

(c) Hindi books worth Rs. 32,500 have been supplied to our High Commission in Mauritius for providing Hindi library facilities in that country.

(d) 1400 copies of various Hindi books and magazines published in Mauritius have been bought for distribution to libraries in India,

(e) A goodwill team consisting of Hindi literateurs, publishers, poets etc, is proposed to be sent to Mauritius in 1973-74.

(f) It is also proposed to give in 1973-74 some financial assistance to 10 Voluntary Hindi Organisations functioning in Fiji and Mauritius for their activities.

TAKEOVER OF PASSENGER TRANSPORT

139. SHRI GANESH LAL MALI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have issued any directions to the State Governments with regard to the progressive takeover of passenger transport;

(b) if so, the details in this regard and when such orders were issued; and

(c) the progress made in each State in this regard and by what time the process of State takeover of the passenger transport is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI M. B. RANA):

(a) to (c). It was in 1954, that Planning Commission first communicated to the State Governments the outlines of a policy of phased nationalisation of the passenger transport. It was indicated therein that, where permits were to be issued to private operators this should be to viable units and periods should not be less than three years. For the management of the State Road Transport Services, Road Transport Corporations should be set up under the Road Transport Corporations Act. Later, the Committee on Transport Policy and Coordination re-iterated that there were valid economic grounds in favour of State Governments proceeding towards enlargement of their own share and that of municipal undertakings in passenger transport. At the tenth meeting of the Transport Development Council held on the 15th and 16th February, 1973, it was suggested that, as a step for the implementation of the declared policy of taking over passenger road transport progressively, the States should nationalise passenger services on all National and State Highways and extend the benefit of road transport to rural areas in the interior of the country on existing as well as new rural link roads even through private operators to break the isolation of our people living in villages from the mainstream of our socio-economic life.

The need for suitable legislative provisions to facilitate and speedup nationalisation of road transport was also highlighted during the discussions at the above meeting of the Transport Development Council. The consensus that emerged was that separate legislation should be undertaken independently of the Motor Vehicles Act 1939, for the purpose. It was decided that a Committee should be appointed to study the matter in depth and make recommendations.

A Statement showing the position as at the end of 1970-71 in some of the States is annexed.

STATEMENT
Nationalisation of Passenger vehicles (State-wise) (1970-71).*

State Union Territory	Total No. of buses on Road	No. in nationalised Sector†	Percentage in the Public Sector
Andhra Pradesh	7065	2464	34.9
Assam	2659	425	16.0
Bihar	4522	1371	30.3
Gujarat	5563	4582	82.4
Kerala	6563	1561	23.8
Madhya Pradesh	5225†	1880	36.0
Maharashtra	10739	7782	72.5
Mysore	6660	3170	47.6
Orissa	1615†	683	42.3
Punjab	2500§	1538	61.5
Rajasthan	7173§	574	8.0
Tamil Nadu	7534	2087	27.7
Uttar Pradesh	8139§	3853	47.3
West Bengal	9427†	1459	15.5
Chandigarh	176	53	30.1
Delhi	3048	1303	42.7
Goa, Daman & Diu	1394
Manipur	230	66	28.7
Pondicherry	99
A. N. Islands	30	25	83.4
Tripura	269

As at the end of the year.

■ *Source*—State Transport News—February, 1972.

† JAs on 31-3-1970.

§ As on 31-3-1969.