

Rajya Sabha on the 27th July, 1978 and state:

(a) what are the reasons for the short-fall in the growth rate of industrial production during the year 1977-78 as compared to the previous year; and

(b) what steps Government are contemplating to take to ensure higher growth rate this year?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (KUMARI ABHA MAITI): (a) The reasons for shortfall in the growth rate of industrial production during 1977-78 vary from industry to industry (e.g. shortage of power, lack of sufficient capacity, shortage of some crucial inputs like explosives, industrial relations and insufficient demand, etc.)

(b) The Government has set a target of 7 to 8 per cent growth rate in industry for the year 1978-79. The main elements of the programme for accelerating the rate of growth are as follows:—

(i) Achievements of targets already set in respect of crucial industries like power, coal, steel, fertilizers, and non-ferrous metals;

(ii) Setting higher targets of output (than visualised at the beginning of the year) in respect of certain major industries where demand conditions justify such higher output. Among these are: paper, cement, commercial vehicles, wagons, and textiles produced by NTC mills;

(iii) Advance planning of imports and buffer stocking of crucial inputs in order to ensure that production in industry is not disrupted due to fall in production of one or two units;

(iv) Constant monitoring and co-ordination with a view to ensuring that targets of production are achieved.

अशोक सीमेंट लिमिटेड तथा रोहतास एण्ड रोहतास इण्डस्ट्रीज लिमिटेड के मामले

1863. श्री रामानन्द यादव :

श्री नत्थी सिंह :

श्री नरेन्द्र सिंह :

श्री आहमद होसेन मन्डल :

क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने अशोक सीमेंट लिमिटेड, तथा रोहतास एण्ड रोहतास इण्डस्ट्रीज लिमिटेड के मामलों की जांच के लिए एक दो सदस्यीय समिति नियुक्त की ;

(ख) क्या सरकार अशोक सीमेंट लिमिटेड और रोहतास एण्ड रोहतास इण्डस्ट्रीज लिमिटेड का राष्ट्रीयकरण करने का विचार रखती है ; और

(ग) यदि हा, तो सरकार इस संबंध में अंतिम निर्णय कब तक लेने का विचार रखती है ?

[Affairs of the Ashok Cement Ltd. and the Rohtas and Rohtas Industries Ltd.

1863. SHRI RAMANAND YADAV:
SHRI NATHI SINGH;
SHRI NARENDRA SINGH:
SHRI AHMAD HOSSAIN
MONDAL;

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government had appointed a two-member committee to go into the cases of the Ashok Cement Limited and the Rohtas and Rohtas Industries Limited,

(b) whether Government propose to nationalise the Ashok Cement Limited and the Rohtas and Rohtas Industries Limited; and

(c) if so, by when Government propose to take a final decision in this regard?]

* [] English Translation.

उद्योग मंत्रालय में राज्य मंत्री (कुमारी आभा मैती) : (क) सरकार ने मै० अशोक सीमेंट लि०, डालमियानगर और मै० रोहतास इण्डस्ट्रीज लि० डालमियानगर के कार्यों की सम्पूर्ण जांच करने के प्रयोजन से एक तीन सदस्यीय समिति नियमित की है।

(ख) और (ग) इन दोनों एककों का राष्ट्रीयकरण करने का फिलहाल कोई प्रस्ताव नहीं है।

†[THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (KUMARI ABHA MAITI): (a) Government have appointed a three-member committee for the purpose of making a full and complete investigation into the affairs of M/s. Ashoka Cement Ltd., Dalmianagar and M/s. Rohtas Industries Ltd., Dalmianagar.

(b) and (c) There is at present no proposal to nationalise these two units.]

Development of road and inland water transport systems

1864. SHRI JAGDISH JOSHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the amount allocated in the various Five Year Plans under the heads 'inland water transport' and 'road transport'; and

(b) what is the amount so made available which remained unutilised, Plan-wise and head-wise?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b) A statement giving the information required is attached. [See Appendix CVI, Annexure No. 106]

†[] English Translation.

National Transport Policy

1865. SHRI JAGDISH JOSHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any progress has been made in regard to the formulation of a co-ordinated National Transport Policy which was emphasised as far back as in 1950;

(b) if so, what are the details in this regard; and

(c) if the answer to part (a) above be in the negative, what are the reasons therefor?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c) The report of the Committee on Transport Policy and Co-ordination, which has been broadly accepted by Government lays down the approach to the problem of co-ordination of transport and the roles of different modes of transport. Thus, the ingredients of a national transport policy are already there, although there has been no formal enunciation of the policy. The objective of Government is to develop the various modes of transport as complementary services in such a manner that the total needs of the community at each given stage are met at minimum cost. Coordination is sought to be achieved by regulation of road transport under Motor Vehicles Act and by control over investment in the various modes of transport through Planning Commission. However, to formulate a National Transport Policy, in the context of the new Plan priorities and to serve as the basis for developing a transportation system for meeting the total requirements of the country at minimum social cost, Planning Commission have recently set up a National Transportation Policy Committee. Further action will be taken after the recommendations of this Committee are received and examined.