

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Indian Railways do not introduce new train services on State-wise basis as Railway network and operations run across State boundaries. However, introduction of a new Premium Express train viz. 22703/22704 Secunderabad-Hazrat Nizamuddin Premium AC Express, on originating and terminating basis, serving Telangana has been announced in Railway Budget 2014-15 (July).

(c) Does not arise.

Favouring private manufacturers of coaches

2335. SHRI DEREK O BRIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the reason for favouring private manufacturers of coaches, when the capacity of departmental factories has not been fully utilized;

(b) whether departmental production units were ordered to share designs for sub-urban and express trains at free of cost to private manufacturers;

(c) the difference in cost of procuring coaches from private manufacturers and departmental factories; and

(d) whether it is a fact that many positions in the newly set up coach factory at Raebareli have not been made operational on account of insufficient production orders?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Procurement of coaches is done from other sources i.e both public and private sector when the requirement exceeds the manufacturing capacity of Railways own Production Units.

(b) Indian Railways have placed orders on private firms for manufacture and supply of Electric Multiple Unit (ACEMU) coaches and Mainline Electric Multiple Unit (MEMU) coaches with the provision that drawings and technical details would be provided free of cost by Integral Coach Factory (ICF), Chennai and Rail Coach Factory

(RCF), Kapurthala as these coaches were to be manufactured as per Railways' design. It is not possible to manufacture these coaches unless design and drawings are made available to the manufacturer.

(c) The difference in cost of MEMU coaches in the order on three private manufacturers *vis-a-vis* RCF, Kapurthala, is as detailed below:

Year	Contract Rates (excluding taxes and duties and free supply items) per rake	Cost of equivalent rake of RCF at that time	Difference (₹ in crores)
2011-12	₹ 6.16 crore per rake	₹ 6.09 crore per rake	0.07
	₹ 5.53 crore per rake		-0.56
	₹ 5.23 crore per rake		-0.86

The difference in cost of Electric Multiple Unit (ACEMU) coaches in the last order on two private manufacturers *vis-a-vis* ICF, Chennai., is as detailed below:

Year	Contract Rates (excluding taxes and duties and free supply items) per rake	Cost of equivalent rake of ICF at that time	Difference (₹ in crores)
2012-13	₹ 9.69 crore per rake	₹ 10.47 crore per rake	-0.78
	₹ 8.57 crore per rake		-1.90

(d) The Raebareli factory is in the project stage. The positions in the factory are made operational commensurate to the facilities commissioned.

Replacement of sleeper coaches with chair cars

2336. SHRI ARVIND KUMAR SINGH:

SHRI ALOK TIWARI:

SHRI NEERAJ SHEKHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to replace AC and non-AC sleeper coaches with chair cars in short distance trains to increase passenger carrying capacity;

(b) if so, the details thereof and the details of trains which have been selected for such replacement; and