

	<i>January, 1990</i>	<i>February, 1990</i>	<i>March, 1990</i>
<b>Actual</b>	<b>21961</b>	<b>19765</b>	<b>21694</b>
<b>%</b>	<b>93.8</b>	<b>91.6</b>	<b>90.9</b>

The following are generally attributable to shortfall in generation:—

- (1) Backing down because of low system demands.
- (2) Inherent equipment constraints.
- (3) Inferior quality of coal.
- (4) Non-availability of full requirement of coal.
- (5) System load condition.
- (6) Ageing of the units and unplanned outage thereof.
- (7) Adverse hydro/thermal mix ratio.
- (8) Reactor problems in some of the Atomic Power Stations and unschedule maintenance thereof.
- (9) Low rainfall affecting reservoir levels.

(c) Various steps taken to augment the power generation in the country include; intensive monitoring of performance of the existing power stations, extending assistance to the State Electricity Boards in procurement of spares, supply of requisite quantity and quality of coal, training of power station personnel, implementation of short gestation projects and Centrally sponsored Renovation and Modernisation Programme in uprating the existing power stations, expediting commissioning of the new generating capacity, etc.

#### **Prices of DMT**

8829. SHRI G.S. BASAVARAJ;  
SHRIMATI BASAVA RAJES-  
WARI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Union Government have advised the DMT manufacturers to sell DMT at a certain price level as indicated by BICP;  
(b) if so, the details in this regard; and

(c) to what extent, the DMT producers have reduced the prices?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). There is no price control over DMT which is the key input for polyester industry. However, as polyester industry is closely linked with Textiles, an item for mass consumption, close watch is kept over prices of all key input such as DMT. Accordingly Government has requested DMT producers from time to time to maintain price discipline in accordance with the cost of their input for DMT based on the advice of BICP. DMT manufacturers have adjusted their prices accordingly downwards.

#### **Crisis in Industrial Units in Dadra and Nagar Haveli**

8830. SHRI G.S. BASAVARAJ: Will the Minister of INDUSTRY be pleased to state:

(a) whether a large number of industrial

units in Dadra and Nagar Haveli are facing crisis;

(b) whether it is mainly due to non-disbursement of central investment subsidy; and

(c) if so, the number of such industrial units which are facing crisis and the steps proposed to be taken to help them?

**THE MINISTER OF INDUSTRY (SHRI AJIT SINGH):** (a) to (c). The Central Investment Subsidy Scheme was discontinued with effect from 1.10.1988. Government had *vide* their letter dated 21.7.1989 advised the State Governments/UT Administrations to disburse subsidy to non-manufacturing activities by 30th September, 1989 and to manufacturing activities by 30th September, 1989 and to manufacturing activities by 31st December, 1989 provided the projects were approved by the State Level Committee/District Level Committee on or before 30.9.1988, i.e. within the validity period of the Central Investment Subsidy Scheme.

The Dadra and Nagar Haveli administration had submitted claims amounting to Rs. 7.67 crores involving 77 units. As the subsidy in all the above cases was sanctioned by the State Level Committee after 30.9.1988, the amount was not released to the UT administration.

#### **Diesellisation and retaining steam Locomotives**

**8831. SHRI JANARDHAN POOJARY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether electrification of railways is facing difficulty due to shortage of power;

(b) whether Government propose to continue diesellisation till energy shortage is removed;

(c) whether in view of huge coal reserves Government propose to retain steam locomotives also, and

(d) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH):** (a) No, Sir.

(b) Does not arise.

(c) and (d). Steam locomotives are planned to be phased out by 2000 AD. Steam traction is far more inefficient than diesel and electric tractions and hence their continuance in service is not economical. Also the Section capacity reduces considerably under steam loco operations and Railways will not be able to carry the traffic required without switch over to more efficient modes of traction.

#### **Funding of Railway Projects by State Governments**

**8832. SHRI JANARDHAN POOJARY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether several State Governments have opposed the move of Railways to seek their participation in funding of railway projects; and

(b) if so, the names thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH):** (a) No, Sir.

(b) Does not arise.

#### **Hydro-Electric Projects in Champaran, Bihar**

**8833. SHRI DHARMESH PRASAD VARMA:** Will the Minister of ENERGY be pleased to state: