

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. SHRIJANARDHANAPOOJARY: 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. SHRIJANARDHANAPOOJARY: 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:

(a) the number of hydro-electric units proposed to be set up on Gandak Canal near Valmikinagar in West Champaran, Bihar;

(b) out of them how many units are under construction; and

(c) the reasons for not constructing all the units and the reasons for delay in completing the units under construction?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Cement Plants during Eighth Plan Period

8834. SHRI DHARMESH PRASAD VARMA: Will the Minister of INDUSTRY be pleased to state:

(a) the places where cement plants are proposed to be set up during the current Five Year Plan period, State-wise;

(b) whether there is any proposal to set up some cement plants in the backward and neglected areas of North Bihar also; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) According to a preliminary assessment recently made, seventeen schemes for the manufacture of cement in the large sector with a capacity of 11.45 million tonnes are likely to materialise during the first three years of the Eighth Plan period. Details of these schemes are given below:—

<i>S.No.</i>	<i>Name of the State</i>	<i>Number</i>	<i>Annual capacity in million tonnes</i>
1	2	3	4
1.	Assam	2	1.10
2.	Bihar	2	2.11
3.	Gujarat	1	0.70
4.	Himachal Pradesh	1	1.00
5.	Karnataka	2	1.04
6.	Madhya Pradesh	6	4.40
7.	Orissa	1	0.30
8.	Rajasthan	2	0.80
Total		17	11.45

(b) and (c). As mentioned in reply to part (a) above, two schemes with a capacity of

2.11 million tonnes are likely to materialise during the first three years of the Eighth Plan