

**ESTIMATES COMMITTEE**  
**1964-65**

**SIXTY-EIGHTH REPORT**  
**(THIRD LOK SABHA)**

**MINISTRY OF TRANSPORT**

**MADRAS PORT**



**LOK SABHA SECRETARIAT**  
**NEW DELHI**

***April, 1965/Chaitra, 1887 (Saka)***

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# C O R R I G E N D A

To

## Sixty-Eighth Report (Third Lok Sabha) of the Estimates Committee on the Ministry of Transport--Madras Port.

- Page (iii), S.No.4, for 'Bhadur' read 'Bahadur'.  
Page 1, line 6, for '30' read '30/'.  
Page 15, Table Col. 4, line 6, for '340' read  
'340 feet'.  
Page 21, line 6, delete '14' in the beginning.  
Page 24, line 4, for 'changes' read 'charges'.  
Page 24, line 13, for 'before' read 'below'.  
Page 26, line 3, for 'Forw-lifts' read  
'Fork-lifts'.  
Page 29, line 14, add 'new' before 'vessel'.  
Page 30, line 12, add 'or' before 'at least'.  
Page 32, line 11, from below, add 'should'  
before 'proceed'.  
Page 36, line 5, for 'recovery we' read  
'recovery. We'.  
Page 53, S.No. 6, line 6 from below, for  
'hardling' read 'handling'.  
Page 54, S.No. 12, line 2 from below,  
for '(-)' read 'or'.  
Page 55, S.No. 13, line 7, for Rs. 17.35 lakhs'  
read 'Rs. 1.35 lakhs'.
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**(1964-65)**

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\*Elected w.e.f., 18th September, 1964, vice Shri Lalit Sen ceased to be a member of the Committee on his appointment as a Parliamentary Secretary.

## INTRODUCTION

I, the Chairman, Estimates Committee having been authorised by the Committee to submit the Report on their behalf, present this Sixty-eighth Report on the Ministry of Transport—Madras Port.

2. The Committee took evidence of the representatives of the Ministry of Transport on the 14th November, 1964. The Committee wish to express their thanks to the Secretary, Ministry of Transport, Chairman, Madras Port Trust and other officers of the Ministry for placing before them the material and information they wanted in connection with the examination of the estimates of the Ports.

3. They also wish to express their thanks to the representatives of the Indian National Steamship Owners' Association and the Southern India Chamber of Commerce for giving evidence and making valuable suggestions to the Committee.

4. The Report was considered and adopted by the Committee on the 30th March, 1965.

5. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix V).

ARUN CHANDRA GUHA,

*Chairman,  
Estimates Committee.*

NEW DELHI-1;

April 6th, 1965.

Chaitra 16th, 1887 (Saka)

## **CHAPTER I**

### **INTRODUCTORY**

#### **A. Introduction**

1. The Madras Harbour is an artificial Harbour of about 200 acres encroaching into sea upto 30 feet contour from low water line enclosed with break waters and quays on all sides. The 200 acres enclosed water basin has an entrance 400 feet wide on the North side. The ships stay alongside the berths inside this Basin or at moorings. The depth inside this Basin is maintained at 30 below datum.

Prior to the construction of the Harbour in 1876 the boats and lighters used to carry passengers and cargo between ships anchored about 3 miles from the shore opposite St. George Fort. Due to rough seas, sea spray and cyclonic conditions in the Bay of Bengal there was heavy damage to the cargo, lighters and vessels. Between 1876 and 1890 two break waters were constructed at right angle to the foreshore and between 1890 and 1896 the sea side sea-wall was constructed with an entrance for the vessels in its middle. This sea-wall was totally damaged by a severe cyclone in 1896. The present Harbour sea-wall was built on the shattered foundation of the old sea-wall with 30 tons concrete blocks laid on slice work. 30 tons concrete blocks were thrown on the sea side of this wall as a protective measure.

Owing to rough seas, navigation through the entrance was found difficult. Besides, this entrance started silting up heavily due to sand accretion. Later on, between 1905 and 1911 this entrance to the Harbour Basin was closed and a new entrance was opened in the north eastern corner of the Harbour. The entrance was sheltered by a protective projecting arm 1600-long. In 1916, the head of this projecting arm was shattered owing to heavy cyclone and a 5000 tons caisson head was provided just inside the old shattered position.

#### **B. Management**

2. The Port of Madras is administered by a Port Trust constituted under the Madras Port Trust Act of 1905. The Board consists of seven official trustees including the Chairman, nine trustees elected



by the Chambers of Commerce, one by the Indian National Steamship Owners' Association, Bombay and one by the Municipal Corporation. Two Trustees are appointed by the Central Government to represent labour interests. There is no full time Trustee on the Board except the Chairman. The Chairman is appointed by the Central Government. He is the Chief executive and administrative head of the Port.

The organisational set-up of the Madras Port may be seen at Appendix I.

## CHAPTER II

### TRAFFIC HANDLED AT THE PORT

#### A. Imports and Exports

3. The table below gives the figures of export and import traffic handled at the Madras Port during the last 5 years:—

| Year              | Import    | Export    | Total     |
|-------------------|-----------|-----------|-----------|
|                   |           |           | tonnes    |
| 1959-60 . . . . . | 1,841,020 | 922,828   | 2,762,848 |
| 1960-61 . . . . . | 2,127,852 | 910,575   | 3,038,427 |
| 1961-62 . . . . . | 2,268,853 | 1,198,290 | 3,467,143 |
| 1962-63 . . . . . | 2,587,818 | 1,197,113 | 3,784,931 |
| 1963-64 . . . . . | 2,588,757 | 1,577,005 | 4,165,762 |

#### B. Increased Tonnage Handled at the Port

4. The following table indicates the increase in the total tonnage handled in Madras Port during the First Plan period (1951-52 to 1955-56), Second Plan period (1956-57 to 1960-61) and the current Plan period:

| Year                                       | Number of Quay Berths | Number of vessels called including Sailing Vessels | Net Registered Tonnage | Total Tonnage Handled |
|--|-----------------------|--|------------------------|-----------------------|
| 1  | 2                     | 3  | 4                      | 5                     |
| <i>I. Plan Period (1951-52 to 1955-56)</i> |                       |  |                        |                       |
| 1951-52 . . . . .                          | 9                     | 1091   | 3,626,246              | 2,054,291             |
| 1952-53 . . . . .                          | 9                     | 1097   | 3,842,518              | 2,157,088             |
| 1953-54 . . . . .                          | 9                     | 1060   | 3,862,030              | 2,074,102             |
| 1954-55 . . . . .                          | 9                     | 1025   | 3,710,297              | 2,105,149             |
| 1955-56 . . . . .                          | 9                     | 984  | 3,422,680              | 2,344,076             |
| <b>TOTAL</b> . . . . .                     |                       | <b>5257</b>  | <b>18,463,771</b>      | <b>10,734,706</b>     |

| I  | 2   | 3    | 4          | 5          |
|--|---|------|------------|------------|
| Percentage of increase over the figures for the previous 5 years |   |      |            |            |
|  |   | 7.9% | 9.3%       | 14.1%      |
| <i>II. Plan Period (1956-57 to 1960-61)</i>                      |   |      |            |            |
| 1956-57 . . .  | 9   | 904  | 3,172,509  | 2,503,554  |
| 1957-58 . . .  | 9   | 950  | 3,498,570  | 2,544,153  |
| 1958-59 . . .  | 8   | 1092 | 4,041,136  | 2,479,149  |
|  | (One Berth was put out of commission)                                     |      |            |            |
| 1959-60 . . .  | 8   | 1206 | 4,481,772  | 2,762,848  |
|  | (Do)  |      |            |            |
| 1960-61 . . .  | 11  | 1245 | 4,951,596  | 3,038,427  |
|  | (3 berths came into commission)   |      |            |            |
| TOTAL  |   | 5396 | 20,145,583 | 13,328,131 |
| Percentage of Increase over the I Plan period figures            |   |      |            |            |
|  |   | 2.7% | 9.1%       | 24.2%      |
| <i>III. Plan Period (1961-62 to 1965-66)</i>                     |   |      |            |            |
| 1961-62 . . .  | 11  | 1289 | 4,958,443  | 3,467,143  |
|  | (One Berth out of commission and one berth put into commission)           |      |            |            |
| 1962-63 . . .  | 11  | 1262 | 4,930,414  | 3,784,931  |
| 1963-64 . . .  | 13  | 1280 | 5,247,362  | 4,165,762  |
|  | (Two berths came into commission on 2nd February and on 11th March, 1964) |      |            |            |
| 1964-65 (Upto 30th June, 1964)                                   | 14  | 336  |            | 1,058,391  |
|  | (One berth came into commission on 28th June, 1964)                       |      |            |            |
| TOTAL  |   | 4167 |            | 12,476,227 |

## CHAPTER III

### DEVELOPMENT PROJECTS

#### A. Five Year Plans

5. Brief details of the development projects undertaken in the Madras Port during the three Five Year Plan periods are given below:—

#### FIRST AND SECOND FIVE YEAR PLANS

| Sl. No.   | Name of the Schemes   | Approved Provision | Total expenditure during the First and Second Five Year Plans | Spill-over works of Second Plan in Third Five Year Plan |
|---|---|--------------------|---|---|
| 1   | 2   | 3                  | 4   | 5   |
| <i>(A) Wet Dock Scheme Coal and Ore berth and miscellaneous constructions</i> |   |                    |   |   |
| 1.  | 6 Wet Dock Berth with two Transit Sheds Swing Bridge . . . . .                                      | 412·70             | 218·55  | 206·99  |
| 2.  | Marshalling Yard including acquisition of land . . . . .  | 71·20              | 68·89   | ..  |
| 3.  | Reconstruction of warehouse to new alignment ('K' Warehouse) . . . . .                              | 12·90              | 10·11   | 0·50  |
| 4.  | Cargo handling equipment for the scheme . . . . .   | 173·90             | 40·85   | 124·14  |
| 5.  | Construction of Coal and Ore Berths with storage yards . . . . .                                    | 110·90             | 116·93  | ..  |
| 6.  | Mechanical Handling of Coal and Ore . . . . .   | 110·30             | 101·89  | 4·50  |
| 7.  | Replacement of 2 old South Quay Berths and Transit Shed . . . . .                                   | 92·00              | 43·64   | 44·00   |
| 8.  | Construction of Passenger Station-cum-Transit Shed and Reconstruction of North Quay Berth . . . . . | 70·00              | 66·88   | ..  |

| 1  | 2  | 3       | 4      | 5      |
|----|--|---------|--------|--------|
| 9. | Constructional and Miscellaneous services . . . . .                          | 100.80  | 68.19  | 27.29  |
|    | B. Remodelling of Boat Basin . . . . .                                       | 20.00   | 7.11   | 11.50  |
|    | C. (i) Administrative Offices . . . . .                                      | 26.50   | 27.47  | 1.00   |
|    | (ii) Transit shed at Centre Berth and Signal Station at North Quay . . . . . | 15.00   | 1.97   | 10.85  |
|    | D. Floating Craft . . . . .  | 106.90  | 58.68  | 58.00  |
|    | E. Cargo Handling gear . . . . .   | 108.60  | 27.25  | 54.30  |
|    | F. Improvements to electricity . . . . .                                     | 3.00    | ..     | 4.00   |
|    | G. Improvements to Workshops . . . . .                                       | 47.40   | 9.43   | 27.36  |
|    | H. Miscellaneous (Housing Hospital, Warehouses etc.) . . . . .               | 94.90   | 83.03  | 9.65   |
|    |  | 1577.00 | 950.87 | 584.08 |

### THIRD FIVE YEAR PLAN

#### (i) Continuing Projects

It has been stated that out of Rs. 584 lakhs spill over from Second Plan to Third Plan, an amount of Rs. 314.31 lakhs was provided for the Wet Dock construction. The figures for Wet Dock and its ancillaries are as follows:—

(Rs. in lakhs)

|      |                                    |        |
|------|------------------------------------|--------|
| (1)  | Wet Dock Side Walls . . . . .      | 111.00 |
| (2)  | Excavation of Wet Dock . . . . .   | 46.72  |
| (3)  | Quay Cranes for Wet Dock . . . . . | 41.82  |
| (4)  | Dock Tugs . . . . .                | 46.00  |
| (5)  | Entrance to Wet Dock . . . . .     | 20.00  |
| (6)  | Swing Bridges . . . . .            | 11.00  |
| (7)  | Transit Sheds . . . . .            | 21.87  |
| (8)  | Roads around Wet Dock . . . . .    | 5.40   |
| (9)  | Oil Bunkering Lines . . . . .      | 4.20   |
| (10) | Water Supply . . . . .             | 1.80   |
| (11) | Electricity . . . . .              | 4.50   |

314.31

Items 2 to 11 are only ancillaries to the item (1) and could not be taken up till the Wet Dock Scheme was finalised and construction work on item (1) was commenced. The reasons for the delay in the Wet Dock Scheme are explained below:—

- (a) As the Wet Dock was a major construction work in the Port Development works for which lot of design data had to be collected, model tests conducted and subsequent consultations held with the Consulting Engineers, the actual invitation of tenders got delayed by one year.
- (b) The loan obtained from the International Bank for Reconstruction and Development to meet the foreign exchange requirements of the development works became effective in October 1958 only.
- (c) Under the arrangements covered by the International Bank for Reconstruction and Development loan regarding procurement of constructional plant required for the wet dock, it became necessary to reopen further negotiations with the tenderers for the Wet Dock and arrive at mutually satisfactory terms regarding procurement and supply of these constructional plant on hire to the contractor for the job. This resulted in delay in the award of contract and the work itself got postponed by six months.
- (d) Due to certain procedural delays and also to having to enter into protracted negotiations with the tenderers regarding the terms and conditions of supply of the equipment and machinery so as to conform to the requirements of the Trust and to conform to the terms of the International Bank for Reconstruction and Development loan, the procurement and supply of constructional plant for the wet dock got delayed with consequential delay in the progress of the works.
- (e) (i) The dredging of the dock, (ii) The construction of transit sheds, (iii) excavation, (iv) formation of roads, (v) provision of water supply, (vi) provision of oil bunkering lines, (vii) electricity, (viii) provision of swing bridges, (ix) installation of quay cranes, (x) provision of dock tugs, etc., which are all in the chain of works also got correspondingly delayed due to the above mentioned delay in the construction of the side walls of the dock. There has been a further delay of six months in the construction works.

- (f) The work on the entrance to the wet dock had to be taken up departmentally only after the work on the wet dock side walls construction was finalised and commenced."

The details of other principal works carried forward from the Second Five Year Plan to the Third Five Year Plan are stated to be as follows:—

|  | (Rs. in lakhs) |
|--|----------------|
| 1. Reconstruction of South Quay I . . . . .    | 38·00          |
| 2. New Dredger . . . . .                       | 58·00          |
| 3. Canadian Locos . . . . .                    | 22·00          |
| 4. Remodelling of Boat Basin . . . . .         | 11·50          |
| 5. Transit Shed at South Quay I . . . . .      | 16·50          |
| 6. 3 Additional Cranes for West Quay . . . . . | 9·50           |
| 7. Workshop Equipment . . . . .                | 28·00          |
| 8. Floating Crane . . . . .                    | 45·00          |
| 9. Transit Shed at Centre Berth . . . . .      | 13·13          |
|  | <hr/> 241·63   |

The reasons for delay as furnished by the Port authorities are given below:—

(1) *Reconstruction of South Quay I:*

As all the construction plant, skilled personnel and staff were diverted on the work of construction of the wet dock, entrance, Ore Berth, Coal Berth and other important works, the work on South Quay I gained speed only during the Third Plan.

(2) *New Dredger:*

Being the first major Floating Craft the finalisation of specification global tenders, scrutiny etc., got delayed. However the order was placed in the Second Plan itself, and 50 per cent expenditure has been incurred in Second Plan. The dredger was delivered during the first year of Third Plan.

(3) *Canadian Locos:*

Though tenders were invited and scrutinised, the tenders had to be dropped as the locos were later procured through Government of India under Colombo Plan.

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

As all the construction plant, skilled personnel and staff were diverted on the work of construction of the wet dock, entrance, Ore Berth, Coal Berth and other important works, the work on Remodelling of Boat Basin gained speed only during the Third Plan.

**(5) Transit Shed at South Quay I:**

This item could not be undertaken till the materials for item (1) above (i.e.) the South Quay I berth which were stacked in the area were cleared.

**(6) Three Additional Cranes for West Quay:**

These cranes formed part of the tender for the wet dock cranes and they got delayed consequently.

**(7) Workshop Equipment:**

The workshop equipment were covered under the list of goods submitted to International Bank for Reconstruction and Development. Each equipment was procured after giving wide publicity as required by the International Bank for Reconstruction and Development and recommendation note had to be finalised after protracted clarifications from the firms who had to correspond with their foreign principals.

Certain equipment covered under the International Bank for Reconstruction and Development's list of goods had to be changed at a later stage based on the experience of day to day work and permission of International Bank for Reconstruction and Development had to be sought for their procurement.

As there was shortage of space in the existing workshop, procurement of certain equipment had to be postponed.

**(8) Floating Crane:**

The preparation of the specifications and tender papers for another major item viz. floating crane got delayed consequent to certain special features having to be met with. This item was included in lieu of I No. 120 ton shear leg earlier provided for installation at the Wet Dock to operate the caisson gates. As the construction of the caisson gates was dropped, the procurement of the shear leg also was dropped.



**(9) Transit Shed at Centre Berth:**

The Administrative Offices were housed in the Old Harbour Office. They had to be shifted to the New Administrative Office which was completed in June 1960 and the dismantling of the Old Harbour Office to construct the new Transit Shed had to be taken after June 1960. So the work has been carried over to Third Plan.

It will be seen that the major items referred to above contribute to an amount of Rs. 555.94 lakhs (314.31 plus 241.63) out of 584 lakhs the balance being miscellaneous items."

**(ii) New Projects**

| S. No. | Name of the Scheme  | Provision made in Third Five Year Plan | Expenditure incurred from 1-4-61 to 31-3-64 | Remarks   |
|--------|---|--|---|---|
| 1      | 2   | 3                                      | 4   |   |
| 1      | Extra Deepening of three Wet Dock Berths  | 26.00                                  | 1.08  |   |
| 2      | 3 million ton Ore Handling Scheme.  | 248.00                                 | ..  | International Bank for Reconstruction and Development's concurrence awaited for foreign exchange. |
| 3      | Facilities for handling dangerous Petroleum   | 42.00                                  | ..  | Dropped in view of the proposed oil Dock.   |
| 4      | Water Supply Scheme —21" main   | 40.00                                  | 14.15                                       |   |
| 5      | Additional Cargo Handling Equipment (14 Nos. Fork Lift Trucks and 9 Nos. Mobile Cranes) | 12.00                                  | ..  |   |
| 6      | 6 Nos. Wagon Shunters and 3 Nos. Locomotives  | 17.00                                  | 0.55  | Procurement of locomotives merged with item (2).  |
| 7      | Improvements to Workshops—Remodelling of  | 27.00                                  | 1.35  |   |
| 8      | Reclamation of Royapuram Bay  | 17.00                                  | 23.63                                       |   |

| 1  | 2   | 3      | 4     | 5   |
|----|---|--------|-------|---|
| 9  | Staff Club . . .  | 1.00   | 0.08  |   |
| 10 | Housing Scheme . .  | 40.00  | 1.79  |   |
| 11 | Replacement of Hydraulic Cranes at 'X' 'Y' and 'Z' Warehouses | 3.00   | ..    |   |
| 12 | Third Transit Shed at Wet Dock                                | 8.00   | 7.08  |   |
| 13 | Formation of additional ore and Coal yard                     | 15.00  | ..    | Deferred.   |
| 14 | Additional equipment for Hospital                             | 2.00   | ..    | ..  |
| 15 | Replacement of Wharf Cranes                                   | 12.00  | ..    | Deferred to Fourth Plan                                       |
| 16 | Additional equipment for Mechanical Handling of Ore           | 30.50  | ..    | Merged with item No. 2  |
| 17 | Conversion of a Warehouse into Fumigation-torium.             | 0.50   | ..    | Deferred.   |
| 18 | Shearleg or Derrick . .                                       | 12.00  | ..    | Dropped in view of the acquisition of 120 ton Floating Crane. |
| 19 | Miscellaneous . . .   | 16.00  | ..    |   |
|    |   | 569.00 | 49.71 |   |

*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% of 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 shortfalls 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 1-4-61 to 31-3-64) 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 coordinated action taken to arrange finance and equipment, the delay of*

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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.

### **B. Financing of the Plan Projects**

6. It has been stated that the rupee content of the First and Second Plan projects was financed partly by loan from Government of India and partly by contributions from Port Trust's resources. The total loan drawn from the Government for these two plans amounted to Rs. 403 lakhs. Out of this Rs. 30 lakhs was utilized on First Plan Works and Rs. 373 lakhs on Second Plan. The Trust's contribution till the end of the Second Plan period was Rs. 512 lakhs. Some of the Second Plan works have been carried over to the Third Plan period and some of the schemes are yet to be completed. It has been stated that the total contribution of the Trust from its resources to meet the Second Plan works is expected to be about Rs. 800 lakhs.

To meet the rupee expenditure on Third Plan works a loan of Rs. 50 lakhs has been obtained from Government of India. The balance is proposed to be met from the Trust's resources.

### **C. Loan from International Bank for Reconstruction and Development**

7. The foreign exchange contents of the Second and Third Plan schemes are being financed by loan from the International Bank for Reconstruction and Development. The loan agreement for a total amount of \$14 millions (approximately Rs. 666.74 lakhs) was signed in June 1958. The closing date of the loan was originally 30th June, 1962 but it was subsequently extended to June 1965.

\* For detailed comments on the following schemes, please see paras indicated against each:

|   | Para No. |
|---|----------|
| 1. Extra Deepening of three WET DOCK berths . . . . . | 10       |
| 2. 3 million ton Ore Handling Scheme . . . . .        | 14       |
| 3. Improvements to Workshops—Remodelling of . . . . . | 21       |
| 4. Water Supply Scheme 21" main . . . . .             | 27       |
| 5. Housing Scheme . . . . .                           | 28       |

The schemes/services financed through the loan are the following—

| Category No. | Title  |
|--------------|--|
| 1.           | Equipment, material and services for construction. |
| 2.           | Construction Plant                                 |
| 3.           | Consultant's fees                                  |
| 4.           | Quay Cranes  |
| 5.           | Mobile cranes and Fork Lift Trucks etc.            |
| 6.           | Locomotives rolling stock and railway equipment    |
| 7.           | Mechanical and electrical equipment                |
| 8.           | Floating cranes                                    |
| 9.           | Dock Tugs  |
| 10.          | Dredger 'Cauvery'                                  |
| 11.          | Other Floating Craft, including small dredgers     |
| 12.          | Workshop machinery                                 |
| 13.          | Unallocated.                                       |

According to the information furnished by Ministry of Transport a sum of Rs. 417.38 lakhs had been drawn from the Loan to the end of November, 1964. It is stated that it would not be possible to utilise an amount of Rs. 183.35 lakhs out of the balance within the closing date, viz. 30th June, 1965, partly because, in a few cases, it was possible to get the equipment with Indian currency—such as locomotives and machine tools for workshop, and partly because there has been some delay in obtaining the clearance of the International Bank in respect of the Ore Handling Scheme as well as the utilisation of the savings in the loan amount for purchase of spares. The Bank is being approached for extension of the closing date beyond the 30th June, 1965 in which case commitment charges at the rate of 3/8 of 1% on the amount not drawn from time to time will have to be paid.

## **CHAPTER IV**

### **BERTHING FACILITIES**

#### **A. Berths in the Madras Port**

8. The Committee have been informed that with the addition of 6 berths in the new wet dock the number of alongside berths in the Port, i.e. at the North Quay, West Quay, West Dock and South Quay and East Quay has gone up to 18.

Besides, there is one mooring berth and 3 oil moorings. It has been stated that there are no plans yet for additional berths, except for a possible oil dock, in the Fourth Plan.

#### **B. New Wet Dock Scheme**

9. The Committee have been informed that as a part of the development scheme initiated by the Madras Port Trust, the construction of a wet dock of 6 berths was taken up during the First Five Year Plan period. This was to augment the berthing capacity which was considered insufficient for the growing traffic.

The scheme envisages a wet dock basin 1700 feet long and 500 feet wide immediately behind the south side of the existing Harbour basin with an entrance of 110 feet width. The wet dock berths with a depth of 33 feet of water are designed to take in 32 feet draft vessels. Three berths on the western side are expected to handle three general cargo ships of 500 feet length. For this purpose each of the berths is to be equipped with transit shed, cargo handling equipment and other ancillaries. The east side berths are expected to handle only bulk cargo.

The Committee understand that the extension represents the biggest addition to dry cargo capacity, since Independence at any major port. The dock has been gradually opened for traffic since 2nd February, 1964, when the first berth was commissioned.

The following statement gives the details of estimates and actual expenditure on the various components of the Scheme and the physical achievements thereof so far:—

| Sl. No.                   | Name of work   | When taken up               | Physical progress  |
|---------------------------|--|-----------------------------|--|
| <i>Wet Dock Schemes :</i> |  |                             |  |
| 1                         | Construction of two new berths ore for coal.                             | Commenced in I Plan period  | Completed  |
| 2                         | New ore and coal yards.  | Do.                         | Completed.   |
| 3                         | Replacement of berths at South Quay-I and II inclusive of Transit Shed.  | December, 1957              | <i>South Quay I</i> : 500 ft. quay wall has been completed. Work in 340 quay wall is in progress.<br><i>South Quay II</i> : Completed.<br><i>Transit Shed</i> : Work is in progress.   |
| 4                         | Construction of passengers Station-cum-Transit Shed.                     | July, 1956                  | Completed  |
| 5                         | Warehouse 'K'.   | May, 1958                   | Completed  |
| 6                         | Six-Wet Dock berths two transit sheds, entrance dredging, Warehouse 'H'. | December, 1958              | <i>Six Wet-Dock Berths</i> : Completed.<br><br><i>Two Transit Sheds</i><br>Centre Shed has been completed.<br><i>Southern Shed</i> : Work is in progress.<br><i>Entrance</i> : Completed.<br><i>Dredging</i> : 3 berths have been fully dredged and dredging at the remaining 3 berths is in progress. |
| 7                         | Marshalling Yard inclusive of acquisition of land & locos.               | Commenced in I Plan period. | Completed.   |
| 8                         | Cargo handling gear.   | April, 1957                 | All the works have been completed except erection of quay cranes for Wet Dock. One out of 12 Nos. 3-ton cranes has been erected 2 Nos. 10-ton cranes are under fabrication.  |
| 9                         | Mechanical handling of Ore and Coal                                      | April, 1957                 | Completed.   |
| 10                        | Preliminary works, services and constructional plant.                    | Commenced in I Plan period. | Practically completed. Work on road around Wet Dock is nearing completion.   |

It has been stated that the Wet Dock Scheme has been executed as per the original lay-out in general except the following works:—

- (i) *South Quay I*: Reconstruction of South Quay I was taken up in December, 1960 after completion of works at South-Quay II in November, 1960, owing to difficult soil conditions at the western reaches of the dock wall, the work has been executed in two stages. Block work placed in slice work fashion on the eastern side has been completed for a stretch of 500 feet of wall as per original design. For the remaining length of 340 feet length on western side, work on sinking concrete monoliths to form the walling is in progress.
- (ii) *Entrance to Wet Dock*: As some unforeseen difficulties in dredging out the foundation trenches and in driving the protective steel sheet piling were experienced, revised scheme of construction of side walls at east and west of entrance channel by sinking steel caissons had been resorted to and the work has been completed.
- (iii) *Excavation of Dock*: Deep dredging was expected to be done by the suction dredgers only but due to the rubble from the dismantled old south—break-water 50—ton crane and P & H crane had to be used resulting in delay in dredging and increase in the cost.

#### C. Deepening of the Three Wet Dock Berths

10. The Committee have been further informed that a provision of Rs. 26 lakhs has been made in the Third Plan for deepening of the three Wet Dock Berths on the east side to enable bulk carriers' with 35 feet draft to visit the port for iron ore exports. It is added that it would also mean deepening the entrance to the wet dock from the original depth of 34 feet to 37 feet, deepening the manoeuvring areas inside the harbour from 31 to 36 feet, deepening the entrance to harbour from 34 to 37 feet and deepening the approach channel to the harbour entrance from its present 35 feet depth to 38|40 feet, to enable the dock walls (originally designed for 33 feet depth only) to stand 36 feet depths. The whole scheme including deep dredging is expected to be completed by December, 1965.

*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 feet draft vessels, the revised scheme now envisages 35 feet 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.*



## CHAPTER V

### DELAY TO GENERAL IMPORT AND EXPORT VESSELS

11. The delay to general import and export vessels during the last four years is indicated in the following table:—

| Year    | No. of vessels worked | No. of vessels delayed | Total No. of ships days lost | Average delay per vessel | Average delay for the vessels that were delayed |
|---------|-----------------------|------------------------|------------------------------|--------------------------|---|
|         |                       |                        |                              | days                     | days  |
| 1960-61 | 927                   | 536                    | 1836                         | 2.0                      | 3.4   |
| 1961-62 | 859                   | 415                    | 980                          | 1.1                      | 2.4   |
| 1962-63 | 848                   | 502                    | 1763                         | 2.1                      | 3.5   |
| 1963-64 | 862                   | 458                    | 1090                         | 1.3                      | 2.4   |

It would be seen therefrom that the average delay per vessel has come down from 2.1 days in 1962-63 to 1.3 days in 1963-64.

As regards tankers, colliers and ore loaders the delay is indicated in the following table:—

| Year    |            | No. of Vessels worked | No. of vessels delayed | Total No. of ships days lost | Average delay per vessel | Average for the vessels that were delayed |
|---------|------------|-----------------------|------------------------|------------------------------|--------------------------|---|
|         |            |                       |                        |                              | days                     | days                                      |
| 1960-61 | Tanker     | 103                   | 10                     | 18                           | 0.2                      | 1.8                                       |
|         | Collier    | 61                    | 50                     | 326                          | 5.3                      | 6.5                                       |
|         | Ore loader | 90                    | 78                     | 663                          | 7.4                      | 8.8                                       |
| 1961-62 | Tanker     | 115                   | 5                      | 5                            | —                        | 1.0                                       |
|         | Collier    | 80                    | 20                     | 42                           | 0.5                      | 2.1                                       |
|         | Ore loader | 120                   | 76                     | 272                          | 2.3                      | 3.6                                       |
| 1962-63 | Tanker     | 129                   | 21                     | 51                           | 0.4                      | 2.4                                       |
|         | Collier    | 94                    | 30                     | 63                           | 0.4                      | 2.1                                       |
|         | Ore loader | 91                    | 27                     | 305                          | 3.4                      | 11.3                                      |
| 1963-64 | Tanker     | 128                   | 13                     | 18                           | 0.1                      | 1.4                                       |
|         | Collier    | 73                    | 23                     | 66                           | 0.9                      | 2.9                                       |
|         | Ore loader | 99                    | 53                     | 123                          | 1.2                      | 2.3                                       |

It would be seen therefrom that the average delay for colliers has risen from 0.4 days in 1962-63 to 0.9 days in 1963-64 per vessel while there is reduction in delay in handling of tankers and ore loaders in 1963-64 as compared to the preceding year.

The Committee have been informed during evidence that the increase in average delay for colliers was due to two factors namely, increased movement of coal from Calcutta to Madras in 1963-64 as compared to 1962-63 and the bunching of ships. A special officer was appointed by the Coal Controller at Madras for a short period to coordinate the work and avoid bunching.

The Chairman, Madras Port Trust has stated during his evidence before the Committee that:

"Most of the Coal, 80 per cent of coal is for railways and they said they could supply wagons only in a regulated manner. That is why an officer of the Railways was taken on loan as liaison officer to see that the railway wagon supply was speeded up. We were also urging them to have a coal dump but they said there was no need and they would supply more wagons. The position has improved considerably now. Even so when there are four or five ships together it is not possible to arrange for a sufficient number of wagons."

*The Committee would urge close coordination 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.*

## CHAPTER VI

### HANDLING OF FOODGRAINS

12. At present only two ships carrying food have priority at a time for allotment of berths. The Port authorities have informed the Committee that "restriction was necessitated on account of the limitations in the outlet for the food. Though food materials are moved partly by road, bulk of it requires wagons. If the Southern Railway will supply wagons more than what they now supply, better utilisation of the berths could be achieved."

The Chairman, Madras Port Trust, stated during evidence before the Committee that "on the representations of the Food and Agriculture Ministry, we have set apart three berths both for foodgrains and fertilizers put together and when there were large arrivals we had given one more berth. We are giving preference to the foodships on a priority basis. Whenever there is congestion if it is possible we give an additional berth also, besides the berths already set apart for foodgrains. We have also periodical meetings with the Railways and at present there is no difficulty in having the necessary wagons."

*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.*

## **CHAPTER VII**

### **MECHANICAL HANDLING OF ORE**

#### **A. Semi-Mechanical Ore Handling Plant**

13. The scheme of mechanical handling of ore by providing two transporter cranes, three 13-ton cranes and locos was completed in the Second Plan period at an estimated cost of Rs. 66.04 lakhs. The amount provided under spill over was Rs. 4.50 lakhs for meeting minor payments.

14. It has been represented to the Committee by a leading Chamber of Commerce that "the shipment of Iron Ore in bulk has been semi-mechanised but the equipment appears to be subject to continual break-down and it is rarely possible for the mechanised ore berth to operate at maximum capacity."

Asked about the shortcomings noticed in the working of semi-mechanised ore plant, the Development Adviser (Ports) who was previously the Chief Engineer, Madras Port Trust, stated during evidence that "two main deficiencies were noticed for the non-fulfilment of the rated capacity. The grab was rated for 5 tons. We have not been able to achieve more than 3.8 tons. For finer ore it will give 6 tons but for lumpy ore it will give only 3.5 tons". Asked about the measures taken to remove the defect the Development Adviser (Ports) stated that "we have got a new grab which has got a little more capacity. It is from U.K. and it can handle 3.8 to 4 tons."

Asked about the state of maintenance of the plant, the Chairman, Madras Port Trust stated that "there was very little time for proper maintenance. The plant was new and then the arrivals were heavy and when the ships were waiting, they could not actually stop the work. When we found that the breakdowns were more on a number of occasions, we diverted our special attention to that aspect and felt that a proper maintenance unit should be established. Normally, the engineers are attending to it, but we have now created a separate maintenance unit."

The Committee have been furnished the following information about the incidence of breakdowns of semi-mechanised ore handling

plant and the number of hours lost on this account:

---

| Month                     | Total hours of break-down |
|---------------------------|---------------------------|
| <hr/>                     |                           |
| 1964 : February . . . . . | 123·20                    |
| March . . . . .           | 94·10                     |
| April . . . . .           | 44·40                     |
| May . . . . .             | 61·00                     |
| June . . . . .            | 38·05                     |
| July . . . . .            | 62·50                     |
| August . . . . .          | 70·15                     |
| September . . . . .       | 62·00                     |
| October . . . . .         | 26·45                     |
| November . . . . .        | 55·40                     |
|                           | <hr/>                     |
|                           | 637·25                    |
|                           | <hr/>                     |

(Out of a total working hours of 31,500.)

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*The Committee are unhappy that the performance 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 a 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-machanised 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.*

### **B. Fully Mechanised Iron Ore Handling Plant**

14. The Committee are informed that the Madras Port will be required to handle 3 million tons of ore in accordance with the programme of the Government to step up ore exports from India to 30 million tons per year. As the existing semi-mechanised ore handling Plant cannot handle more than 1½ million tons, the Madras Port Authorities have decided to instal a mechanised iron ore handling plant with capacity of 3 million tons of ore to start with and capable of expansion later on to 6 million tons per year. The preliminary layout and the specifications of the plant have been finalised in consultation with the Consulting Engineers of the Port Trust and copies of the Project Report have been forwarded to the Government.

The project is estimated to cost Rs. 248 lakhs with a foreign exchange content of Rs. 137 lakhs. Since the foreign exchange content has to be met from the unspent amount of I.B.R.D. loan, the Bank have agreed to the Port Trust going ahead with the preparation of specifications, designs and estimates for the project in the light of the Consulting Engineers' Report and invitation of tenders subject to the condition that the concurrence of the Bank will be obtained before placement of orders. The Port Trust are stated to be taking action accordingly, in consultation with their Consulting Engineers.

*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 Scheme 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.*

### C. Ore-Handling Rates

15. The Committee have been informed that the rates in existence before the introduction of the semi-mechanised ore handling plant and the rates applicable to the semi-mechanised scheme are not comparable, as the mechanical rate includes changes for various services which the previous rate did not include. The rates have been progressively reduced as under:—

The Plant was installed in 1960. The rate of Rs. 10 per tonne was fixed in September, 1960. This was reduced to Rs. 8 per tonne in November, 1963. This rate was again reduced to Rs. 6·50 per tonne from the 1st April 1964, subject to the condition that the quantity of iron ore exported by Minerals and Metals Trading Corporation Limited through Madras Port in a period of 12 calendar months from the 1st April, 1964 does not fall below 1·5 million tonnes. If it falls below this limit, they should pay an additional charge of Rs. 1·50 per tonne on the quantity exported.

It has been further stated that as the services rendered differ from port to port, the rates obtaining at different ports are not comparable. The rates at each Port are broadly fixed with reference to cost of operations, what the traffic can bear and the quantum of traffic forthcoming. The Committee have, however, been informed during evidence that the ore handling rates at other major ports are as under:—

|   | Per ton   |
|---|-----------|
| Calcutta                                  |           |
| at King George's Docks . . . . .          | Rs. 12·87 |
| at Garden Reach . . . . .                 | Rs. 9·81  |
| Vishakhapatnam (at quay berths) . . . . . | Rs. 3·19  |
| Bombay . . . . .                          | Rs. 3·01  |

*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 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.*

### D. Export of Manganese Ores

16. Manganese ore is also exported in bulk from Madras. Exports of Manganese ore from Madras during the last five years have been as follows:—

| Year              | Exports        |
|-------------------|----------------|
| 1959-60 . . . . . | 152,449 tonnes |
| 1960-61 . . . . . | 180,618 „      |
| 1961-62 . . . . . | 183,944 „      |
| 1962-63 . . . . . | 60,804 „       |
| 1963-64 . . . . . | 109,834 „      |

It would be seen from the above that the export of manganese ore has greatly declined in 1962-63 but has somewhat picked up in 1963-64. It has been represented to the Committee by a leading Indian Chamber of Commerce that “the fall in the export of manganese from Madras Port was principally due to high cost of loading at Madras which works out very nearly to Rs. 14:50 per ton for loading on a charter vessel, as against Rs. 6:5 in Vishakhapatnam, Rs. 6/- in Goa, Rs. 10/- in Bombay, Rs. 8/- in Mangalore and Rs. 10/- to Rs. 11/- in Calcutta. These figures would thus prove that the cost of loading at Madras Port is far higher resulting in driving out some of the exporters of some other ports, namely Vishakhapatnam and Goa.

The Committee have been informed during evidence that a Sub-committee, consisting of some of the manganese ore exporters has been constituted by the Madras Port authorities to go into the question whether the handling charges at various stages could be reduced. The report of the Sub-committee is awaited.

*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.*



## CHAPTER VIII

### HANDLING OF GENERAL CARGO

17. For handling general cargo, the Port has a fleet of 42 fork-lifts and 31 mobile cranes. The Port authorities have recently placed a further order for supply of 14 more forw-lifts which are expected to be supplied in 1965-66. The Committee note that out of a provision of Rs. 24 lakhs in the Third Five Year Plan for acquisition of cargo handling equipments only Rs. 16·27 lakhs have been already utilised and the remaining amount is expected to be spent during 1965-66.

The Study Group of the Estimates Committee which visited Madras last year were informed that the Port authorities are examining the question of using modern pallets to facilitate quick and easy handling.

*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.*

## CHAPTER IX

### OIL DOCK

18. The Committee have been informed in evidence that an oil refinery of 2·5 million tonnes capacity would be set up in Madras. The scheme for "improvement to facilities for handling dangerous petroleum" for which an estimated expenditure of Rs. 42 lakhs was provided in the Third Plan has been dropped in favour of a proposal to construct during the Fourth Plan a sheltered Oil Dock to take in ships upto 45 feet draft, north of the present harbour to serve the proposed oil refinery. It has been further stated that there would be only one berth to start with but provision would be made for a second berth to handle crude oil, if required.

*The Committee would stress the need for close coordination 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.*

## **CHAPTER X**

### **EXPORT OF TILES AND MINERALS**

19. It has been represented to the Committee by a leading Chamber of Commerce that export of some commodities from Madras Port like minerals, building materials, etc. has been declining fast on account of transport difficulties. These difficulties are especially experienced in the export of tiles to Malaya and Ceylon and Falspar from Manapparai to Madras Port. It has further been stated that there are cases where on account of non-allotment of wagons the shippers had to cancel the shipping space.

The Committee have been informed that no difficulties have been brought to the notice of Government for the movement of the above commodities from the hinterland to Madras Port. However, one firm is stated to have represented in January, 1964 to the Deputy Chief Controller of Export Promotion, Madras that it had to execute a trial order for supply of 100,000 tiles to Malayasia but could not fulfil it owing to non-allocation of wagons which resulted in their having to cancel their bookings on loading vessels.

The Committee are informed that the Deputy Chief Controller of Export Promotion, Madras, immediately took up the matter with the Southern Railway authorities who agreed to clear future consignment expeditiously.

*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 coordination among the exporters, shippers, Port authorities and Railways to ensure timely movement of commodities for export from the hinterland to Madras Port.*

## CHAPTER XI

### DREDGERS

20. As Madras Harbour is an artificial one constructed as an intrusion into the sea, it affects the travel of sand along the coast. As the south west monsoon drift effect predominates over the northeast monsoon reverse drift effect, there is tendency for sand getting accumulated in the approaches to the port. The resultant accretion is in the order of 0·8 million ton per year.

Till 1960-61, the Madras Port had one suction dredger "Armstrong", one grab dredger "Wenlock" and a land based sand pump. As the existing fleet could not cope with the sand accretion, dredging fell into heavy arrears. The new dredger "Cauvery", specially designed for the requirements of Madras, was purchased at a cost of Rs. 108·97 lakhs and commissioned in 1961.

The Committee are informed that dredger "Cauvery" though a vessel had to undergo heavy repairs consequent on unforeseen damages to her boiler and was out of commission from September, 1963 to February, 1964.

The Committee have been informed by the Madras Port authorities that "the present fleet of dredgers are not adequate for the maintenance dredging and capital dredging done departmentally here. The present dredging fleet can just tackle the annual accretion of sand which is about 0·8 to 1·2 million tons per year at present. But there is an accumulated accretion of about 4 million tons since 1949 which has to be cleared besides certain capital dredging inside Wet Dock and Harbour basin. So an additional dredger and sand pump will be required as the sand accretion menace is becoming serious."

The Committee find that the Working Group on Port Planning has gone into the problem posed by the sand accretion in Madras Port and have concluded that "The average future accretion around the port is estimated at 1·2 million tons per year. The Port authority considers that there should be sufficient margin and that the dredging capacity should be 1·5 million tons. The two sand pumps together may be able to clear 0·5 to 0·6 million tons a year. The dredger "Cauvery" may be able to dredge about 0·6 to 0·8 million

tons a year. The purchase of an additional dredger will be a measure of prudence and will help to control the sand menace fully."

*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 low as possible. Attempt should be made to get the new dredger manufactured at least assembled within the country\*, as far as practicable.*

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\*Please see para 28 of the Estimates Committee Report on Calcutta and Haldia.

## CHAPTER XII

### REMODELLING AND IMPROVEMENT OF WORKSHOP FACILITIES

21. It has been stated that the existing workshop buildings are located very close to the harbour basin and the area is heavily congested. In view of this, additional plant required for increased maintenance work consequent on expansion of the Port cannot be installed in this area. Some temporary arrangements, have, therefore, been made for installing the additional plant that has been acquired for the workshops. It is proposed to shift as much of the existing workshop operation as does not require water-front area to a new site on the south fore-shore acquired from the State Government.

The Committee are informed that out of a provision of Rs. 27 lakhs made in the Third Five Year Plan for the construction of the new workshops as also for the purchase of certain equipments, an expenditure of Rs. 1·35 lakhs has been incurred by the 31st March, 1964. It is stated that a compound wall around the new site and an electric sub-station have since been completed.

*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. 1·35 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.*

## **CHAPTER XIII**

### **PORT RAILWAYS**

#### **A. Locomotive and Wagons**

**22. The number of locomotives and wagons on the Madras Port Railway is as under:—**

|              |    |          |
|--------------|----|----------|
| Wagons       | .. | 462 Nos. |
| Diesel Locos | .. | 22 Nos.  |
| Steam Locos  | .. | 14 Nos.  |

It has been stated that out of the 14 steam locos, 12 are overaged and it is proposed to replace 3 of them by diesel locos in the Fourth Plan and the balance in due course.

The operating ratio of the Railway during the last three years is as follows:—

|         |    |        |
|---------|----|--------|
| 1961-62 | .. | 102·3% |
| 1962-63 | .. | 85·71% |
| 1963-64 | .. | 80·5%  |

The Committee are informed that a committee had been appointed by the Port Trust, consisting of the Chief Engineer, the Traffic Manager and an officer from the Southern Railway, with a view to effect economy and improve efficiency of the Port Railway. It was stated that action has already been taken on the following recommendations of the Committee:—

- (a) That only one loco proceed to the water column at a time and that only one diesel loco should go to servicing station at a time.
- (b) That there should be no waste of time in change of shifts and that the loco staff and the shunting staff should be granted overtime.
- (c) Modifications to the railway tracks for easy and quicker movement of trains from the Beach Station to the Marshalling Yard.
- (d) Stationary diesel fuelling and servicing stations.
- (e) Location of the Managenese Yard in Marshalling Yard.

- (f) An incentive scheme for good attendance has been introduced from the 1st October, 1964, which is applicable to some categories of the staff in the Engineering and the Traffic Departments.

(Details of the Incentive Scheme are given in Appendix II).

*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.*

## B. Derailments

23. It has come to the notice of the Committee that frequent derailments is a problem which affects the turn-round of the wagons at the Port. The statistics of derailments, as furnished by the Port authorities, for the last four years are as under:—

|         |    |     |
|---------|----|-----|
| 1961-62 | .. | 102 |
| 1962-63 | .. | 131 |
| 1963-64 | .. | 101 |
| 1964-65 | .. | 66  |

(upto Nov., 64).

The main causes of derailments are as follows:—

- (i) Due to defects in railway track; these account for 25% of the derailments on an average.
- (ii) Due to defective stock; these account for 10% of the derailments.
- (iii) Due to errors in operation, such as split points, setting of points wrongly, side collision of wagons, mounting scotch blocks, moving metre gauge wagon on broad gauge track; these account for 40% of the derailments.



- (iv) Due to mistakes such as obstructions on track due to coal, ore etc., in the plots and sundry causes; these account for 25% of the derailments.

The following steps are stated to have been taken for the reduction of the incidence of derailments:—

- (i) Detailed instructions and schedules for maintenance have been formulated for the guidance of the permanent way maintenance staff and workshops staff. Steps have been taken to appoint a Wagon Inspector for checking wagons in the field.
- (ii) To minimise the derailments due to split points—a major cause—tumbler switches are progressively being replaced by spring switches. At vulnerable points, scotch blocks have been replaced by buffer stops. The tracks are strengthened to higher standards progressively. As deterrent measure, staff who are found responsible for the derailments by their slackness or negligence are punished.

The Committee are constrained to note that 35% 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 be 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.

## **CHAPTER XIV**

### **DEMURRAGE**

#### **A. Demurrage Advance**

24. It was represented to the Study Group of the Estimates Committee which visited Madras Port that the authorities are taking Rs. 25/- per wagon as a demurrage advance from the traders, a practice which does not obtain in any other part in the country. The Committee have been informed by the Ministry of Transport that the Madras Port Trust takes, in advance, from parties who do not have a Current Account a deposit of Rs. 50/- per wagon in the case of inwards i.e., loads placed for unloading and Rs. 25/- per wagon in the case of outloads i.e., empties placed for loading to cover any demurrage that may be incurred on wagons. If the wagons do not incur demurrage, the amount is refunded to the party within two or three days. Such an advance is made as, under Section 50 of the Madras Port Trust Act, all dues should be recovered in advance.

The position at the other major ports is as follows:—

##### *Calcutta Port:*

It is not the practice at this Port to recover from the party tendering goods for despatch by rail an advance of Rs. 25/- per wagon as demurrage.

##### *Bombay Port:*

The Bombay Port Trust Railway does not take any demurrage advance.

##### *Cochin Port:*

The Cochin Harbour Railway is operated by the Southern Railway as part of their system and hence the question of the Port Trust charging any demurrage does not arise.

##### *Kandla Port:*

The Railways at this port are owned and run by the Western Railway authorities. As such, the question of receiving any advance per wagon as a demurrage advance from the traders by the Port Trust authorities does not arise.

##### *Mormugao Port:*

A wagon registration fee of Rs. 25/- per wagon for M. G. wagons is prescribed in the Goods Tariff of the Southern Railway for registration and supply of wagons.

##### *Visakhapatnam Port:*

A sum of Rs. 25/- per wagon is collected at the time of registering the indents as registration fee.

The Committee have been informed by the Chairman, Madras Port Trust, during evidence that the system of taking advances from the traders was introduced about a year back "because we found that there were huge arrears on this account and we had to go to the court for recovery we find that after the demurrage is incurred, it is difficult for us to recover the amount. Several cases have been pending for a very long time. Therefore, we had to ask them to give the advance amount. If it is found that there is actually no demurrage incurred, we automatically adjust that against their own running accounts".

Asked about the time taken in refunding the advance, the Chairman, Madras Port Trust, admitted that "there were certain refunds which were pending for a very long time and I had actually been having a periodical meeting with my own staff and tried to expedite the thing. Now it has been reduced very considerably."

*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 Railways and the port authorities with a view to see if a uniform policy cannot be followed in all the ports.*

#### B. Demurrage on detention of railways wagons

25. It has been represented to the Study Group of the Estimates Committee which visited the Port that the Madras Port Trust charge more from the shippers towards demurrage on foreign wagons coming into the harbour than what they pay to the railways.

The Committee are informed that the demurrage rates charged on shippers for detention of foreign railway in the Port are as follows:—

| Demurrage when recoverable   | Charges payable   |
|--|---|
| Foreign railway wagons not released within the free periods prescribed in notes (a), (b) and (c) below from the time they are placed for loading or off loading. | At the discretion of the Traffic Manager, demurrage charges at the rate specified as under are payable for detention in excess of the prescribed free period on the marked carrying capacity of wagon both Broad and Metre Gauge and until the Wagons are handed over to the Board. |

| Period   | Rate per tonne or part of a<br>tonne per hour or part of an<br>hour |
|--|---|
|  | paise   |
| For the first 12 hrs. after the expiry of free<br>time . . . . . | 6   |
| For the next 48 hours . . . . .                                  | 10  |
| For the subsequent period . . . . .                              | 20  |

NOTE :— (a) Demurrage may be charged on a loaded wagon which a consignee has to off load, after the expiry of five working hours from the time the wagon is placed for off loading until it is handed over to the Board.

(b) Demurrage may be charged on any empty wagon which a consignor has asked for after the expiry of five working hours from the time the wagon is placed for loading until it is handed over to the Board.

(c) Demurrage may be charged on an empty wagon which a consignor has asked for but which is not loaded from the time the wagon is received from the Railways until it is returned to the Railways or supplied to another consignor.

From the time demurrage begins to accrue under the Rules, it will be charged for every hour or part thereof including non-working hours, night time exclusive of Railway "dies-non".

It is further stated that the Trust pays hire charges to the Railways at the rates mentioned below for detention of wagons beyond agreed free time:

The Railway allows its wagon to be in the Trust's line free of time for 11 days-light hours; Sundays and other holidays treated as working hours—day-light hours reckoned as 8 to 18 hours. In the case of wagons with inward loads which are back loaded by Trust, Railway allows an additional 10 days-light hours. The hire charge is 3 paise per tonne per hour on the marked carrying capacity of such wagons.

**The position at the other wagon ports is as follows:—**

***Calcutta Port:***

Demurrage is recovered in this Port at the rate of 6 paise per tonne per hour on wagons detained beyond the permissible free time from the time of placement, the permissible free time being five day-light hours.

***Bombay Port:***

The free time for loading, unloading or rebooking wagons shall be five working hours....Thereafter a demurrage shall be charged at the rate of 6 paise per ton or part of a ton of the carrying capacity of the wagon and 50 paise per ton or part of a ton of the carrying capacity of the oil tanks per hour or part of an hour.

***Cochin Port:***

Does not arise as the port railway is operated by the Southern Railway.

***Kandla Port:***

Does not arise as the port railway is operated by the Western Railway.

***Mormugao Port:***

Six hours free time is allowed for unloading and loading of wagons whereafter a demurrage fee of 6 paise per ton per hour is charged on the carrying capacity of wagons against the parties.

***Vishakhapatnam Port:***

The entire demurrage charges collected from the consignees/consignors are remitted to the Railways in full.

***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.***

## **CHAPTER XV**

### **SLOW-MOVING TRAFFIC WITHIN THE HARBOUR**

**26. It has been suggested by one of the Chambers of Commerce that slow moving traffic like the bullock-carts may not be allowed to the far areas in order to have fast clearance of the cargo by motor vehicles.**

The Committee have been informed during the course of evidence that a phased programme to eliminate bullock-carts which number 600 and odd, has been drawn up and would be completed by April 1966.

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

It is understood that a Sub-Committee consisting of Traffic Manager, Chief Engineer, Security Officer of the Madras Port and an officer from the Southern Railways and Madras Police, was constituted to study the problems relating to vehicular and pedestrian traffic and to suggest the improvements necessary. The Report of the Sub-Committee, together with action taken thereon is reproduced in Appendix III.

*The Committee note that while a number of recommendations of the Sub-Committee 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.*

## CHAPTER XVI

### WATER SUPPLY SCHEME

27. The Port is at the rail end of the city's water supply system and because of this the Corporation has not been able to maintain adequate supply of water to the Port. Consequently there have been complaints from the shipping companies. At the moment the Port is getting 2 to 2½ lakhs gallons of water per day from the Corporation. With this, it has not been found possible to meet all the demands. With the completion of the development works contemplated, which will virtually double the berthing capacity, the requirements of water to meet both the shipping and domestic needs will be of the order of 5 to 5.5 lakhs gallons per day. The Corporation of Madras indicated that it will be possible to supply water if a separate water main is laid from their headworks to the Port. This proposal has been accepted by the Port authorities. A 21" C.I. main is being laid from the Kilpank Waterworks to the Port capable of supplying a maximum of 1 million gallons per day. The estimated expenditure on the Scheme provided in the Third Five Year Plan is Rs. 40 lakhs out of which about Rs. 30 lakhs have since been spent.

*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.*

## **CHAPTER XVII**

### **HOUSING SCHEME**

28. The Madras Port Trust constructed in the Second Five Year Plan period 494 units of Types I to IV mostly for its low paid employees at Tondiarpet. As a large percentage of Trust's employees could not be provided with accommodation in the colony. With a view to providing dwelling facilities for more employees the Third Plan envisaged construction of another 444 units of Types I to V.

The Committee find that till 31st March, 1964 only Rs. 1.79 lakhs out of a plan provision of Rs. 40 lakhs were utilised.

The latest position has been stated thus in a note furnished to the Committee:

"Government sanction for the award of contract for construction of 132 units of Type I, 272 units of Type II is awaited and Government sanction for the estimate for construction of 24 units in each of types III, IV and V is awaited."

*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.*



## **CHAPTER XVII**

### **PUBLIC RELATIONS**

29. It has been represented to the Committee by a leading Steamship Owners' Association that "With the new Wet Docks available, it should not be difficult for the Port to handle a larger share of the total Indian exports. It is not sufficient to improve and expand and modernise port facilities and port equipment. The Port management should make all efforts to attract traffic and maintain a close contact with the shippers and the Shipping Companies by affording them all facilities. However it is felt that there is lack of smooth working relationship between the users of the Port and the Port authorities."

Asked about the measures taken to ensure coordination between the Port authorities and the Port users, the Chairman, Madras Port Trust has stated during evidence before the Committee that :

"The Port Trust consists of 19 members and we have got representatives of various Chambers of Commerce there. There are five of them—The Tamil Nad Chamber of Commerce; The South Indian Chamber of Commerce; The European Chamber of Commerce; The Hindustan Chamber of Commerce and the Andhra Chamber of Commerce. Bigger Chambers are represented by two members and others by one member. Apart from that we have got a representative of labour and we have got people representing the Indian Shipping Association. All these important members are there in the Trust Board itself. Apart from that we are associating all these interests in the Working Committee and we positively meet every month. They go and inspect wharfs, godowns, etc. and make their own suggestions. Apart from that, there is a Cargo Committee which meet every fortnight where also various interests are represented."

Asked whether there is any Public Relations Officer in Madras Port, the Chairman, Madras Port Trust, stated that "There is no Public Relations Officer. But the Traffic Manager attends to shipping, berthing and clearing facilities".

*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.*

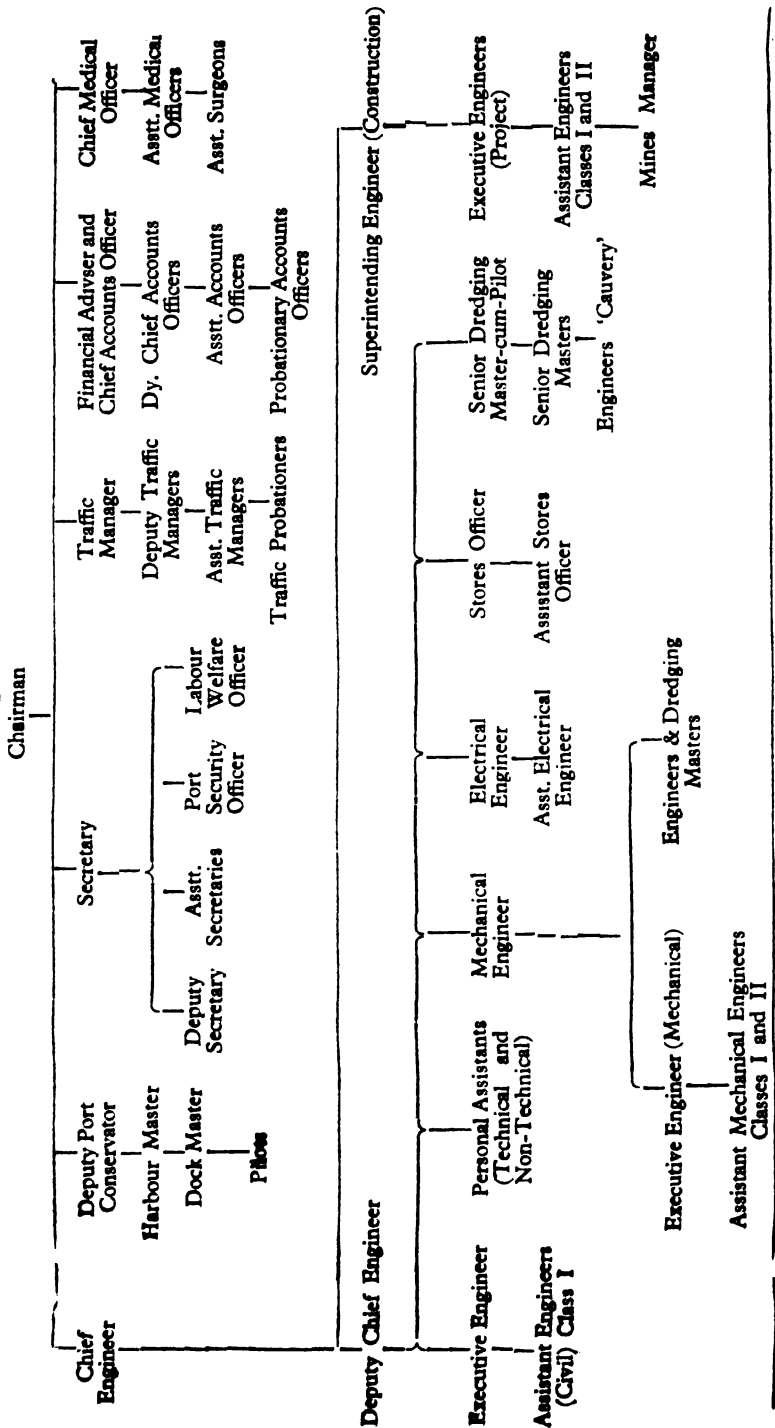
NEW DELHI;  
*The 6th April, 1965.*  
Chaitra 16, 1887 (Saka).

ARUN CHANDRA GUHA,  
 Chairman,  
 Estimates Committee.

# APPENDIX I

(Vide Para 2)

1. Organisational set up at the Madras Port Trust as on 1-4-1964.  
Chart showing the structure of departments and Officers.



## APPENDIX II

(Vide Para 22)

### *Incentive Scheme for good attendance to certain selected categories of workers of Madras Port Trust*

This Scheme shall be called the Madras Port Trust Scheme for cash awards to selected operatives for good attendance. The scheme shall come into force from the 1st October, 1964.

2. The Scheme shall apply to the following categories of workers :—

| Name of Category                            | Sanctioned strength |
|---|---------------------|
| <i>I. Engineering Department</i>            |                     |
| (1) Fork Lift Truck Driver . . . . .        | 43                  |
| (2) Diesel Loco Driver . . . . .            | 37                  |
| (3) Steam Loco Driver . . . . .             | 29                  |
| (4) Steam Loco Firemen . . . . .            | 29                  |
| (5) Driver, Shovel Dozer . . . . .          | 7                   |
| (6) Driver, Transporter Crane . . . . .     | 12                  |
| (7) Driver, Ore/Coal Berth Cranes . . . . . | 30                  |
| <i>II. Traffic Department</i>               |                     |
| (8) Shunting Master . . . . .               | 52                  |
| (9) Coupling Porter . . . . .               | 164                 |

3. The Chairman may add any category to the above list or delete any category in the list according to the circumstances from time to time.

4. In respect of categories coming under the scheme, flat rates of cash award shall be paid for good attendance as under, subject to the conditions prescribed therefor being fulfilled :—

For employees drawing pay below  
Rs. 100/- p.m. . . . . Rs. 10/- p.m.

For employees drawing pay of Rs.  
100/- p.m. and above but below Rs.  
150/- p.m. . . . . Rs. 15/- p.m.

For employees drawing pay of Rs.  
150/- p.m. and above.

Rs. 20/- p.m.

5. For the purpose of the scheme, the term 'month' refers to calendar month and the term 'pay' to the *basic pay* of the worker admissible to him on the 15th of the month for which the cash award is considered.

6. The grant of the cash award to any worker coming under the scheme is subject to the following conditions :—

- (i) The employee concerned should work at least for 21 days in a calendar month.
- (ii) He shall not be on leave without prior sanction, either casual, or otherwise, during the month.
- (iii) Leave on medical grounds will be excepted for the purpose of (ii), but not for the purpose of (i).
- (iv) Leave, Casual leave or Earned Leave etc., shall be granted only subject to exigencies of work.
- (v) The sanctioning authority shall determine the extent of the number of employees that may be granted leave at a time.
- (vi) An employee, although he may have done 21 days' work in a month shall be disentitled for the incentive, if he stops away from work without previous permission for any day of the month on any account other than leave on account of sickness duly certified by the Chief Medical Officer or an officer authorised by him.
- (vii) The cash award under the scheme shall not be counted as 'pay' for any purpose.

7. On any matters of doubt as regards the interpretation of the Scheme, the Chairman's decision shall be final.

### APPENDIX III

(Vide Para 26)

*Report of sub-committee, constituted to study the Harbour-problems relating to vehicular and pedestrian traffic ect.*

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| Recommendations  | Action taken  |
|--|---|
| <hr/>  |   |
| 1. The No. I Gate will continue to be out gate for out-flowing traffic from the northern area, beyond the centre berth, of the present dock. The Chief Engineer may consider widening of the road.   | Accepted. As regards widening of the road, it is not considered to widen the road for the present.  |
| 2. 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.  | Estimate sanctioned in Governments' letter No. 13-PDI(106)/-64, dated 30-11-64 and work taken on hand.  |
| 3. It was agreed that the No. II Gate may continue to be in-gate for all cargo coming into the present dock.   | Accepted.   |
| 4. The present out-gate at the Central Anchor Road will continue to be out-gate for passenger traffic and for cargo going out from the adjacent warehouses.  | Accepted.   |
| 5. For easy manoeuvring of straight going vehicles and to allow sufficient room for parking of vehicles waiting to get loaded in the road running behind the present West Quay sheds, it was opined that widening of the road by demolishing the verandahs of the Transit Sheds of West Quay, I, II and IV and/or cutting away the necessary portion of the adjacent railway platform may be considered so that there will be room for a four lane traffic. One lane can be used for waiting vehicles, one for vehicles in the process of getting loaded and two for straight moving vehicles. The Chief Engineer agreed to consider provision of a ramp | This has been deferred for the present as alternative accommodation will have to be found for certain offices situated on the verandahs A multi-stroeyed building on the 1st Line Beach to accommodate these offices and others is under consideration. |

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## Recommendations

## Action taken

alongside the shed for easy loading of vehicles, if the demolition of verandahs of Transit Sheds is accepted.

- |   |   |
|---|---|
| <p>6. When the arrangements for delivery of rakes by the Southern Railway at the Marshalling Yard materialise, the rakes will move from Royapuram station to the Marshalling Yard <i>via</i> the Anchor Gate level crossing and the Beach Station Yard. With the 3 million tonnes scheme for export of Iron Ore, which is expected to commence by 1967, the arrival of ore rakes will increase. It is anticipated that with the normal passenger trains and about three rakes of general service wagons, besides the five box rakes with ore, all the level crossings between Royapuram Station and the Trusts' Marshalling Yard, including the present level crossing at Anchor Gate, will remain closed at least for a minimum period of about 20-25 minutes on each occasion a rake has to pass. A road overbridge at the Anchor Gate will be a necessity then. But, it was considered that for the present a pedestrian overbridge will do for use.</p> | <p>As regards the proposal for a pedestrian overbridge, arrangements have been made for the use by the pedestrians of the existing wicket gate at the Anchor Gate. No decision has yet been taken for the provision of a road overbridge.</p> |
| <p>7. With the coming up of the shed at Centre Berth and the Offices above it, the provision of a separate parking area for cars and cycles of Trust's Officials was considered necessary. The Chief Engineer was requested to examine the possibility of providing a parking shed for cars in the open space north of 'W' Warehouse. A cycle stand can be provided in the area north of the present Goods Supervisor's Office Building.</p>  | <p>This could be done along with the proposed over bridge approach.</p>   |
| <p>8. In view of the proposals to shift the Workshop from the present site, it was felt that the portion of the road running adjacent to the existing wall of the workshop may be widened to the extent possible for a smooth flow of traffic.</p>  | <p>This will be considered when the workshops are shifted.</p>  |

| Recommendations  | Action taken  |
|--|---|
| <p>9. The suggestion of the Deputy Chief Engineer for widening of the Springhaven Road was welcomed. He suggested the demolition of the existing eastern side wall along the Springhaven Road from the level crossing near the Oil Farm to No. V Gate and building a wall along the present Southern Railway wall on the western side. The road will get enclosed and will facilitate broadening of the road to a certain extent, possibly by acquiring a stretch of land parallel to the road from the Southern Railway Beach Yard. Chief Engineer said that the question of providing a footpath for Pedestrians in this road may be considered then. This road can then be used for out-going traffic only.</p> | <p>Railways have said that they would not be able to spare the area required.</p> |
| <p>10. The No. V Gate will continue to be out-gate for all traffic emanating south of Centre Berth in the present Dock and from the Western side of the Wet Dock.</p>  | <p>Accepted.</p>  |
| <p>11. The triangular area, east of the Weigh-bridge near V Gate may be levelled and developed as parking area for vehicles waiting to get weighed.</p>  | <p>This is under consideration.</p>   |
| <p>12. The existing No. VI Gate will be the main entry gate for both the western and eastern sides of the Wet Dock.</p>  | <p>Accepted.</p>  |
| <p>13. The proposed 80 feet roads behind the Transit Sheds on the eastern and western apron of the Wet Dock may be used for two-way traffic.</p>   | <p>Accepted.</p>  |
| <p>14. The 80 feet road on the eastern side of the wet Dock and the road further east may be connected to the Radio road for the use of incoming and outgoing traffic to the Wet Dock. Provision of road connection in between Sheds between these two roads on the eastern side of the wet Dock will be useful.</p>   | <p>This is not considered necessary for the present.</p>                          |



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| Recommendations  | Action taken  |
|--|---|
| 15. The Radio Road will be the entry and exit road for all traffic to and from the Wet Dock, Warehouses and the Marshalling Yard.  | Not accepted. The traffic flows out through the southern road opposite to the War Memorial. |
| 16. The road running along the eastern fencing of the Marshalling Yard upto the War Memorial may be used for two way traffic.  | Accepted.   |
| 17. The two additional check posts as at other gates will have to be provided at the entrance to the Radio Road and the entrance of the road opposite to the War Memorial. | Does not arise, in view of answer to 14.  |
| 18. Illumination of certain areas and provision of watch towers as required by Shri Chandrasekaran, Inspector of Police was agreed to.                                     | Implemented.  |

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## APPENDIX IV

### *Summary of Conclusions/Recommendations*

| Serial No. | Reference to para No. of Report | Summary of Conclusions/Recommendations   |
|------------|---------------------------------|--|
| (1)        | (2)                             | (3)  |
| 1          | 5                               | <p>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% of Plan provision was utilised.</p> <p>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 1-4-61 to 31-3-64) amounted to only Rs. 49 lakhs as compared to the provision of Rs. 487 lakhs.</p> <p>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.</p> <p>The Committee cannot over emphasise 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</p> |

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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.

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| 2 | 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 feet draft vessels, the revised scheme now envisages 35 feet 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 <i>viz.</i> December, 1965. |
| 3 | 11 | The Committee would urge close coordination 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.  |
| 4 | 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.  |
| 5 | 13 | The Committee are unhappy that the performance 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.  |

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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 a 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.

- 6      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 Scheme 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.

- 7      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 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.

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| 8   | 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.  |
| 9   | 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.   |
| 10  | 18  | The Committee would stress the need for close coordination 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.  |
| 11  | 19  | The Committee feel concerned that a leading chamber of commerce should have occasion to complain that shippers have to curtail the shipping space on account of non-allotment of wagons. The Committee would stress the need for close coordination among the exporters, shippers, Port authorities and Railways to ensure timely movement of commodities for export from the hinterland to Madras Port.  |
| 12  | 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 low as possible. Attempt should be made to get the new dredger manufactured—at least assembled within the country, as far as practicable.

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| 13  | 21  | <p>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.</p>  |
| 14  | 22  | <p>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.</p> <p>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.</p> |
| 15  | 23  | <p>The Committee are constrained to note that 35% 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 be 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.</p>  |
| 16  | 24  | <p>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.</p>  |
| 17  | 25  | <p>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.</p>   |

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| 18 | 26 | (i) The Committee hope that the slow moving traffic would be eliminated from the harbour by April, 1966 as per scheduled programme. |
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|  |  | (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. |
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| 19 | 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. |
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| 20 | 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. |
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| 21 | 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 <i>inter-alia</i> the designating of an officer to work as Public Relations Officer to attend speedily and sympathetically to all public complaints and enquiries. |
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## APPENDIX V

(Vide Introduction)

*Analysis of the Recommendations contained in the Report  
(Appendix IV)*

### I. CLASSIFICATION OF RECOMMENDATIONS

A. *Recommendations for improving the Organisation and Working:*

Serial Nos. 1, 2, 3, 4, 5, 9, 10, 11, 16, 17, 18, 19, and 21.

B. *Recommendation for effecting economy:*

Serial No. 12

C. *Miscellaneous :*

Serial Nos. 6, 7, 8, 13, 14, 15 and 20.

### II. ANALYSIS OF THE RECOMMENDATIONS DIRECTED TOWARDS ECONOMY:

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| Serial No. | No. as per Summary of Recommendations | Particulars  |
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| <hr/>      |                                       |  |
| 1          | 12                                    | The cost of operation of the dredger should be kept as low as possible. Attempts should be made to get the dredgers manufactured—at least assembled with in the country. |

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