

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 Fort 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 deity 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-