

**ESTIMATES COMMITTEE  
(1972-73)**

FIFTH LOK SABHA

**TWENTY-THIRD REPORT**

**MINISTRY OF SHIPPING AND TRANSPORT**

[Action taken by Government on the recommendations contained in the First Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Shipping and Transport—Tuticorin and Mangalore Ports]



**LOK SABHA SECRETARIAT  
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(1972-73)

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(1972-73)

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## INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present the Twenty-third Report on action taken by Government on the recommendations contained in the Second Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Shipping and Transport—Tuticorin and Mangalore Ports.

2. The Second Report of the Estimates Committee (Fifth Lok Sabha) was presented to the Lok Sabha on the 19th July, 1971. Replies indicating action taken on the various recommendations contained in the Report were furnished by Government on 22nd November, 1971 and 30th December, 1971. The replies were considered by the Study Group 'E' of the Estimates Committee (1971-72) on the 17th February, 1972. The Study Group 'F' of the Estimates Committee (1972-73) considered the further replies received from the Ministry on the 16th June, 1972 and approved the draft Report on the same day. The Report was subsequently adopted by the Committee on the 30th June, 1972.

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

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

4. An analysis of the action taken by Government on the recommendations contained in the Second Report of the Estimates Committee (Fifth Lok Sabha) is given in Appendix. It would be observed therefrom that out of 14 recommendations made in the said Report, 10 recommendations i.e. 71.5 per cent have been accepted by Government. The Committee do not desire to pursue 3 recom-

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mendations i.e. 21.4 per cent in view of Government reply. The replies of Government to one recommendation i.e. 7.1 per cent has not been accepted by the Committee.

NEW DELHI;

*July 4, 1972.*

*Asadha 13, 1894 (Saka).*

KAMAL NATH TEWARI,

*Chairman,*

*Estimates Committee.*



## CHAPTER I

### REPORT

In para 2.23 of their Second Report, the Estimates Committee had recommended about Mangalore Port that "The Committee note that the allocations made for the Mangalore Project in the Third Five Year Plan and Annual Plans for 1967-68, 1968-69, and 1969-70 have been fully utilised. The Committee however, note with concern that the dredging work in the port is not progressing according to schedule and that a revised programme has been drawn up with the result that the port which was expected to be commissioned by the end of the year 1971-72 is now expected to be completed by the end of 1972 only. Even this revised programme of dredging is dependent on availability of dredgers and award of a part of dredging to contractors. The Committee regret that all these difficulties had not been foreseen by the Government and remedial measures taken in time. The Committee stress that concerted efforts should be made by the authorities to ensure that dredging work in the port is completed in time and the port is commissioned not later than 1972 with at least 30' draft."

2. In their reply, the Ministry of Shipping and Transport have stated that "The following are the principal items of works in the construction of the Mangalore Port:—

- (i) Land acquisition;
- (ii) Permanent and temporary buildings and roads;
- (iii) Temporary jetty;
- (iv) Construction of Wharf;
- (v) Manual excavation of turning basin and high grounds;
- (vi) Dredging;
- (vii) Construction of breakwaters;
- (viii) Acquisition of craft and equipment; and
- (ix) Miscellaneous services such as water supply, electricity and marshalling yard facilities.

Of the above, land acquisition, work on the buildings and roads, temporary jetty and the breakwater have already been completed.

The construction work on the wharf and the provision of miscellaneous services are proceeding satisfactorily. Action has also been initiated for the acquisition of necessary craft and equipment required for the operation of the port. The manual excavation of the turning basin and high grounds upto water level has practically been completed. But so far as dredging is concerned, there has been a serious set back due to delay in the delivery of a dredger ordered on Garden Reach Workshops, Calcutta. On account of this, the port cannot be commissioned by the end of 1972 but some time in 1974."

The Committee are distressed to note that the work on the Mangalore Port is likely to be completed only in 1974 in place of 1972 as already scheduled. The Committee would like to emphasise that target dates for the completion of projects once fixed should be strictly adhered to.

## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

#### **Recommendation (S. No. 1) Para 1.5**

The Committee are constrained to note that with the completion of Tuticorin and Mangalore as major ports, there would be considerable overlapping of the hinterland of the ten major ports in the country. In this connection the Committee would also like to invite the attention of the Government to the very pertinent observation made by the Major Ports Commission in their Report (1970). "The Commission notes that with the existing eight major ports and the two new under construction, there is a considerable overlapping of the hinterland of these ports. The Commission has reached the conclusion that there is no need for any major port in the foreseeable future". The Committee consider that justification for the construction|expansion of a new major|intermediate port should be examined most carefully by the Government with particular reference to its financial viability, state of development of hinterland, the nature of traffic expected to be generated etc., so that in the name of development of infra-structure facilities the country is not saddled with over ambitious projects which are economically not viable

#### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2)/71,  
dated the 30th December, 1971]

#### **Recommendation (Serial No. 2) Para 1.8**

The Committee note that the sanctioned Tuticorin Harbour Project provides for a number of facilities like cranes and other mechanical handling equipment for Salt, Cement and General Cargo Berths and the mechanised facilities for coal and fertiliser berths. They also note that other mechanised facilities for the berths will be decided after knowing the exact demand. In this

connection, the Committee would like to emphasise that as the Tuticorin Port will cater mostly to the export of Salt and Cement and import of raw materials for fertiliser plant which would be bulky commodities, steps should be taken to ensure that up-to-date mechanised handling facilities are provided at the Port in time for minimising the handling charges.

#### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping and Transport D.O. No. 7-PDII(2)/71,  
dated the 30th December, 1971]

#### **Recommendation (S. No. 3) Para 1.15**

The Committee note that the new Tuticorin Harbour is expected to have traffic of 35.10 lakh tons in 1975-76 and 44.20 lakh tonnes in 1980-81. However, the actual traffic in the Port will depend upon the setting up of some new industries and increased salt production in the hinterland of the Port. While appreciating the steps taken in the matter like setting of Salt Board for the development of hinterland, the Committee would like to emphasise that concerted and coordinated plan schemes for the development of the hinterland should be taken up for execution early so that the traffic may be available in the port as soon as the port is commissioned. The Committee need hardly point out that in case sufficient traffic does not grow in the port, the entire investment would go waste. In view of the fact that about 25,000 acres of land is available for being brought under salt cultivation and in view of the vast market for Indian Salt, the Committee stress that steps in the direction of increasing salt production as well as improving the quality of salt should be taken without any delay.

#### **Reply of Government**

The recommendation is accepted and it has been brought to the notice of the Ministry of Industrial Development and the Department of Industries, Govt. of Tamil Nadu for necessary action.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2).71,  
dated the 30th December, 1971]

#### **Further Information called for by the Committee**

The action taken by the Ministry of Industrial Development and the Department of Industries, Government of Tamil Nadu may be intimated to the Committee.

[Lok Sabha Sectt. O.M. No. 5|22|2|ECII|71, dated the  
1st February, 1972]

### **Further Reply of the Government**

The information is to be supplied by the Deptt. of Industrial Development and the Government of Tamil Nadu. The information is still awaited from the Government of Tamil Nadu.

[Ministry of Shipping and Transport D.O. No. 7-PDII(2)/71,  
dated the 27th May, 1972]

### **Comments of the Committee**

The information when received may be furnished for the information of the Committee.

### **Recommendation No. 5 (Para 1.19)**

The argument advanced now by the Government that the unusual disparity between the preliminary project estimates of Rs. 14.00 crores and sanctioned estimate of Rs. 24.40 crores, was due to the fact that the final project report was prepared after detailed investigations and model studies has failed to convince the committee. They are of the view that there is no justification for a difference of almost 100 per cent in preliminary estimates and final provision. The Committee feel that this would upset the premises on which the scheme is sanctioned and included in plan with long-term, financial commitment. They stress that before committing the projects of such dimensions to execution Government should prepare realistic preliminary estimates and get them critically scrutinized in detail.

### **Reply of Government**

The recommendation of the Committee that before committing the Project of such dimensions to execution, Government should prepare realistic preliminary estimates and get them critically scrutinized in detail, has been noted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2)/71  
dated the 30th December, 1972]

### **Further Information Called for the Committee**

The Committee may be informed if the recommendation has been accepted by the Government. The measures taken to ensure that estimates of such Large Port Projects are realistically framed

and critically examined by Government to see that these have been accurately framed before according sanction may also be indicated.

[Lok Sabha Sectt. O.M. No. 5|22|2|ECII|71, dated the 18th February, 1972]

### **Further Reply of the Government**

The recommendation of the Estimates Committee in this respect has been accepted by the Government. No new project is contemplated by this Ministry in the near future. However, the recommendation of the Estimates Committee is being brought to the notice of all the Major Port Trusts, under the administrative control of this Ministry and to all Maritime State Governments from where proposals for port projects often emanate.

[Ministry of Shipping and Transport D.O. No. 1-PDII (2) |71 dated the 26th May, 1972]

### **Recommendation (Serial No. 6) Para 1.25**

The Committee are glad to note that the funds allotted annually for the Tuticorin Harbour Project are being utilised and the work at the Project is fairly steady. The Committee, however, feel that utilisation of budget grants alone is not sufficient. They, therefore, stress that physical targets for the work fixed annually should also be achieved. The Committee note that the progress of work in the break water regarding filling up of stones etc. is not quite satisfactory. They, however, hope that with the award of tenders the rate of progress will increase. The Committee also hope that the target fixed for the completion of the project *viz.* commissioning of two berths in 1972 and other two berths in 1973 will be achieved and the programme of work will be strictly adhered to. The Committee need hardly emphasise that any delay in the commissioning of the Harbour will lead to unnecessary blocking of huge investment and will affect the export trade of the country".

### **Reply of Government**

Major tenders for the construction of breakwaters were awarded in late 1970. Prior to that construction of breakwater was going on piece-meal based on the sanctions given for small reaches. The quantity of stones dumped during the various years since the construction of breakwaters commenced in 1965 are as follows:—

|  |               |
|--|---------------|
| 1964-65 to 1967-68                       | 3,41,467 M.T. |
| 1968-69                                  | 1,16,111 M.T. |
| 1969-70                                  | 4,23,390 M.T. |
| 1970-71 (works carried out in 8 months). | 6,25,642 M.T. |

There has been some slackness in the tempo of works recently due to some difficulties which the contractor is facing. However, steps have been taken to sort out the difficulties and every effort will be made to accelerate the progress of works so that 2 berths can be made ready at least by early 1973 and 2 more berths by late 1973.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2)|71 dated the 30th December, 1971].

### **Recommendation (S. No. 7 Para 1.29)**

The Committee note that for the first four years of its operations, the Tuticorin Port is expected to suffer a deficit of Rs. 58 lakhs and it will be only in the twelfth year, that the port will, in addition to the regular payment of interest charges and capital loan investment, earn a net return of 1 per cent on investment. They are surprised to learn that it will be only in the 36th year that the return on owned assets will be over 10 per cent while the Major Ports Commission have recommended that the Port should be able to give a return of 12 per cent on capital employed in the 10th year of the commissioning of the Project. As it is obvious that the investment on the Tuticorin Port would not yield the return recommended by the Major Ports Commission, the Committee are of the view that there is real need for observing utmost economy in working and not committing further resources for development till the return on present investment comes upto the level envisaged by the Major Ports Commission".

### **Action taken by the Ministry of Shipping and Transport**

The recommendation is accepted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2)|71 dated the 30th December, 1971]

### **Recommendation (S. No. 10 Para 2.15)**

The Committee note that the port of Mangalore is at present handling 6 lakh tonnes of traffic and with the commissioning of new port, it is expected to handle about 29.60 lakh tonnes of traffic in 1971-72 and 34.24 lakh tonnes by 1975-76. The Committee feel that increase in traffic from the existing 6 lakh tonnes to 29.60 lakh tonnes is a big and ambitious jump, which may be difficult to realise. There is obvious need for coordinated action if an increase in traffic of this order is to be realised in the interest of ensuring gainful usage of the infrastructure created at appreciable capital investment at this port.

### **Reply of Government**

The need for coordinated action to ensure increase in traffic is accepted. The Government of India have already appointed an Official Committee under the Chairmanship of a Joint Secretary to the Government of India, consisting of the representatives of the various bodies like N.M.D.C., M.M.T.C., and Government of Mysore to secure effective co-ordination between the various interests so that the development of industries keeps pace with the progress of construction of the new harbour.

[Ministry of Shipping and Transport O.M. No. 7-PDII(2)/71,  
dated the 22nd November, 1971].

### **Recommendation (S. No. 11) Para 2.16**

The Committee note that with the completion of Kudremukh Iron Ore Project and provision of substantial facilities at Mangalore Port, it may be possible to export iron ores to the extent of 10 million tonnes per annum from the Port. The Committee recommend that the feasibility and economics of the projects should be thoroughly investigated before capital investments are made in the development of the Ore Project and further expansion of the port facilities.

### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(10)/71  
dated the 22nd November, 1971]

### **(Recommendation (S. No. 13) Para 2.24**

The Committee note that action has been initiated by the Director General, Supplies and Disposals, Director General of Lighthouses and Railway authorities for procurement of equipment and tugs, navigational aids and provision of marshalling yard respectively. The Committee hope that close liaison with these authorities is maintained and progress of the respective works watched to ensure that the equipment, tugs, navigational aids etc. become available well in time of facilitate operations at the port.

### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(10)/71  
dated the 22nd November, 1971]



### **Recommendation (S. No. 14) Part 2.29**

The Committee note that in respect of new ports like Mangalore Port, the Major Ports Commission have recommended that the Government should provide an outright grant to the extent of 20 per cent of the capital cost of civil works including berths, breakwaters, reclamation, capital dredging etc. but exclusive of the expenditure on mechanical handling plants and equipment and treat the balance of 50 per cent of the capital outlay after deducting the cash grant as "deferred redeemable" capital which will carry no obligation to the payment of interest nor have any regulated schedule of repayment. The Committee urge that a decision on this recommendation of the Major Ports Commission should be taken at an early date. The Ports Commission have also recommended that the ports should necessarily aims at raising sufficient surpluses to finance a part of their development programme while keeping in view the public interest. As Mangalore Port may have to undertake the second stage of expansion in the near future, the Committee stress that the port should try to achieve adequate return by effecting economy and and maximising efficiency in the interest of making the Port financially viable at the earliest.

#### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping and Transport O.M. No. 7-PDII(10)/71 dated the 22nd November, 1971].

#### **Further Information called for by the Committee**

The precise action taken in pursuance of the recommendation may be indicated.

[Lok Sabha Sectt. O.M. No. 5:22:2:ECII:71 dated the 18th January, 1972].

#### **Further Reply of the Government**

The Committee has urged that an early decision may be taken on the recommendations of the Major Ports Commission referred to. These recommendations are being considered by Government along with other recommendations and every effort will be made to arrive at a decision as early as possible.

As regards the recommendation of the Committee that Mangalore port should try to achieve adequate return by effecting economy and

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maximising efficiency, in the interest of making the port financially viable, it has already been accepted but it can be implemented only after the Mangalore port is commissioned.

[Ministry of Shipping and Transport O.M. No. 7-PDII(10)/71  
dated the 26th April, 1972].

### CHAPTER III

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

### Recommendation (S. No. 4) Para No. 1.18

In this connection the Committee would like to invite the attention of the Government to the following observations made by them on the Tuticorin Harbour Project in their 69th Report (Third Lok Sabha) on the Ministry of Transport-Visakhapatnam and Tuticorin Ports:—

“The Committee note that the original estimate of Rs. 10 crores of the Intermediate Ports Development Committee has been revised to Rs. 14 crores, in the Preliminary Project Report of the Tuticorin Harbour and then further increased to Rs. 24 crores in the Detailed Project Report. This process of making estimates and revision has consumed as many as four years and even then the Detailed Project Report is yet to be scrutinised by the Technical Advisory Committee to draw up proposals for the sanction of Government. The Committee note that the most important single item which accounts for upward revision is the increased cost of construction of breakwaters including noses which were estimated to cost Rs. 1164.00 lakhs in the detailed project report as compared to Rs. 657.48 lakhs in the Preliminary Project Report. The Committee feel that this wide divergence between the preliminary and final project reports is rather unusual, when it is claimed by the Project authorities that the layout suggested by them in the Detailed Project Report would make for great economy in the cost of construction by reducing the cost of rock cutting and dredging”.

### Reply of Government

The increase in the cost of the breakwaters, to which the Committee have drawn special attention, was due to the following factors:—

- (i) The length of the two breakwaters, which was 6,569 metres in the preliminary project report, was finally increased to 7,939 metres as a result of further model studies and technical necessities.

- (ii) There were also other changes in the scope of the work such as increase of the top width of breakwaters from 6 metres to 7 metres, provision of 3 noses as against 2 noses contemplated in the preliminary project report and so on.
- (iii) The rates of material and labour have also increased due to efflux of time. The present layout based on location of the berths in natural deep waters remained the most economical one as it involves practically very little dredging and rock cutting. Earlier attempts to find a suitable site had involved rock cutting which is prohibitively costly.

[Ministry of Shipping and Transport O.M. No. 7-PDII-(2)/71 dated the 30th December, 1971].

### **Recommendation (S. No. 8) Para 1.37**

The Committee note that the Sethusamudram project has been under the consideration of Government for a number of years and that the estimated cost of the Project has already increased from Rs. 15.50 crores in 1963 to Rs. 37.50 crores. From the facts stated by the Government it is evident that the Canal Project will not be economically viable. The Committee would, therefore, like the Government to take a decision in due course on the Project keeping in view the heavy capital investment, the anticipated traffic through the Canal and the strategic importance of providing a direct channel for ships to go through shortest route from Bay of Bengal to Arabian sea.

### **Reply of Government**

The recommendation has been noted.

[Ministry of Shipping and Transport O.M. No. 7-PDII-(2)/71 dated the 30th December, 1971]

### **Further information called for by the Committee**

The Committee may be informed if the recommendation has been accepted by the Government.

[Lok Sabha Sectt. O.M. No. 5|22|2|ECII|71 dated the 18th February, 1972].

### Further reply of the Government

The financial and technical aspects of the Sethusamudram Project are still under examination in consultation with the various authorities concerned.

[Ministry of Shipping & Transport O.M. No. 7-PD II (2)/71 dated the 25th May, 1972]

### Recommendation (S. No. 9) Para 2.9

In view of the fact that the new major port at Mangalore is expected primarily to cater to exports of iron ore the Committee are surprised to note that with the depth of the draft of the port as sanctioned, it would not be possible to handle bulk carriers at the port and that only semi-mechanical handling facilities are contemplated to be provided at the port. The present world trend in the iron ore export trade is admittedly for the increasing use of bulk carriers of bigger size requiring deeper berths and most modern and efficient handling facilities. Countries like Australia have already developed these modern facilities for export of iron ore. The Committee are unable to appreciate why the new port being developed at a heavy cost of 2190 lakhs should not have been equipped *ab initio* to cater to these bulk carriers.

The Committee would like Government to examine the matter urgently and take necessary remedial measures in the interest of maximising iron ore exports from the hinterland through this port.

### Reply of Government

The Mangalore Harbour Project as sanctioned at present is based on an anticipated traffic of 29.6 lakhs tons of which only 8.25 lakh tons will constitute bulk commodities like iron ore, coal and coke, manganese ore and ferro-silicon and ferro chrome. The sanctioned Project has not taken into reckoning the export potential of iron ore due to the advent of Kudremukh iron ore project and the proposed increased exploitation of the mines in the Hospet area. The Project Estimate therefore envisages a creation of a port with an initial draft of 30 ft. only. Of the 3 alongside berths expected to be created in the first stage of the harbour, only one is earmarked for handling iron ore and manganese ore, one for the general cargo and the third one for import of raw materials for the fertiliser factory. The berths which are being created for handling general cargo and the raw materials for the fertiliser factory do not call for a draft greater than 30 ft. Since, after the completion of the first stage of

the harbour, the harbour is expected to handle less than one million tons of ore in one of the alongside berths, initially a draft of 30 ft. is considered adequate. With the tidal variations of about 1.7 metres, it will be possible to load 33 ft. draft ships in the berths now under construction.

However provision has been made in the Master Plan for the II<sup>nd</sup> and III<sup>rd</sup> stage proposals of the harbour to cater to large bulk carriers of 60,000 DWT and 1,00,000 DWT with a draft of 12.20 metres and 14.6 metres and these can be executed without any infructuous expenditure being incurred. The possible increase in the iron or traffic originating from Hospet and Kudremukh regions depends on the possible linking of Kottur and Harihar by railway and sanctioning of the Kudremukh Project; the execution of the second stage and third stage proposals can be planned to synchronise with their development. While doing so creation of required draft for bulk carriers and necessary loading facilities will have to be considered.

[Ministry of Shipping & Transport O.M. No. 7-PD II(10)71 dated the 22<sup>nd</sup> November, 1971].

## CHAPTER IV

### RECOMMENDATION IN RESPECT OF WHICH REPLY OF GOVERNMENT HAVE NOT ACCEPTED BY THE COMMITTEE

#### **Recommendation (S. No. 12) Para 2.23**

The Committee note that the allocations made for the Mangalore Project in the Third Five Year Plan and Annual Plans for 1967-68, 1968-69 and 1969-70 have been fully utilised. The Committee, however, note with concern that the dredging work in the port is not progressing according to schedule and that a revised programme has been drawn up with the result that the port which was expected to be commissioned by the end of the year 1971-72 is now expected to be completed by the end of 1972 only. Even this revised programme of dredging is dependent on availability of dredgers and award of a part of dredging to contractors. The Committee regret that all these difficulties had not been foreseen by the Government and remedial measures taken in time. The Committee stress that concerted efforts should be made by the authorities to ensure that dredging work in the port is completed in time and the port is commissioned not later than 1972 with at least 30' draft.

#### **Reply of Government**

The recommendation is accepted.

[Ministry of Shipping & Transport O.M. No. 7-PD II(10)71 dated the 22nd November, 1971].

#### **Further information called for by the Committee**

The Committee may be informed of the actual progress made in the construction of Mangalore Port. It may also be confirmed that the port will be constructed in time and commissioned before end of 1972.

[Lok Sabha Sectt. O.M. No. 5|22|2|EC II|71 dated the 18th February, 1972].

#### **Further Reply of the Government**

The following are the principal items of works in the construction of the Mangalore Port:—

- (i) Land acquisition;

- (ii) Permanent and temporary buildings and roads;
- (iii) Temporary jetty;
- (iv) Construction of breakwaters;
- (v) Construction of wharf;
- (vi) Manual excavation of turning basin and high grounds;
- (vii) Dredging;
- (viii) Acquisition of craft and equipment; and
- (ix) Miscellaneous services such as water supply, electricity and marshalling yard facilities.

2. Of the above, land acquisition, work on the buildings and roads, temporary jetty and the breakwater have already been completed. The construction work on the wharf and the provision of miscellaneous services are proceeding satisfactorily. Action has also been initiated for the acquisition of necessary craft and equipment required for the operation of the Port. The manual excavation of the turning basin and high grounds upto water level has practically been completed. But so far as dredging is concerned, there has been a serious set back due to delay in the delivery of a dredger ordered on Garden Reach Workshops, Calcutta. On account of this, the port cannot be commissioned by the end of 1972 but some time in 1974.

[Ministry of Shipping & Transport O.M. No. 7-PD II(10)/71 dated the 26th April, 1972].

#### **Comment of the Committee**

The Committee are distressed to note that the work on the Mangalore Port is likely to be completed only in 1974 in place of 1972 as already scheduled. The Committee would like to emphasise that target dates for the completion of projects once fixed should be strictly adhered to.

NEW DELHI;  
*July 4, 1972;*  
*Asadha 13, 1894 (Saka)*

KAMAL NATH TEWARI,  
*Chairman,*  
*Estimates Committee.*



## APPENDIX

*Analysis of the action taken by Government on the recommendations in the Second Report of the Estimates Committee (Fifth Lok Sabha)*

|    |   |       |
|----|---|-------|
| 1. | Total No. of recommendations.   | 14    |
| 2. | Recommendations which have been accepted by Government ( <i>Vide</i> recommendation Nos. 1, 2, 3, 5, 6, 7, 10, 11, 13 and 14 (included in Chapter II).                |       |
|    | Number  | 10    |
|    | Percentage to total.  | 71·5% |
| 3. | Recommendations which the Committee do not, desire to pursue in view of the Government's reply ( <i>Vide</i> recommendation Nos. 4, 8 and 9 included in Chapter III). |       |
|    | Number:   | 3     |
|    | Percentage to total.  | 21·4% |
| 4. | Recommendations in respect of which replies of Government have not been accepted by the Committee ( <i>Vide</i> recommendations No. 12 included in Chapter IV)        |       |
|    | Number :  | 1     |
|    | Percentage to total   | 7·1%  |