

9. Central Investment Subsidy Scheme available in qualifying industrially backward districts;

10. Transport Subsidy in notified hilly and remote areas.

Officials' visit to U.A.E.

4642. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government officials who visited U.A.E. to regularise the Indian Immigrants have been successful in their mission; and

(b) if so, what are the details of their sojourn in U.A.E. in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). An Indian official delegation led by a Secretary to the Government visited the U.A.E. in February 1980. The delegation met the officials of the U.A.E. Government and discussed with them the impact on Indian nationals in the U.A.E. of the new measures on immigrants announced by the Government. The U.A.E. Government held the view that these measures were entirely their internal affair and were not discriminatory. The Indian delegation emphasised that a humane approach was needed in the matter and was assured by the U.A.E. authorities that no undue hardships would be caused to any Indian nationals while implementing the new measures.

Administrative Staff in Hindustan Shipyard

4643. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the pattern of the administrative staff in the Hindustan Shipyard, Visakhapatnam (Andhra Pradesh) since its first ship was inaugurated with the class-wise break-up;

(b) the expenditure incurred on administrative staff, year-wise; and

(c) the ratio of the administrative cost to the total cost of its operations, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The first ship built by Hindustan Shipyard was launched in March, 1948. The Government, however, took over the Shipyard from Scindias in February, 1952. The pattern of administrative staff since 1952 class-wise is indicated below:—

Administrative Staff

Year	Offi- cers	Staff	Class IV Staff	Total
1952	13	157	94	264
1957	20	277	125	422
1962	27	352	129	508
1967	35	380	333	748
1972	61	420	372	853
1977	66	449	398	913
1980 (as on date)	187	443	467	1097

(b) and (c). The administrative expenditure and its ratio to the total cost of operation from 1970-71 onwards are given below:—

Year	Adminis- Prative expenditure	Ratio of Adminis- trative Expendi- ture to total cost of opera- tion
	(Rs. in lakhs)	
1970-71 . . .	39.50	1:21
1971-72 . . .	36.81	1:24
1972-73 . . .	60.17	1:21
1973-74 . . .	70.92	1:21
1974-75 . . .	103.04	1:22
1975-76 . . .	176.51	1:18
1976-77 . . .	101.10	1:29
1977-78 . . .	68.32	1:38
1978-79 . . .	108.52	1:25
1979-80 . . .	147.51	1:21

Information prior to 1970-71 is not available.

Increased berthing charges for fishing trawlers

4644. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Visakhapatnam Port Trust has recently increased charges for bunkering of oil for Indian fishing trawlers by nearly 50 per cent per ton of diesel;

(b) whether the Visakhapatnam Port Trust has recently increased berthing charges for fishing trawlers;

(c) whether there is any consultative machinery between the Visakhapatnam Port Trust and fishing trawler owners;

(d) if so, whether Visakhapatnam Port Trust consulted the trawler owners in fixing higher charges for bunkering of oil to fishing trawlers; and

(e) if not, whether Vishakhapatnam Port Trust will consult the trawler owners and decide on such far reaching decisions?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No. A service charge of Rs. 0.04 per litre for bunkering fishing trawlers, initially notified from 15-11-79 has not been increased.

(b) No.

(c) Monthly Review Meetings are held regularly by the Traffic Manager of the Port with the representatives of trawler operators to resolve operational difficulties.

(d) and (e). Do not arise.

First Class Fare on Kalka-Simla section

4645. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passenger fare for I Class on Kalka-Simla section is charged at twice the actual kilometerage between the two stations;

(b) if so, whether in the case of II Class, this fare is charged at thrice the actual distance;

(c) if so, the reasons for this discrimination against II Class passengers;

(d) whether the fare of II Class passengers on this section would also be reduced to twice the actual kilometerage;