

## (ii) DEVELOPMENT OF COCHIN PORT

**SHRI K. A. RAJAN (Trichur):** Sir, under rule 377, I wish to raise the following matter.

The Port of Cochin is known to the maritime world as the Queen of the Arabian Sea. Cochin Port commands a strategic position in the sea borne trade of India and is one of the flourishing major Ports of the country with modern facilities for shipping and trade. Cochin serves a rich and potential hinterland spreading over the entire Kerala and portions of Karnataka and Tamil Nadu.

Now the future of the Port very much depends upon its immediate development. Taking this into consideration, the Cochin Port Trust have submitted a project report for the integrated scheme for the development of Cochin Port. This is now lying for clearance in the Transport Ministry.

The Project Report costing Rs. 26.08 crores consists of the following:

(1) A tanker berth opposite to Q7-Q9 berths in the Ernakulam Channel designed to handle 1,15,000 DWT vessels.

(2) A fertilizer berth with mechanical unloader to handle 40,000 DWT vessels.

(3) The first phase which only is included in the Project Report will provide initially a draft of 35 ft.

This will enable 11,500 DWT tankers to call at the port light loaded to 63,000 DWT. In a subsequent phase by additional dredging, a draft of 40 ft. could be provided.

The project has been considered and conceived as integrated, due to the following advantages:

(a) Ernakulam channel of the Port is relatively stable and self-sustained and location of improved facilities along this channel will be economical, primarily from dredging point of view.

(b) Advantage is taken of the increased width of channel requirement of Cochin Shipyard for handling their vessels of 75,000 DWT and above, on which, the Government of India has already approved in principle, widening of the channel at the cost of Shipyard.

(c) The present Q9 berth which is now being used by FACT for unloading of raw materials will be released for exclusively container operations.

The implementation of the project will result in substantial savings in freight charges to the nation. These savings have been estimated as about Rs. 640 lakhs per annum and the internal rate of economic return works out to 14.3 per cent.

I request the Government of India to sanction the project in the overall interest of our national economy and

[Shri K. A. Rajan]

in the best interest of the Port of Cochin.

(iii) REPORTED CLOSURE OF GURU NANAK THERMAL PLANT AT BHATINDA

SHRI BHAGAT RAM (Phillaur): Sir, under rule 377, I wish to raise the following matter:

It is reported in "The Tribune" dated 23-3-1979 that Guru Nanak Dev thermal plant, Bhatinda (Punjab) was closed on 21-3-79 for want of coal. The plant has an installed capacity of 440 MW. The closure of the plant will create many more problems for the people of Punjab. It will badly affect the industrial and agricultural production of the State. In turn, the working class and peasantry of the State will suffer due to ill-planning and lack of far-sightedness of the Ministry of Energy and Railways. Besides this, the Government of Punjab will suffer a huge loss.

It is also reported in the same newspaper of 24th March that Dhariwal Woollen Mills, Dhariwal in district Gurdaspur, has retrenched 3500 workers due to uneven supply of coal. It is said the mill is not receiving required quota fixed by the Government and they have to purchase the coal from open market. Similar position is prevailing in other parts of the State. A serious coal scarcity is in Yamuna Nagar and in other towns of Haryana.

It is now reported in the newspaper of yesterday that Punjab is facing a serious coal crisis and threatened closure of the industries.

Out of 104 trains cancelled in the country, 79 trains were cancelled in the north zone due to coal shortages. Most of them are in Punjab.

MR. SPEAKER: You have added so many things without my permission.

SHRI BHAGAT RAM: Only two sentences.

MR. SPEAKER: No, no; that should not be done.

SHRI BHAGAT RAM: The Janata train from Amritsar to Delhi, the most important train for the people of Punjab could not be started in spite of repeated public assurances from the Railway Minister. I request the government to compensate the loss due to the closure of the plant and assure coal immediately to restart it. I also request the government to restart the cancelled trains immediately and assure the supply of adequate coal to meet the needs of the state.

(iv) REPORTED SHORTAGE OF DIESEL AND PETROL IN CANNANORE DISTRICT OF KERALA.

SHRI RAMACHANDRAN KADANNAPALLI (Kasaragod): I should like to raise the following matter of urgent public importance which created an acute crisis in the day to day life of the people of Malabar, especially in Cannanore district of Kerala. On account of the shortage of the supply of diesel and petrol, one third of the buses either stopped totally or partially suspended. It would be a pathetic sight of long queue in front of petrol pumps. To avoid untoward incidents police security has been made before