

has also been provided for so that the living standards of the poor people can be directly supplemented by the provision of certain minimum basic amenities.

Critical analysis of the functioning of Small Scale Industries and setting up of Apex Financial Corporation

456. SHRI C. VENUGOPAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have on hand a critical analysis based on the investigations of various committees so far on the economic and efficient functioning of small scale industries;

(b) the Common drawbacks noticed and the effective steps taken to increase the viability of such industries; and

(c) whether Government proposed to establish an apex financial corporation in each state to cater to the requirement of small scale industries?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI-MATI ABHA MAITI): (a) and (b). Yes, Sir. Government is aware that the economic and efficient functioning of small scale industries is hampered by a number of factors, such as, inadequate credit, low utilization of installed capacity, power shortages, uncertainty in supply of raw materials, inadequate marketing outlets and competition with the organised sector. Government is taking the necessary measures to increase the viability of the small scale sector.

(c) No, Sir.

Surcharge on Account of Congestion at Bombay Port

457. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the image of Bombay Port has gone down owing to conges-

tion and as a result thereof certain shipping companies have imposed congestion surcharges;

(b) if so, which shipping companies have imposed such surcharge and what is the rate thereof; and

(c) what has been the normal turn round of the ships before the present congestion and what is the present turn round of the ships?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT: (SHRI CHAND RAM): (a) A proper appreciation of the situation obtaining in Bombay Port is necessary. Several reasons have contributed to the present congestion in Bombay Port, some beyond the control of the Port authorities e.g. preference of the user agencies to utilise Bombay Port.

In order to recover the extra expenditure due to waiting time certain Conference Lines have imposed congestion surcharges;

(b) The following surcharges have been imposed by Conference Lines:—

Karmohom Conference Lines have levied a surcharge @ 10 per cent from 3-10-77 and reduced to 7½ per cent from 1-11-1977. It was also raised to 15 per cent from 17-4-78. The Conference has notified to enhance the rate of surcharge upto 25 per cent from the 17th July, 1978. The India Pakistan-Bangla Desh-Middle East Conference Lines levied a surcharge of 15 per cent with effect from 1-5-1978. India-Ceylon-Pakistan-Burmah Outward Trade Conference have imposed a surcharge of 30 per cent from 7-7-1978.

(c) Normally turn-round of ships before congestion was 43.93 hours per 1000 tonnes which has now increased to 50.51 hour per 1000 tonnes of cargo handled by labour.