

(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 kilometer-age 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;