stations. It is Railways' endeavor to provide platform of appropriate height conforming to the prescribed schedule of dimensions as per category of station. The gap between platform and coach floor may cause slight inconvenience and may occasionally result into accident, if passengers try to entrain or detrain from a moving train.

Mumbai Central Main station is an 'A-1' category station and high level platforms are already available at this station, as per norms.

Elevated corridor for bullet train between Mumbai and Ahmedabad

1454. SHRI DEVENDER GOUD T.: Will the Minister of RAILWAYS be pleased to state:

(a) the status of Bullet train project;

(b) whether it is a fact that Railways are planning to construct elevated corridor for Bullet train between Mumbai and Ahmedabad to avoid land and environmental hassles;

(c) if so, the details thereof and the details of cost implication; and

(d) whether Railways are going to ask Japanese Government to modify the DPR as per the revised idea of elevated route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Mumbai-Ahmedabad high speed rail project has been sanctioned with technical and financial assistance from Government of Japan. National High Speed Rail Corporation Limited (NHSRC) has been formed in February, 2016 to implement Mumbai-Ahmedabad High Speed Rail Corridor project.

(b) to (d) The feasibility study of Japanese International Cooperation Agency (JICA) had recommended that 65% of the corridor be constructed on embankment, 28% on viaduct and bridges, 6% on tunnel and 1% on cutting. Final decision on the extent of elevated corridor is dependent on the technical feasibility and land availability. According to preliminary assessment of JICA, additional cost implication of fully elevated corridor is approximately ₹ 10,000 crores.

Annual requirement of coaches

1455. SHRI DILIPBHAI PANDYA: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated annual requirement of coaches in Railways in the next three years, year-wise;

(b) the number of coach manufacturing units under Railways and outside Railways;

(c) the rated capacity of all coach manufacturing units, Unit-wise;

(d) the envisaged annual production capacity of coach making units in Raebareli, Dankuni, Kanchrapara, Singur, Noapara and Majerhat; and

(e) the total estimated investment in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Annual requirements of coach assessed for the current year and next two years are as under:

Year	Coaches (in number)
2016-17	4280
2017-18	4312
2018-19	4358

(b) and (c) The number of coach manufacturing units under Ministry of Railways and their present production capacity is given below:

Sl. No.	Name of Coach Factory	Coach Production Capacity (in number)
1.	Rail Coach Factory (RCF), Kapurthala.	1500
2.	Integral Coach Factory (ICF), Perambur, Chennai.	1700
3.	Modern Coach Factory (MCF), Rae Bareli.	1000* (Planned)

* Modern Coach Factory (MCF), Rae Bareli is presently in project stage. The production is gradually increasing as provisioning of trained manpower and infrastructure is in progress.

The number of coach manufacturing units outside Ministry of Railways are (i) Bharat Earth Movers Limited (BEML) (ii) M/s Titagarh (iii) M/s Besco (iv) M/s Bharat Heavy Electricals Limited (BHEL) (v) M/s Texmaco. However, no data on their rated capacity is available.

(d) Dankuni, Noapara and Majerhat are not coach making units. Singur coach factory is a budget announcement and is not a sanctioned work. Kancharapara is sanctioned as a coach factory with an annual capacity of 500 coaches based on PPP model.

(e) Sanctioned cost of Rae Bareli coach manufacturing units is ₹ 2973.36 crore.