

(b) Yes, Sir. The operation of US voluntary agencies undertaking distribution of PL-480 donated supplies is regulated under an agreement between the Governments of India and U.S.A. dated 5th December, 1968.

.Conversion of Madhavangar-Sangli Line

2380. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in respect of changing rail track between Madhavangar and Sangli, South Central Railway from narrow gauge to broad gauge one—the amount expended and physical targets achieved;

(b) if no progress has been made so far, the reason for the delay,

(c) the action which Government propose to take to complete the project soon; and

(d) when the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) to (d). The restoration of the 7.77 kms, link from Miraj to Sangli and the work of bringing Old Madhav-nagar station on the Main line are approved works. The estimates for these works are under consideration. No target dates have been fixed due to constraint on resources.

Committee on Running Allowances

2381. SHRI SATYA GOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Committee on Running Allowances submitted its report in April, 1980 and a restructuring of pay scale was agreed upon in July, 1980; and

(b) if so, what steps have been taken to implement the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) & (b). The report of the Committee on Running Allowances which was received in April, 1980 is being processed. There was no agreement on restructuring of pay scales.

..Production of Passenger Coaches

2382. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to lay a statement showing:—

(a) the production of passenger coaches in 1978, 1979 and 1980;

(b) the expected production of pas-senger coaches in 1981 and 1982;

(c) the reasons for the shortage of passenger coaches for use by Indian Railways; and

(d) the steps being taken to meet the present demand of passenger coaches?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN)

(a) 1978	1979	1980
1049	962	1035
(b) 1981	1982	
1108	1320	

(c) & (d). The demand of passenger coaches is dependent on introduction of additional trains and augmentation of loads of the existing trains. Both factors are largely dependent on availability of various resources like terminal and sectional capacity, etc. Taking these factors into account the requirements of coaches are adequately met except when the coaches become damaged on account of vandalism or other factors.

However, the manufacture of coaches in 6th Plan period will not be able to meet the growth of passenger traffic fully.