

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SAR-DAR BUTA SINGH): (a) No.

(b) Does not arise.

Reduction in the running time of Railway trains between Bombay and Ahmedabad

378. PROF. RAMLAL PARIKH: Will the Minister of RAILWAYS be pleased to state whether Government propose to reduce the running time of all the trains between Bombay and Ahmedabad consequent upon the electrification of the track?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SAR-DAR BUTA SINGH): The journey time of a number of trains between Bombay Central and Ahmedabad has been reduced consequent upon electrification by 15 minutes to one hour, in November, 75 and May 1976 time tables.

Manufacture of air conditioned Coaches

379. SHRI SHRIKANT VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Integral Coach Factory, Perambur has undertaken the manufacture of a new design of air conditioned coaches with sleeper-cum-chair accommodation; and

(b) if so, by when the new coaches will be made available to the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SAR-DAR BUTA SINGH): (a) Yes.

(b) Twenty such coaches are expected to be made available to the Railways by end of 1976-77.

Damle Committee report

380. SHRI INDRADEEP SINHA: Will the Minister of PETROLEUM be pleased to state:

(a) whether the Damle Committee on distribution of petroleum products has submitted its report; and

(b) if so, what are the main recommendation of the Committee and what is Government's decision thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMHAN ANSARI): (a) The Damle Committee on Distribution of petroleum Products has submitted its Report on the 1st July, 1976.

(b) A statement giving the main recommendations of the Committee is attached. The report is presently under the consideration of Government

Statement

The Damle Committee on Distribution System of Petroleum Products was to examine and report on the following:

(1) The arrangements required for the distribution system of petroleum products from the refineries and main port installations down to the retail outlets.

(2) The need to expand the retail network so that the petroleum products reach the consumers, particularly, in the rural areas, as close as marketing economics would allow.

(3) Whether the retail network should be further strengthened by induction of genuine consumer co-operatives, Agro-Service Centres, etc., in the rural and semi-urban areas.

(4) Level of inventory to be maintained at the various storage points below which stocks should not be allowed to deplete.