

(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;

(e) if so, the likely date by which the decision would be taken in this regard; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes.

(c) to (f). The fares are charged on Hill/Ghat Sections on the basis of inflated distance for charge due to the high cost of operation and maintenance on these sections. From 1976, the distance for charge for First Class passenger traffic over the Kalka-Simla Section was reduced from three to two times the actual distance. This step was necessitated in view of the fact that substantial increases earlier effected in First class fares had led to diversion of this traffic to road thereby resulting in under-utilisation of this accommodation. It was considered that reduction in First Class Fares would attract more passengers from road to rail thus minimising the proportion of losses incurred by the Railway. In the case of Second Class, accommodation was fully utilised and hence there was no need to reduce the fares in Second Class for attracting further traffic.

At present, there is no proposal under consideration in regard to reduction of Second Class fare to twice the actual distance as in the case of First Class fare.

Railway lines surveyed/inaugurated

4646. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether one of the main objectives of the Railways Five-Year Plan 1978—83 and the 15-year revised corporate plan up to 1992-93 is "Development of Backward areas by providing new Railway Lines subject to the availability of financial resources";

(b) if so, the steps taken by the Railway Board for the provision of new Railway lines in the backward areas especially the hill states/regions;

(c) the names of the new Railway lines which have been surveyed/inaugurated with this end in view, since the inception of the Railway Five Year Plan;

(d) the latest progress achieved in each case; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKURJUN): (a) and (b). Yes. One of the corporate objectives of the Indian Railways is to provide adequate rail transport for both passengers and goods, to meet demand in such areas for which Railway operation confers optimum benefit to the economy, having due regard to Government's policy of development of backward areas.

The National Transport Policy Committee appointed in April 1978 to evolve a rational policy for construction of new lines including lines in backward areas has recently submitted its Report which is being examined by the Government.

(c) to (e). The names of the new Railway lines which have been