

(f) if so, the steps contemplated to ensure that export performance of the country is not affected adversely?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). With effect from 1.4.1990 Government has approved the latest IATA Cargo rates applicable to all airlines. These rates involve an increase of 7% to 12% in the commodity tariffs. With effect from 15.3.1990, Government has abolished the Mandatory rates for leather and leather products and has increased the Mandatory rate for perishables to the Gulf by 30%. The Mandatory rates are applicable only to Air-India.

(e) and (f). Because of the directional imbalance in the movement of cargo out of India and because of the depreciation in the value of Indian Rupee the cargo operations of airlines from India had become unviable. This had resulted in the poor mobilisation of cargo capacity by the airlines and had led to cargo backlog at Indian airports. The action of the Government will assist in the creation of additional cargo capacity and larger movement of export cargo.

[*Translation*]

Conversion of Arrah-Sasaram Railway Line into Broad Gauge

4343. SHRI TEJ NARAYAN SINGH:
SHRI RAMESHWAR PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a narrow gauge rail line from Arrah to Sasaram in Bihar and the trains running on it were cancelled;

(b) if so, the reasons therefor;

(c) whether Government propose to convert this rail line into broad gauge;

(d) if so, the time by which the above rail line is likely to be converted into broad gauge line; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The Arrah-Sasaram Light Railway Line was working under an agreement between the District Board of Shahbad (State Government of Bihar) and the Arrah-Sasaram Light Railway Company Ltd. There was a marked deterioration in the train services resulting in heavy working losses. The Company even failed to pay wages to the workers and there was staff unrest. The train services were closed down w.e.f. 15.2.1978 and the Company went into liquidation.

(c) No, Sir.

(d) Does not arise.

(e) Due to constraint of resources and heavy commitments on hand.

[*English*]

Transportation of Railway Stores from Nagaland

4344. SHRI SHIKIHO SEMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that adequate priority for movement of Railways' Stores (Timber Hard-wood logs etc.) from the state of Nagaland at stations Dimapur, Golaghat and Furkating has not been accorded by NF railway;

(b) whether it has also affected the stock of Coaches and Wagons;