

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY): (a) No, Sir.

(b) & (c) Does not arise in view of above.

\*172. [Transferred to 3rd May, 1984.]

**Asiad Flats in Delhi**

\*173. SHRIMATI RATAN KUMARI:  
SHRI SYED RAHMAT ALI:

Will the Minister of WORKS AND HOUSING be pleased to state:

(a) what is the number of Asiad flats in Delhi to be allotted to nonresident Indians; and

(b) what is the manner in which Government propose to dispose of the remaining flats?

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH): (a) It has been decided that 599 dwelling units are to be sold to non-resident Indians and other specified categories against payment in foreign exchange.

(b) The remaining 254 dwelling units are to be sold within the country preference being given to Public-Sector Undertakings/Nationalised Banks/other Public Financial Institutions.

**Sitpking of an Indian Ship in the Iran-Iraq war Zone**

\*174. SHRI ARABINDA GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to a report which appeared in the 'Statesman' of 6th April, 1984 to the effect that an Indian ship, APJ Ambika, sank in the Strait of Hormuz after being hit by an Iraqi missile on March 1st;

(b) if so, what is the amount of damage caused to the ship and by whom the compensation is to be paid;

(c) whether the twelve crew members will get compensation; and

(d) what are the circumstances under which the Government of India allowed the ship to go to the war zone?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY): (a) Yes Sir. Indian ship APJ Ambika was hit by a missile on 1-8-1984 and thereafter sank in the Khormussa channel in the approaches to Bandar Khomeini and not in the Hormuz Strait.

(b) The ship is reported to have sunk. The payment of compensation is still to be decided. The vessel is reported covered by war risk Insurance scheme.

(c) Crew and Officers are expected to be compensated as per bi-partite contract between crew and employer of National Maritime Board for crew, and the Maritime Union of India and the Indian National Shipowners Association for officers.

(d) The ship was not expected to ply to the exclusion zone and war zones declared in the navigational warnings No. 49 & 37 of 1983 and 5 & 7 of 1984 issued to Indian Shipping. Shipowners and Ship Masters were expected to take due note of navigational warnings issuer from time to time and take a prudent decision to go to safe ports only.

**Liaison Officers of Ports in Delhi**

\*175. SHRI GAYA CHAND BHUYAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the number of ports that have appointed liaison officers for their ports in New Delhi?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY): Liaison work in New Delhi for major ports is done through the Indian Ports Association, New Delhi which is a registered Society.