

machinery of Rs. 5 lakhs or less may be segregated under SSI Sector, protected and encouraged by providing benefits which are available to Khadi and Village Industries.

(b) and (c). Already, smaller amongst the small scale units are being provided better relief in respect of interest rates chargeable and in the levy of Central excise duty.

Composite loans upto Rs. 25,000/- are advanced by the commercial banks at an interest rate of 10 per cent in backward areas and 12 per cent in non-backward areas to smaller units. Composite loans upto Rs. 50,000/- in tiny, cottage and village sectors are also charged concessional rates by term-lending institutions. Loans advanced by banks upto Rs. 2 lakhs are charged interest at a rate ranging between 12.5 and 14 per cent which is lower than the rate of interest exceeding this amount.

To provide additional support, several measures have been initiated in the recent past for augmentation of credit to the smaller amongst small scale units. A National Equity Fund was set up in 1987 for providing equity type support for new projects in tiny/small scale sector having project cost of Rs. 5 lakhs and located in a village town with population not exceeding 5,00,000. A single Window Scheme was introduced in 1988 under which tiny and small scale units whose project cost does not exceed Rs. 5 lakhs, are provided term loan for fixed assets as well as working capital loans. Besides providing term loan for fixed assets, SFCs/SIDCs would also provide to these SSI units working capital loan upto Rs. 2.5 lakhs.

There is full excise exemption for units having clearances upto Rs. 15 lakhs (Rs. 30 lakhs in case of units manufacturing goods falling under more than one Chapter heading of Central Excise Tariff). For clearances above Rs. 15 lakhs and upto Rs. 75 lakhs, normal duty is reduced by 10 percentage

points, subject to a minimum of 5% *ad valorem*. The full exemption limit of Rs. 15 lakh is proposed to be enhanced to Rs. 20 lakhs in the budget proposals for 1990-91 while the licensing limit is proposed to be raised from Rs. 10 lakhs to Rs. 15 lakhs.

It is the policy of the Government to give a separate package for Khadi and Village Industries.

Allocation of Coal

8698. SHRI RAMESHWAR PATIDAR: Will the Minister of ENERGY be pleased to state:

(a) whether Government have any policy for allocation of coal to power plants in the country, if so, the criteria therefor; and

(b) the reasons for which coal is being transported to far flung power stations as against the Government policy of setting up major thermal-power projects in such areas of Madhya Pradesh where coal is found in abundance?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The allocation of coal to various thermal power plants in the country is decided upon by a Standing Linkage Committee (Long-Term) consisting of representatives from Department of Coal, Department of Power, Planning Commission, Ministry of Railways, Central Electricity Authority, Coal India Limited, Central Mine Planning and Design Institute etc. The supplies of coal to the Thermal Power Plants are planned taking into account factors like priority allotted to the power station by the Planning Commission, location of the plant, distance and mode of transportation from the coalfield and the development plan for the mine (s) from which coal could be supplied. To reduce the coal transportation

problems, pit-head generation is generally given somewhat higher priority; however, the setting up of load centre power stations is also equally important from the point of view of overall plans in the power distribution

system. In case of Madhya Pradesh, a number of pit-head power stations are already operating and the following new units in Madhya Pradesh have been given coal linkage during Eighth Plan period:

		<i>Capacity</i>
Birshingpur TPS	Units 1 to 4	840 MW
Ponch TPS	Units 1 & 2	420 MW
Korba TPS	Units 5 & 6	420 MW
Vindhyachal TPS	Units 6, 7 & 8	1210 MW

Overbridge at Rampura on Delhi-Rohtak Route

8697. SHRI M.S. PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct an overbridge at Rampura railway crossing on Delhi-Rohtak rail line in view of the demand of the residents of that area: and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. Construction of road overbridge at the location is not feasible due to heavily built up area towards Rampura side.

(b) Does not arise.

[English]

Power Crisis In Delhi

8698. SHRI KUSUMA KRISHNAMURTHY: Will the Minister of ENERGY be pleased to state:

(a) whether the present shortage of power in the capital is aggravated by the neighbouring States drawing more power and for long durations than their quota from the Northern Power Grid, if so, the steps taken to tackle this problem;

(b) whether Government have considered the feasibility of treating Delhi as a priority area for the purpose of power supply; and

(c) if so, the steps taken to increase power generating capacity and also for providing more transmission lines?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The power supply position in the capital at present is by and large satisfactory. The actual drawl of power by Delhi and the neighbouring states of the Northern Region is regulated by the Northern Regional Electricity Board keeping in view their entitlement, actual generation, load, conditions and system parameters.

(b) In the event of any difficulty in