

the methods is to have fuel efficiency in various vehicle transports, buses, cars, two-wheelers and three-wheelers.

The second method is a sort of intensive propaganda whereby we tell the people to save consumption and to reduce the demand.

In 1989-90, the growth in demand is about 8%, to be exact 7.88%. We are thinking of controlling this demand and the Finance Ministry is asking us to have the figure that was, as I said, available to us last year. They want to reduce the demand by one per cent. The growth in demand is nearly 14 per cent in respect of petrol alone. Therefore, they want to reduce it by one per cent. It is a tremendous task... (*Interruptions*) In 1979-81 we had a very sad experience when we tried to control diesel consumption. So we are applying various other methods to control petrol consumption. There has to be fuel efficiency and later on there may be fuel substitution. If the House agrees, then we can also say that one day in every week petrol pumping stations may be stopped functioning. (*Interruptions*)

SHRI EDUARDO FALEIRO. Please take steps to control petrol consumption by Government vehicles. (*Interruptions*)

SHRI M.S. GURUPADASWAMY: We have set up a Standing Committee to review the fuel efficiency norms. Some fuel efficiency norms have already been fixed. So, we have set up a Standing Committee to review the norms and whether the norms can be changed as also whether the petroleum products' consumption can be reduced—by any means will be considered.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Export Cargo Despatch

*472. SHRI RAM SAGAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the attention of Government has been drawn to the news item captioned, "Exporters sore over cargo despatch delay" appeared in the Hindustan Times of 28 March, 1990 wherein it is stated inter alia that export worth Rs. 200 crores may be cancelled due to closure of shutters by the Air India for the last three weeks and there is a huge backlog at Delhi Airport cargo complex;

(b) if so, the steps taken to expeditiously clear the export cargo; and

(c) the reasons for the closure of the Air India shutters and not clearing the export cargo regularly?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) The Government is seized of the problem of expeditious clearance of export cargo by air. In order to give a boost to cargo movement by air the Government has taken the following policy decisions:

1. The "Open Sky Policy" for foreign cargo carriers had earlier been declared for a period of three years ending December 1992. In order to facilitate cargo carriers to make their investment decisions and undertake commitments on a long term basis, it has been decided to place this policy for cargo operations on a permanent basis.
2. Government will give favourable consideration to foreign airlines who may wish to operate additional frequencies to India if such additional frequencies are operated by cargo-cum-passenger combination aircraft on a terminator basis.
3. Government will give favourable consideration to private operators,

associations of exporters etc., to run air cargo services on their own or on a consortium basis through purchase or leased freighter aircraft.

4. In the fleet acquisition programme of Air India in future, preference will be given to the augmentation of the freighter capacity.
5. Experience has shown that unless the rates are remunerative, cargo carriers would hardly have any incentive to operate cargo services from the country and to augment their cargo carrying capacity from the country. Government has therefore decided to allow IATA rates as the floor rates and leave it to the carriers to charge the actual rates according to the demand and supply situation. This will also obviate the need for Government giving approvals to cargo rates on a case to case basis. Government have also decided to abolish the mandatory rates which were applicable only in the case of Air India and which being lower than the IATA rates were causing heavy losses to Air India.
6. In order to remove the current backlog of cargo piled up at the airports, Air India has started operating additional 747 freighter flights to Europe/USA. Air India will also explore ways and means to supplement capacity into the USA through joint services with other international carriers.

(c) Air India continues to accept cargo from exporters. It has not closed its shutters.

[*Translation*]

Railway Line from Mahesh Khut/Mansi to Bihariganj

*475. SHRI RAM SHARAN YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to lay a new railway line from Mahesh Khut or Mansi to Bihariganj via Maya Beldor in Khagaria district of Bihar;

(b) if so, the time by which it would be laid; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Due to acute constraint of resources and heavy commitments on hand for projects already approved.

Review of Industrial Licensing Policy

*480. DR. BANGALI SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether the industrial licensing policy is being reviewed; and

(b) if so, when the review is likely to be completed?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). The industrial licensing policy is presently being reviewed with a view to simplifying procedures and cutting delays.

Review will be completed expeditiously.