

Unit (Vigyan Pragati) to the Publications & Information Directorate is however under consideration;

(b) to (d). Do not arise.

Demand for Replacement of Shah Nawaz Committee

1972. SHRI RAJ KESHAR SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the convention of former members of Indian National Army have demanded the replacement of Shah Nawaz Khan Committee which is scrutinising the pension cases of civilians living abroad; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) and (b). The Shah Nawaz Khan Committee set up to scrutinise the cases of ex-INA personnel ceased to function after the last Lok Sabha elections. The question of reconstitution of the Committee is receiving the attention of the Government.

State Road Transport System

1973. SHRI R. KOLANTHAIVELI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are satisfied that the State Road Transport system and coastal shipping are functioning efficiently and meeting the transport needs of the country effectively;

(b) if not, the concrete improvements proposed to be effected so as to streamline the working of the system;

(c) the percentage of contribution of private transport in passenger and freight traffic; and

(d) whether there is scope for augmenting share of private transport under suitable safeguards?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) State road transport system is the responsibility of the State Governments, who have to satisfy themselves whether it is working efficiently and meeting the needs in their territories.

As regards coastal shipping, it is functioning efficiently and meeting the requirements.

(b) Does not arise so far as coastal shipping is concerned. In regard to State road transport system, action has to be taken by the State Govts. concerned.

(c) About 49% of passenger road transport and more than 99% of freight transport by road are in the private sector at present.

(d) It has been left to each State to determine the pace of further nationalisation of passenger transport in its territory, keeping in view the following factors:—

(a) the efficiency of operations of the existing undertaking and the extent to which it is able to generate internal resources;

(b) the overall resources position of the State and the extent to which the State Government is able to make available resources for expansion of nationalised services;

(c) the ability of the Undertaking to raise resources from financial institutions;

(d) the need for extension of nationalisation of passenger road transport in the State having regard to the extent to which the requirements of passengers are adequately