

(b) to (e) The list of Ports where Railways are considering rail connectivity is given hereunder:

Sl.No.	State	Port
1.	Maharashtra	1. RewasPort 2. PNP Port 3. Dighi Port
2.	Orissa	1. Dhamra Port 2. Kirtania Port 3. Gopalpur Port
3.	AndhraTradesh	1. Gangavaram Port 2. Krishnapatam Port 3. Machilipatnam Port 4. Nizampatanam Port 5. Kakinada Port
4.	Gujarat	1. HaziraPort 2. Bedi Port 3. Porbandar Port 4. Rozi Port 5. Dahej Port
5.	Tamil Nadu	1. Karaikal Port 2. Ennore Port
6.	Kerala	1. Vallarpadam Port
7.	Karnataka	1. Belekeri Port
8.	West Bengal	1. Diamond Harbour

The status of the proposals in Gujarat is as under:

Gujarat:

Gujarat Maritime Board had commissioned M/s RITES for a feasibility cum traffic survey report for providing rail connectivity to Rozi & Bedi Port from Windmill Station in year 2003. GMB has yet to approach Railways for rail connectivity.

Gujarat Maritime Board had commissioned M/s RITES for a survey to provide connectivity to Porbandar Port. The report was submitted in June 2002. GMB is considering constructing a rail link of 5.1 Km from Porbandar to Porbandar Port at their own cost.

Gauge coversion of Bharuch-Dahej Railways Line

1663. SHRI KANJIBHAI PATEL:
SHRIJAYANTILAL BAROT: SHRI
SURENDRA MOTILAL PATEL: SHRI
KESHUBHAI S. PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether stake holder agreement has been signed between GMB, Dahej SEZ Limited, GNFC, Adani port and RVNL for gauge conversion of Bharuch-Dahej railway line;

whether any time limit has been fixed for implementation of the project; and
whether it is also feasible to integrate this corridor with dedicated freight corridor between Delhi and Mumbai?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIR. VELU):
(a) Yes, Sir.'

No, Sir. Timeframe can be decided only after signing of Concession Agreement.

As per present plan, the Bharuch-Dahej line will have connectivity to the Dedicated Freight Corridor (DFC) through the nearest junction points on the DFC.

Exclusive railway zone and coach/wagon factory in Kerala

1664. SHRI ABDUL WAHAB PEEVEE: Will the Minister of RAILWAYS be pleased to state:

whether Kerala Government has submitted a memorandum to the Centre for sanctioning an exclusive railway zone and a coach and wagon factory for the State; and

if so, the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):
(a) Yes, Sir.

(b) New Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

While presenting the Railway Budget 2008-09, a new rail coach factory has been announced for the State of Kerala to meet the requirement of passenger coaches. However, there is no proposal to set up of a wagon factory in the State at present.

Electrification of Mtngalore-Trivendrum-Kanniyakumari Railway Line

1665. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

whether it is a fact that a major portion of Mangalore-Trivendrum-Kanniyakumari railway line is yet to be electrified;

if so, the details thereof,

whether Government has got any plan to electrify this railway line in full; and

if so, the details thereof and Government's adjtion plan to complete the electrification?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):
(a) to (d) Yes, Sir. Mangaiore-Shoranur 306 Route Kilometres (RKM) and Thiruvananthapuram-Kanniyakumari (87 RKM) of the section are un-electrified. Electrification work of Thiruvananthapuram- Kanniyakumari rail line has been sanctioned.

The option for electrification depends on its economic viability and operational necessity. Survey and feasibility study for electrification of Mangaiore-Shoranur section will be undertaken.