

will be laid on the Table of the House.

[English]

Thermal Power Plant in Orissa

*171. SHRILOKANATH CHOUDHURY:

Will the Minister of POWER be pleased to state:

(a) whether the Orissa State Electricity Board (OSEB) and the AES Transpower Corporation of the US are negotiating to set up a thermal power plant in the State;

(b) if so, whether the Orissa State Electricity Board has granted generous incentives to the US company deviating from the norms fixed by the Union Government in this regard; and

(c) if so, the reaction of the Union Government thereto?

THE MINISTER OF POWER (SHRI N.K.P. SALVE): (a) Yes, Sir.

(b) and (c). Orissa State Electricity Board and AES have recently agreed to an amended power purchase agreement. The amended agreement is being examined by Government of India.

Northern Grid

*172. SHRI TARA CHAND
KHANDELWAL:
SHRI V. SREENIVASA
PRASAD:

Will the Minister of POWER be pleased to state:

(a) whether the entire northern parts of the country including the Capital faced a major power breakdown due to fault in the

Northern Grid during January, 1994;

(b) if so, whether any inquiry has been set up to go into the causes of the fault;

(c) if so, the details in this regard; and

(d) the other steps taken /proposed to be taken in this regard?

THE MINISTER OF POWER (SHRI N.K.P. SALVE): (a) Regional Grid disturbance on 15.1.1994 at 0900 hours affected parts of Delhi, Northern Rajasthan and U.P. Systems only.

(b) and (c). While no Enquire Committee was constituted by the Government, the matter was discussed and the reasons for failure have been gone into by the Northern Regional Electricity Board.

(d) Adequate redundancy needs to be built into the transmission network to safeguard against any contingencies. This is being attempted, consistent with resource availability. At present, transmission planning is restricted to cater to single contingency. In addition, automatic under-frequency load shedding/islanding schemes have become operational and are being promoted.

State Road Transport Undertakings

*173. SHRI ANKUSHRAO
RAOSAHEB TOPE:
SHRI GURUDAS KAMAT:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Union Government have communicated to the State Governments that no more central aid will be provided to

the State Road Transport Undertakings;

(b) if so, the details thereof and the reasons therefor;

(c) whether the State Governments have agreed to the proposal;

(d) whether Central budgetary assistance is given to these undertakings in the form of loan;

(e) if so, the details thereof;

(f) whether the Planning Commission has proposed a four point formula for improving the financial position of State Road Transport Undertakings;

(g) if so, the details thereof;

(h) the accumulated losses incurred by the State Road Transport Undertakings during the last three years; and

(i) the steps taken or proposed to be taken to improve the financial position of State Road Transport Undertakings?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) and (c). Do not arise.

(d) and (e). The Capital loan assistance was provided to State Road Transport Corporations which were set up under the Road Transport Corporation Act, 1950. It was given in the form of interest-bearing loan by the Central Government in an amount equal to one half of the Capital contribution made by the concerned State Governments. However, from the year 1988-89 onwards the capital loan assistance by Central Government is given to only those state Road

Transport Corporations (SRTUs) which do not incur any net loss or are run at break-even. The State Road Transport Undertakings (SRTUs) which are registered under the Company's Act do not get the benefit under this scheme. Statements I showing list of State Road Transport Corporations / Companies/ Departments etc. is given in Statement-I.

(f) and (g). For improving the financial position of the State Road Transport Undertakings, the following guidelines have been given by the Planning Commission:

(i) Operational efficiency and financial performance of SRTUs must improve.

(ii) the incremental demand for passenger traffic can well be met by the Private Sector. Therefore, there is no need for the public sector to add to their fleet of buses. However, exceptions in specific difficult areas where private sector may not be in a position to come at present, can be made.

(iii) Budgetary support for capital requirements to meet expansion of bus fleet/service would, therefore, be confined to "exceptional" areas only; and

(iv) If a public sector SRTU is functioning well and generates sufficient resources for expansion of its fleet, it may do so.

(h) Information is shown in the Statement-II.

(i) The Planning Commission have indicated the following measures to be taken for improving the over-

	all performance of State Road Transport Undertakings:	12.	Madhya Pradesh SRTC
(i)	emphasis on replacement of over-aged fleet;	13.	Maharashtra SRTC
		14.	Meghalaya TC
(ii)	in-service training of staff for both operations and maintenance;	15.	Manipur SRTC
		16.	North Bengal STC
(iii)	high priority to technology upgradation, introduction of state-of-the-art engine which is fuel-efficient and causes less pollution;	17.	Orissa SRTC
		18.	Pepsu RTC
(iv)	technological changes to improve upon the design of the chassis and bodies for buses;	19.	Rajasthan SRTC
		20.	Tripura SRTC
(v)	emphasis on traffic safety measures.	21.	Uttar Pradesh SRTC

STATEMENT - I**Companies****Corporations**

	1. Andhra Pradesh SRTC		1. Anna TCL
	2. Assam STC		2. Cheran TCL
	3. Bihar SRTC		3. Cholan R/W CL
	4. Calcutta STC		4. Jeeva TCL
	5. Delhi TC		5. Kattanomman TCL
	6. Durgapur STC		6. Kadamba TCL
	7. Gujarat SRTC		7. Dheeran Chinnamalai TCL
	8. Himachal RTC		8. Marudhs Pandiyar TCL
	9. Jammu & Kashmir SRTC		9. Nesamony TCL
	10. Karnataka SRTC		10. Orissa RTCL
	11. Kerala SRTC		11. Pallavan TCL (Metro)
			12. Pandiyar R/WTCL

13. Pattukkottai Azhagiri TCL
14. Thanthai Periyar TCL
15. Thiruvalluvar TCL
16. Rani Mangammal TCL
17. Annai Sathya TCL
18. Calcutta Tram. CL
19. Orissa State Comm. TCL

Govt. Departments

1. Andaman & Nicobar ST
2. Chandigarh TU
3. Haryana ST
4. Mizoram ST
5. Nagaland ST
6. Punjab ST

7. Sikkim NT
8. Arunchal Pradesh ST

Municipal Undertakings

1. Ahmedabad MTS
2. Amritsar Nigam Transport
3. B.E.S.T. Undertaking
4. Jamnagar MT
5. Kolhapur MTU
6. Ludhiana MTU
7. Pune MT
8. Pimpri-Chinchwad MT
9. Solapur MTU
10. Bhavnagar Municipal Corp.

STATEMENT-II

NET PROFIT COMMERCIAL PROFIT IN STATE ROAD TRANSPORT UNDERTAKINGS

(Rs. Crores)

	1990-91 Actuals	1991-92 Actuals	1992-93 Rev. Est.
	2	3	4
1. Andhra Pradesh	-11.92	-31.13	-57.26
2. Arunachal Pradesh	-2.41	-1.80	-1.97
3. Assam	-15.36	-17.81	-24.02
4. Bihar	-22.74	-26.87	-49.70
5. Goa (Kadamba)	0.34	-0.31	-0.67
6. Gujarat	4.29	0.92	-78.93
7. Haryana	-18.97	-10.22	10.60
8. Himachal Pradesh	-15.41	-18.38	-25.57
9. Jammu & Kashmir	-15.90	-16.83	-21.50
10. Karnataka	1.30	-19.09	-38.44
11. Kerala	-30.99	-39.54	-32.04

	State Road Transport Undertakings	1990-91 Actuals	1991-92 Actuals	1992-93 Rev. Est.
1		2	3	4
12.	Machya Pradesh	0.24	0.27	- 2.09
13.	Maharashtra	5.58	- 26.72	- 9.67
14.	Manipur	- 1.46	- 1.70	- 1.86
15.	Meghalaya	1.69	- 1.71	- 1.20
16.	Mizoram	- 3.47	- 3.92	- 4.36
17.	Nagaland	- 4.10	- 4.13	- 5.14
18.	Orissa	- 12.09	- 11.77	- 7.30
19.	Punjab Roadways	- 30.26	- 25.05	- 16.59
20.	PEPSU RTC	- 20.88	- 17.89	- 11.50
21.	Rajasthan	- 8.59	12.96	5.44
22.	Sikkim	- 0.87	- 0.73	- 2.61
23. - 38.	Tamil Nadu	- 42.28	- 21.33	- 29.59
39.	Tripura	- 3.12	- 3.49	- 4.00
40.	Uttar Pradesh	- 40.42	- 33.43	10.29

State Road Transport Undertakings		1990-91 Actuals	1991-92 Actuals	1992-93 Rev. Est.
1		2	3	4
41.	Calcutta STC	- 23.79	- 21.65	- 17.86
42.	North Bengal	- 5.75	- 7.34	- 9.81
43.	South Bengal	- 3.98	- 3.30	- 0.85
44.	D.T.C	-197.4835	- 203.8184	- 254.
Total =		- 522.1835	-554.8084	- 673.4758