

to develop suitable necessary infrastructure for the port which is likely to come up soon; and

(c) how much time it will take to have the aforesaid rail facility?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b) Yes, Sir.

(c) It is not possible to indicate the time required to have rail facilities at this stage due to the following:—

(i) Feasibility Reports for Mankhurd-Belapur and Belapur-Panvel are yet to be finalised.

(ii) The Survey work for a rail link to Nhava-Sheva can be taken up only after the Bombay Metropolitan Region Development Authority deposit necessary amount required for taking up the Survey work.

After the above Reports are scrutinised in this Ministry, and if found feasible, these will be projected to the Planning Commission for acceptance, who provide funds for such schemes outside the normal railway plan.

New Train from Ahmedabad to Secunderabad via Jalgaon and Manmad

*889. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start a new train from Ahmedabad to Secunderabad via Jalgaon and Manmad taking into consideration the increased number of passengers on the route; and

(b) if not, when Government are going to consider this proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b) No, Sir. Introduction of a direct train between Ahmedabad

and Secunderabad is neither justified on traffic considerations nor feasible operationally due to line capacity constraints on certain sections en-route.

Railway Coach Factory in Kerala

*890. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had appointed a study team to study the possibilities of setting up a railway coach factory in Kerala;

(b) whether the team has submitted its report; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) In view of increasing demand for Railway coaches, a techno-economic survey regarding the feasibility of setting up a new coach production unit has been undertaken and no decision regarding its location etc., has yet been taken.

(b) The survey team has submitted the Interim report.

(c) The Interim Report contains details of assessment regarding requirement of Railway coaches, the production capacity available in the country, additional capacity required to be developed based on requirements, technologies for manufacture of coaches, design etc. This report has recommended setting up of a new coach building unit with production capacity of 400 coaches per year with scope for future expansion to 750 coaches per year at an estimated cost of Rs. 34.50 crores.

In the Interim report no recommendation has been made for the location of the proposed new coach building unit.