled within the country, as far as practicable.*

### REPLY OF GOVERNMENT

The purchase of a dredger and additional Sand Pumps is included in the Fourth Plan Schemes and approval of the Government and Planning Commission is still awaited. The Committee's recommendations have been noted.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

### Recommendation (Serial No. 13, Para No. 21).

*The Committee regret that proper and adequate attention was not given for a long time for augmenting the workshop capacity even when*

*it was clear that the load on the workshops had become very heavy after mechanisation of the ore berths. They note that out of Rs. 27 lakhs provided for the construction of new workshops, only Rs. 17.35 lakhs has been spent during the first three years of the Plan. The Committee stress that energetic steps should be taken for the early completion of the workshop project.*

#### REPLY OF GOVERNMENT

The sanction of Government to our proposals was received only on the 17th April, 1965. Special steps will be taken for the early completion of the workshops, as suggested by the Committee.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

#### Recommendation (Serial No. 14, Para No. 22).

*The Committee are glad to note the improvement in 1963-64 over the previous two years in regard to the operating ratio of the port railway. They hope that the tempo of improvement will not only be maintained but further accelerated.*

*The Committee note that an incentive scheme for good attendance has been introduced from the 1st October, 1964, in the Engineering and the Traffic Departments and that as a result thereof absenteeism among the staff is now less. They suggest that the results of the scheme may be watched for a year or so and thereafter the question of extending its scope to other Departments may be examined in the light of the results achieved.*

#### REPLY OF GOVERNMENT

The Incentive Scheme has minimised the un-authorised absence of the Shunting Staff and Loco Staff and due to their improved attendance, sufficient loco power is available to deal with the increase in Railway traffic. Necessary instructions have been issued to the operative staff with regard to the maintenance of the track and locos. The incidence of derailments is being reviewed periodically and remedial measures are being taken to bring down the number of accidents as suggested by the Committee. The suggestion of the Committee is noted.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

**Recommendation (Serial No. 15, Para No. 23).**

*The Committee are constrained to note that 35 per cent of the derailments are due to defects in railway track or defective rolling stock. They cannot too strongly stress the need for proper maintenance of the railway track and the rolling stock, within the port area. The staff should also properly instructed in measures to reduce incidence of derailments. The Committee would suggest that the incidence of derailments may be reviewed at least once every quarter so that further remedial measures can be taken to bring it down.*

**REPLY OF GOVERNMENT**

The incidence of derailments due to carelessness of the shunting staff is dealt with severely and severe disciplinary action is taken against the staff responsible. Further, strict instructions from time to time are also issued to the shunting staff to take adequate precaution in the course of railway working and that derailments should be eliminated completely, as they affect the turn-round of wagons. The incidence of railway derailments is reviewed once a month at the Port Working Committee meeting presided over by the Chairman, Madras Port Trust and the necessary remedial measures are taken to minimise railway accidents at this Port.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

**Recommendation (Serial No. 17, Para 25).**

*The Committee note that the procedure followed in Madras Port regarding the rate of demurrage charged on detention of wagons is at variance with those obtaining in other major ports. They suggest that the position may be reviewed in consultation with the Ministry of Railways so as to evolve a uniform procedure for all ports, if possible.*

**REPLY OF GOVERNMENT**

The rate of demurrage charges levied on foreign wagons detained at this Port is the same as those applicable on the Southern Railway. Under the existing working agreement between the Trust and Southern Railway, the Trust is allowed a certain free period beyond which, the Trust becomes liable for payment of hire charges, at the rates prescribed from time to time. But in the case of demurrage charges levied on wagons detained by the Public, the Trust levies the charges as prescribed in the Trust's Scale of Rates. These charges are the same as those prevailing with the Southern Railway. These earnings by way of demurrage, are not a revenue to the

Trust and the demurrage recovered is paid to the Railways under the existing working agreement between the Railway and the Trust. Any surplus that may be left over after payment of charges according to the agreement will be made over to the Railways. In case of any short-fall in the amount payable to Railways towards the hire charges on wagons detained in the harbour, the Trust has to make good the shortage from its own revenue. The Trust is therefore not benefited in any way in the recovery of demurrage charges from Public at this Port.

The Port Trust Railway will have to fall in line with the Indian Railways, with regard to the rate of levy of demurrage charges on foreign wagons. Therefore, it is a matter to be taken up with Indian Railways, as regards the levy of uniform rate of demurrage charges on foreign wagons at all the Port Railways, as recommended by the Estimates Committee.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please state whether the question of levy of uniform rate of demurrage charges on wagons at all the port railways had been taken up with the Ministry of Railways and if so, with what results.*

[L.S.S. O.M. No. 4/22(1)ECI/65, dated 28th October, 1966].

#### FURTHER REPLY OF GOVERNMENT

The matter has been considered in consultation with the major Port authorities and the Ministry of Railways (Railway Board). Demurrage rates at individual ports are fixed taking into consideration the local conditions obtaining there. Conditions prevailing at all the Ports are not identical. They are also not the same as obtaining on Trunk Railways serving them. In view of this, the Ministry of Railways consider that uniformity in the scale of demurrage charges at Ports is not desirable.

[Ministry of Transport and Shipping O.M. No. 12-PDI(27)/65, dated 7th September, 1967].

#### Recommendation (Serial No. 18, Para. 26)

(i) *The Committee hope that the slow moving traffic would be eliminated from the harbour by April, 1966, as per scheduled programme.*

(ii) *The Committee note that while a number of recommendations of the Sub-Committee constituted to study the problems relating to vehicular and pedestrian traffic in the Port area have been accepted, action had been*

*deferred on several others. They would suggest that the position may be reviewed after a year to see what further action is called for to speed up movement of vehicular traffic within the Port area.*

### REPLY OF GOVERNMENT

(i) It has been the policy of the Trust to eliminate the slow moving traffic in stages and according to this, the bullock cart traffic will be completely eliminated from the 1st April, 1966.

(ii) A Committee consisting of the Traffic Manager, Chief Engineer, Secretary, Port Security Officer, an Officer from the Southern Railway and the Inspector of Police attached to the Harbour Police Station, was constituted to study the problems relating to vehicular and pedestrian traffic inside the harbour and to suggest the improvements necessary. The Committee's recommendations were forwarded to Shri K. Narayanan, Deputy Secretary, Ministry of Transport, under cover of my demi official letter No. E/9713/64/S of January, 1965 (*i.e.* Appendix 'D').

The position regarding the following recommendations of the Committee, which have been accepted, is given below:—

- |                   |   |
|-------------------|---|
| Recommendation.   | (1) Item-2 of the Committee's Recommendation:<br><br>A road running along outside the present Perimeter will be Provided from No. I Gate to the Passenger Station for the use of passenger traffic.                         |
| Present position. | This work has since been completed and the road has been opened to traffic.   |
| Recommendation.   | (2) Item-5 of the Committee's Recommendation: ;<br><br>Construction of a multi-storeyed building on the First Line Beach Road for housing the Offices situated in the verandahs of Transit Sheds at West Quay I, II and IV. |
|                   | (3) Item-6 of the Committee' Recommendation:<br><br>Provision of a Road Over-bridge at the Anchorage for pedestrian traffic.  |
| Present position. | The above two works have been deferred due to the ban imposed by the Government for taking up such works owing to the present emergency vide d.o. letter No. 19C-PDI(99)/65 dated 25-9-65, from the Ministry of Transport.  |

Recommendation. (4) **Item-11 of the Committee's Recommendation:**

**The triangular area east of the Weighbridge near V Gate be levelled and developed as parking area for vehicles waiting to get weighed.**

**Present position.**

**At present, a Portion of this site is occupied by the Trust's Store department. This work can be undertaken only after an alternate accommodation is found for the Store and the whole site made available for such development.**

*[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].*

#### **Recommendation (Serial No. 19, Para. 27)**

*In view of persistent complaints regarding inadequate water supply to the port area and the ships, the Committee stress that no effort should be spared in completing the Scheme at an early date and making it fully operational.*

#### **REPLY OF GOVERNMENT**

The direct water supply line from the City's source has been in operation from early July, 1965 and it has relieved the position regarding inadequacy of water supply to a considerable extent. The position will further improve when the full requirements of the City are able to be met by the Corporation by their own expansion projects to meet the water supply requirements of the City.

*[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].*

#### **Recommendation (Serial No. 20, Para. 28)**

*The Committee are distressed to find that action has been initiated for construction of quarters only towards the end of the Plan period and that sanction of the Government is still awaited for awarding contracts for construction. The Committee hope that Government would expedite decision in the matter. The Committee would suggest that a phased scheme for the construction of quarters for the next plan period may be drawn up so that the construction is evenly spread out throughout the Plan period instead of being rushed towards the end*

**REPLY OF GOVERNMENT**

The sanction of Government has been received to an estimate amounting to Rs. 50·33 lakhs for the construction of 132 units of Type I and 276 units of Type II quarters. Their sanction is awaited for another estimate amounting to Rs. 14·53 lakhs for the construction of one block each of 12 units of Types III, IV and V quarters.

The Committee's suggestion regarding the drawing up of a phased scheme for the construction of quarters for the next plan period has been noted, but this depends on Government's policy in respect of financing such projects.

[*Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966.*]

### CHAPTER III

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

### Recommendation (Serial No. 7, Para No. 15)

*The Committee note that though the rates for mechanical handling of ore at Madras Port have been progressively reduced during the last three years yet as compared to Vishakhapatnam and Bombay they are still high. The Committee suggest that the ore handling rates at the rates at the Port may be further reviewed in the light of increased ore traffic and the improved facilities for ore handling to be made available by the setting up of fully mechanised ore handling plant, so that the exports of iron ore may be further stepped up.*

### REPLY OF GOVERNMENT

The rate of harbour dues payable by shippers on iron ore shipped mechanically was reduced from Rs. 10/- per tonne to Rs. 8/- per tonne in 1963. This rate was further reduced to Rs. 6.50 per tonne from 1st April, 1964 provided the iron ore exported did not fall behind 1.5 million tonnes. There is no appreciable increase in ore traffic and the present rate has been fixed with reference to the cost of operation, what the traffic can bear, and the quantum of traffic forthcoming. The question of further reduction in the rate of harbour dues, if at all, can be taken up only when there is considerable increase in ore traffic *vis-a-vis* the cost of providing the machinery and cost of maintenance and working of the machinery.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

### Recommendation (Serial No. 8, Para 16)

*The Committee would suggest that in the light of the study made by the sub-committee appointed by the Madras Port authorities remedial action may be taken so that the exports of manganese ore can be sustained at the level attained in 1960-61 and 1961-62.*

### REPLY OF GOVERNMENT

The rate of harbour dues is only Rs. 1.80 per tonne at present which cannot be considered high. The Trust does not undertake the handling



of manganese ore. It has been represented that the fall in exports of manganese ore from the port was principally due to high cost of loading at this port. The question of reduction in the cost of loading operation does not therefore lie with the Trust. It should be borne in mind that there is a general increase in the labour cost all over and the Trade cannot altogether avoid this. However, the Trust made an attempt to study where the increase has cropped up and what action could be taken by the Trust to reduce it. A committee of the exporters was also appointed to go into this problem. The conclusion reached mainly was that the increase in the cost of labour was the basic reason for the increase in the overall cost of handling. Persuasions with the labour leaders concerned have not been useful.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please furnish a copy of the Report of the Sub-Committee of Manganese Ore Exporters.*

[L.S.S. O.M. No. 4/22(1)ECI/65, dated 28th October, 1966].

#### FURTHER REPLY OF GOVERNMENT

Copies of the notes of discussions held by the Committee convened by the Madras Port Trust's Traffic Manager on the 3rd, 16th and the 28th April, 1964 to improve the Manganese Ore traffic through Madras Port are enclosed\*. A statement indicating the present position on the recommendations of the Manganese Ore Exporters is also enclosed. (Appendix III).

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 3rd February, 1967].

#### Recommendation (Serial No. 16 Para 24).

*The Committee find that the system of taking Rs. 25/- as demurrage advance from the traders exists only in the Madras Port. The Committee would suggest that the position may be reviewed by the Ministry of Transport in consultation with the Railway and the port authorities with a view to see if a uniform policy cannot be followed in all the ports.*

---

\*Not reproduced in the Report.

## REPLY OF GOVERNMENT

The procedure followed at this port is as under:

- (a) In the case of inward loads a deposit of Rs. 50/- per unit wagon is recovered from the cash parties. This recovery is made towards the probable demurrage that may accrue on the wagons handled by the cash parties. This deposit has to be insisted upon in the light of the experience gained at this port in many cases where the cash parties have become defaulters in non-payment of demurrage within the required time.
- (b) In the case of outward loads, a deposit of Rs. 25/- per wagon is recovered from the cash parties towards probable demurrage and sufficient deposit adjusted from the current account holders with the Trust on wagons that actually incur demurrage. The deposit of Rs. 25/- from the cash parties is considered necessary as the wagons allotted to them are not loaded within the free time or cancelled with the result the wagons incur unnecessary demurrage. As the Trust has no hold on the cash parties, the deposit of Rs. 25/- is insisted upon to cover the probable demurrage charges. The recovery of demurrage on wagons is not a revenue to the Trust. Under the existing agreement with the Southern Railway, the Trust is allowed a certain free period in dealing with the Railway rolling stock inside the harbour and beyond which time, the Trust becomes liable for payment of demurrage. The demurrage charges recovered from the consignees are paid to the Southern Railway in terms of existing working agreement and any surplus that may be left over after payment of the charges according to rate of hire, as per the agreement will be made over to the Southern Railway. In case, the Trust falls short of the amount payable to the Railways towards the hire on wagons detained in the harbour, the Trust has to make good the difference from its own revenue. Therefore, the Trust is not in any way benefited in the recovery of demurrage charges from the Public and also such recoveries are made over to the Railway according to the agreement. Therefore, in dealing with the wagon handed over by the Railway to the harbour, the Trust should take necessary precautions to see that all the demurrage charges due on the wagons are recovered sufficiently in advance. Therefore, the above deposits are recovered as an abundant precaution towards the

recovery of legitimate charges due on the wagons dealt with inside the harbour.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

#### Recommendation (Serial No. 21, Para. 29)

*The Committee consider that the Port authorities should show the eagerness of a commercial organisation to attract cargo. The Committee would stress that for removing all genuine difficulties of the users, the Port Trust authorities should take suitable measures including inter alia the designating of an officer to work as Public Relations Officer to attend speedily and sympathetically to all public complaints and enquiries.*

#### REPLY OF GOVERNMENT

A proposal for the creation of a post of Public Relations Officer with necessary staff to assist him has been considered. This will be taken up in due course.

[Ministry of Transport O.M. No. 12-PDI(27)/65, dated 16th March, 1966].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please indicate the final decision taken on the proposal for the creation of a post of Public Relations Officer.*

[L.S.S. O.M. No. 4/22(1)ECI/65, dated 28th October, 1966].

#### REPLY OF GOVERNMENT

The proposal for the creation of a post of Public Relations Officer with necessary staff to assist him is kept in abeyance as a measure of economy.

[Ministry of Transport and Aviation (Transport Wing) O.M. No. 12-PDI(27)/65, dated 12th December, 1966].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*The Estimates Committee had suggested "designating of an officer to work as Public Relations Officer" and not creation of an additional post for the same as has been stated by the Ministry in reply to the above recommendation. The position in this regard may be clarified.*

[L.S.S. O.M. No. 4/22(1)ECI/65, dated 20th March, 1967].

## FURTHER REPLY OF GOVERNMENT

Every Head of Department at the Madras Port is performing the function of the Public Relations Officer in a way at present. This arrangement is working satisfactorily. It is not possible to concentrate this work in any one of the Senior Officers as each one of them is already over-worked. If the necessity arises, the question of a separate Public Relations Officer will be thought of.

[Ministry of Transport and Shipping (Transport Wing) O.M. No. 12-PDI(27)/65, dated 29th September, 1967].

P. VENKATASUBBAIAH,  
Chairman,  
Estimates Committee.

NEW DELHI;  
November, 9, 1967.

Kartika 18, 1889 (Saka).

## APPENDIX I

(Vide page 3)

### *Note showing Action Taken by Madras Port Trust Authorities regarding Schemes to be undertaken during the Fourth Five Year Plan*

The total outlay of the Madras Port Trust IV Plan Development Schemes as approved by the Planning Commission is Rs. 27.62 crores with a foreign exchange component of Rs. 6.96 crores. Action on all the major Projects about which the detailed requirements are available from the concerned Ministries have already been initiated. Tenders have been invited for all the major works especially the buildings so that the full expenditure may be incurred during the next two to three years. There are only a few projects for which details are awaited from the concerned Ministries and hence action cannot be taken. The most important item under this category is "Berth and facilities for handling of Rock Phosphate, Sulphur and Food Grains" for which a provision of Rs. 278.00 lakhs has been sought. Certain details such as raw material required for the fertiliser industry for the Fertiliser Plant at Madras have not yet been finalised. Brief particulars of the action taken on major schemes for which expenditure will be incurred during the next three years are furnished below. For most of the schemes, the expenditure will also be incurred during the current year *i.e.* 1966-67 itself.

#### (1) *Construction of Buildings for Workshops (Carry forward Scheme)*

Plan Provision: Rs. 60.00 lakhs.

The work on this item has been started during the III Plan period itself and is likely to be completed by the middle of next year.

#### (2) *Housing:*

Plan Provision: Rs. 60.00 lakhs.

The work on this item was also started during the III Plan period itself and is likely to be completed by the end of next year.

#### (3) *Construction of Oil Dock:*

Plan Provision: Rs. 650 lakhs.

Government have sanctioned the project. The work is expected to be completed by the middle of 1968.

**(4) Two additional dock tugs:**

Plan provision: Rs. 113 lakhs.

Tenders were invited for this work on 19th May, 1966 and received on 10th November, 1966. The expenditure is likely to be incurred within the next two years.

**(5) Purchase of additional dredger:**

Plan provision: Rs. 200 lakhs.

Tenders were invited on 1st June, 1966 and received on 25th November, 1966. The amount is likely to be spent in the next three years.

**(6) Ore handling Project:**

Plan provision: Rs. 655 lakhs.

The preparation of Project Report and specifications have been entrusted to M/s. Howe India (Private) Limited and the Project Report is expected to be submitted shortly. Tenders are expected to be invited by the middle of next year and the expenditure is likely to be incurred during the course of next three years.

**(7) Additional Warehouse in the Marshalling Yard:**

Plan provision: Rs. 24 lakhs.

Tenders have been finalised for this work and work has been started. This will be completed by the end of next year.

**(8) Remodelling of Boat Basin:**

Plan provision: Rs. 157 lakhs.

Preliminary designs and tender papers have been finalised and tenders are expected to be invited by January, 1967 and the expenditure is likely to be incurred during the course of next two to three years.

**(9) Buildings for new workshop:**

Plan provision: Rs. 77 lakhs.

This is the second stage development of the workshops for which tenders have been received and are under consideration. The amount is expected to be utilised within the next two years.

**(10) Purchase of Locos:**

Plan provision: Rs. 72 lakhs.

Efforts are being made to secure some foreign credit release for the purchase of locos. The amount is expected to be utilised within the course of next three years.

(11) *Accommodation for General Stores:*

Plan provision: Rs. 20 lakhs.

Tenders for 75 per cent of the work has been finalised and work has been started on one major shed.

(12) *Extension to the Administrative Office Building:*

Plan provision: Rs. 10 lakhs.

Work on this item has been commenced.

(13) *Replacement of Plan equipment such as fire units, motor launch, water barges etc.*

Plan provision: Rs. 18 lakhs.

Tender have been invited for these works and the amount is expected to be spent during the course of next two years.

(14) *New Hospital:*

Plan provision: Rs. 40 lakhs.

The detailed requirements are being worked out and tenders are expected to be invited by January-February, 1967.

(15) *Special Establishment:*

Plan provision: Rs. 90 lakhs.

There is a plan provision of Rs. 90 lakhs which will get proportionately distributed over each year of the plan period.

It is thus observed that action has been initiated on works costing nearly about Rs. 22.46 crores during the first year itself and hence it is felt that the Plan provision i.e. Rs. 27.62 crores will be mostly utilised during the first four years of the Plan itself.

## APPENDIX II

(Vide page 4 )

*Statement showing the progress of Wet Dock Schemes of Madras Port*

S. No.	Name of work	Physical Progress
<b>WET DOCK SCHEMES :</b>		
1.	Construction of two new berths for ore and coal	Completed.
2.	New Ore and Coal yard	Completed.
3.	Replacement of berths at South Quay I and II inclusive of Transit Shed.	<p><i>South Quay I :</i> All the works in connection with reconstruction of 810 ft. quay wall of South Quay I was completed and the quay has been commissioned on 3-7-1965.</p> <p><i>South Quay II :</i> Completed.</p> <p><i>Transit Shed :</i> Completed and brought into use from 16-6-1965.</p>
4.	Construction of passenger Station-cum-Transit Shed.	Completed.
5.	Warehouse 'K'	Completed.
6.	Six Wet-Dock berths, two transit sheds, entrance dredging and warehouse 'H'	<p><i>Six Wet Dock Berths :</i> Completed.</p> <p><i>Two Transit Shed: Centre Shed--</i> Completed.</p> <p><i>Southern Shed :</i> Completed on 19-9-1964.</p> <p><i>Entrance :</i> Completed. All the six berths were fully dredged and six berths of wet Dock (Jawahar Dock) have been commissioned from 6-11-1964.</p>



S. No.	Name of work	Physical Progress
7.	Marshalling yard inclusive of acquisition of land & locos.	Completed.
8.	Cargo handling gear.	All the works have been completed. 12 Nos. 3-ton wharf cranes were accepted and brought into use from 23-11-1964 to 29-7-1965 and 2 Nos. 10-ton cranes were accepted and brought into use from 23-12-1965 and 3-1-1966.
9.	Mechanical handling of ore and coal.	Completed.
10.	Preliminary works, services and constructional Plant.	All the works including road around Wet Dock have been completed.

Thus it will be observed that the residual items of the Wet Dock Scheme have been completed by December 1965.

### APPENDIX III

( Vide page 18 )

*Statement showing action taken on the Report of the Sub-Committee of Manganese Ore Exporters.*

Sl. No.	Recommendations	Remarks
1	<p><b>PLOTS FOR STORAGE OF MANGANESE ORE :</b></p> <p>The allotment of plots for storage of Manganese Ore or for that matter of fact for all types of cargo including other ores has not been done systematically. The present allotments are therefore need to be looked into. The Committee opined that the Trust should consider to do away with present method of allotment of plots for storage of M. Ore or relay the plots in an organised manner. The Committee also suggested that some sort of mechanised equipment either like what is used for export of I. Ore or some thing like that at Vizag be installed for export of M. Ore. It suggested that rail and road approaches should be made for storage plots.</p>	<p>The allotment of plots for storage of Manganese Ore will be done as the situation warrants.</p> <p>As regards the instalation of mechanised equipment, we do not consider it necessary to go in for such equipment, as there has been no indication about the quantity that will be shipped through this port.</p>
2	<p><b>UNLOADING OF FOREIGN WAGONS AND LOADING OF M.P.T. WAGONS AT PLOT :</b></p>	<p>This has been implemented.</p>

consultation with the tenant of the plot and only that number of wagons be placed either for loading or for unloading. If there are more wagons than the number of wagons that could be placed the tenant must make every effort to complete the unloading as quickly as possible in order to facilitate the Trust to remove the empties and place the balance wagons as early as possible so that the wagons may not unnecessarily incur demurrage which will have to be borne by the Trust.

### 3. UNLOADING OF WAGONS AT THE QUAY SIDE :

Where foreign wagons are to be placed at the ships side in excess of the number that could be possibly be handled per hook, the Committee recommends that the Trust may consider collecting demurrage charges on those wagons the extent the Trust has to pay to Southern Railway. The Committee opined that the number of wagons that could possibly be taken at the ships side for each placement in 3 wagons per derricks hooks and 5 wagons for a crane. The acceptance of placement advices shall be dependant on this ration and the number of different types of hooks working. In case there is difficulty even to handle this number of wagons due to operational reasons the T.M. may be allowed the discretion to limit the number of wagons to be placed at a time dependant on the merits of the situation.

During the last one year (December 1965 to November 1966) the number of ships that have arrived to load manganese ore and the quantity shipped is shown below.

Name of vessel	Arrived on	Tonnage
1. Marmaron	24-4-1966	9898
2. Malakand	2-5-1966	2032

But since then there have been no shipments even though the M.M.T.C. have certified that they hold a stock of approximately, 11,000 tonnes at the Port. However action as necessary will be taken by the Traffic Manager.

#### 4. HARBOUR DUES ON BULK ORES :

Prior to 1952 the Harbour dues on bulk ores was 10 annas. This rate was raised to Re. 1/- in 1952. While simplifying the scales of rates in 1957 this rate further raised to Rs. 1.80 per tonne. In the present context of low International prices of bulk ore including M. ore, and the growing cost of F.O.B. price of ore, the Committee recommends that the Present rate of Harbour dues of Rs. 1.80 be reduced to Rs. 1.30 per. tonne.

The existing rate cannot be reduced.

#### 5. HIRE AND HAULAGE :

The hire, haulage and weightment charges of wagons was 5 annas, 4 annas and 6 pies and 1 anna respectively till 1957. When under the general revision of the scale of rates, while simplifying the scale of rates raised to 0.75 nP., 60 nP., and 12 nP. respectively. The Committee recommends that the total charges of Rs. 1.47 per tonne for hire, haulage and weightment be reduced by 50 nP. with proportionate deductions in different charges, per tonne and charging of haulage and hire on total tonnage noted and shipped instead of rounding up of each wagon movement.

This rate has been enhanced to Re. 1/- for haulage and to Re. 1/- for hire towards the cost.

#### 6.

The Committee considers that the South East berth No. 6 Berth in the new Dock may be reserved for berthing of ships arriving to load manganese ore.

This was allotted to M.M.T.C.—J.D. IV and J.D. VI for collection of low grade ore and J.D. II for collecting high grade ore. Ships loading the above iron ore are given priority.

#### 7.

The Committee requests that the placement and removal of wagons either prior to commencement of loading by the

Since the introduction of incentive Scheme for improving the output of locos, the wagon opera-

Ship or during the course of shipment be done as expeditiously as possible. The Committee requests that it may be investigated whether the present loco Power which is available today is sufficient to meet the demand or not and if it is not the Committee requests that arrangements may be made to strengthen it.

tions have since been improved and is found adequate.

### 8. LABOUR CONDITIONS :

The Committee decided to meet again to discuss methods for improving the output of the labour.

The position continues to be the same as far as other ores are concerned. As stated previously there has been no arrival of Manganese Ore for the past six months.

## APPENDIX IV

*Analysis of the action taken by the Government on the 68th Report of the Estimates Committee (Third Lok Sabha).*

I.	Total Number of recommendations . . . . .	21
II.	Recommendations which have been accepted by Government ( <i>Vide</i> recommendations at S. Nos. 1—6, 9—15 and 17—20)	
	Number . . . . .	17
	Percentage of total . . . . .	81
III.	Recommendations which the Committee do not desire to pursue in view of Government's reply ( <i>Vide</i> recommendations at S. Nos. 7, 8, 16 and 21)	
	Number . . . . .	4
	Percentage to total . . . . .	19