

considered. The officer should be holding the post in a substantive capacity and should ordinarily not have attained the age of 52 years. The number of officers proposed for consideration by the Selection Committee shall not exceed 5 times the number of vacancies to be filled in during the following year.

(c) No. Sir.

(d) Does not arise.

#### **Development of the Ariankuppam Port Project**

1065. SHRI V. P. MUNUSAMY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any survey for the construction of the Ariankuppam Port Project in Pondicherry has been taken up; if so, what progress has so far been made in this regard;

(b) by when the work on the project is likely to start and by when it is likely to be completed; and

(c) whether it is a fact that with the delay in the implementation of the project, several craft are lost in the bad weather and the development of traffic in the Pondicherry port is hampered?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b) Government of Pondicherry prepared a project report for the development of port facilities at Ariankuppam and sent it to this Ministry. The project report mainly provides for berthing facilities for the boats, commercial operation of the port and fisheries complex. After examination, this Ministry has informed the Government of Pondicherry that there is no justification—

(i) for construction of additional quay wall etc.;

(ii) for catering to the fish trawlers of 2.5 metres draught; and

(iii) dredging of the river mouth to more than 2 metres below datum.

(c) According to the information available, some vessels were either damaged or lost during the period 1974 to 1978. Provision of port facilities, development of traffic etc. depend on the viability of the project.

#### **Diversion of ships from the Pondicherry port**

1066. SHRI V. P. MUNUSAMY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the average waiting time of a ship with cargo in the Madras port and the Bombay port during the past three years;

(b) whether it is a fact that the time taken in unloading of a ship in the Pondicherry port is considerably less than that taken in unloading a ship in the Madras port and that the potential of Pondicherry port has not been fully utilised;

(c) how many times ships were nominated to Pondicherry port during the past two years and how many of these were cancelled at the last minute; and

(d) what are the reasons for diverting a cargo ship from Pondicherry port five days after its arrival in January, 1978?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Average waiting time of a ship with cargo in Madras and Bombay during the past 3 years ranges from 0.99 days in 1976 to 3.24 days in 1978 for Madras and 1.79 days in 1975-76, 0.54 days in 1976-77 and 4.02 days in 1977-78 for Bombay.

(b) On the basis of information available, it may not be correct to say that the unloading time is con-

siderably less at Pondicherry than at Madras. The potential of Pondicherry port is being utilised to the extent possible consistent with the requirements of the users and the facilities available at Pondicherry.

(c) Four times vessels were nominated to Pondicherry port during the last two years and were diverted to other ports.

(d) According to information available, MV 'IRENEXILAS' was diverted after waiting at Pondicherry port for about 6 days because the Food Corporation of India was unable to make arrangements to unload the cargo.

### **Decentralisation of industries**

1067. SHRIMATI MAIMOONA SULTAN:

SHRI SAT PAUL MITTAL:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have lately been considering a new approach to decentralisation of industries through ancillaries 'pyramiding' themselves into full industrial units; and

(b) if so, what steps Government have taken in this direction?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) A suggestion has been made that apart from the traditional pattern of ancillary industries, the concept of a cluster of small scale units manufacturing different components and pyramiding into a central unit for assembling, finishing and marketing the finished product should also be examined. This could be useful to promote decentralisation of industry both in terms of location and entrepreneurial base.

(b) This new concept has been thrown up for discussion and consi-

deration only very recently at the second National Workshop on Ancillaries Development held on 17th November, 1978 and is being fully examined.

### **राष्ट्रीय वस्त्र निगम के कार्यक्रम में खराबी**

1068. श्री कलराज मिश्र : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 19 अक्टूबर 1978 को बंगलौर में राष्ट्रीय वस्त्र निगम के महाप्रबन्धकों के प्रथम सम्मेलन में उनका ध्यान इस निगम के कार्य में आई गिरावट की ओर दिलाया गया था ;

(ख) यदि हां, तो इस निगम के उन एकांकों के नाम क्या हैं जो घाटे में चल रहे हैं; और

(ग) इस निगम के अधीन एकांकों के कार्यक्रम में सुधार लाने के लिए सरकार क्या प्रभावी कदम उठा रही है ?

### **†[Malfunctioning of the N.T.C.]**

1068. SHRI KALRAJ MISHRA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the attention of the General Managers of the National Textile Corporation was drawn at their first conference held in Bangalore on the 19th October, 1978, to the deficiencies in the functioning of the Corporation;

(b) what are the names of the units of the corporation which are running at a loss; and

(c) what remedial steps Government propose to take to bring about an improvement in the functioning of the units under the Corporation?

†[English translation.]