

**Doubling of Railway Line between Patna and Gaya**

4904. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any scheme for doubling the Railway line between Patna and Gaya to ease the congestion on that line; and

(b) if so, when it is likely to materialize?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The doubling of Patna-Gaya line is not justified on traffic considerations as sufficient spare capacity is available on the section even with single line working.

(b) Does not arise.

**Agro-Industries in Gujarat**

4905. SHRI NARENDRA SINGH MAHIDA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the names of Agro-industries set up in each district of Gujarat during the last three years;

(b) the total value of goods produced in each district of the State, year-wise; and

(c) the total additional employment potentialities and the actual employment in these Agro-industries in each district?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

**Revision of Railway Freight**

4906. SHRI G. S. MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the basic reasons for revising the Railway freight in the past three years at the rate of 3 per cent per year on an average for various categories of goods to be transported;

(b) whether it was accounted for that such a revision of Railway freight is indirectly adding to the price-spiral in the market which is largely shared by middle and lower income group;

(c) whether rise in income due to increased hauling capacity, subsequent to dieselisation of goods traffic in the Railways, is not able to meet the increased expenditure on account of modernisation programmes such as dieselisation;

(d) the reasons why Railway freight, which is hitting at the middle and lower economic base, is revised so frequently; and

(e) whether it is a fact that goods hauling by electrification has proved to be more efficient and remunerative on the basis of capital cost and running cost than the diesel system and, if so, how the two systems compare?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The basic reason for revising railway freight rates through the levy of supplementary charges is the rising incidence of costs brought about by the rise in wage rates and the costs of materials like fuel, steel etc; as also the increased rate of dividend payable by the Railways.

(b) Every possible care was taken to keep the increase in freight rates as low as possible so that the effect on the price level of essential commodities was kept to the minimum consistent with the Railways' needs