

FEBRUARY, 2021

Turnaround in execution of Dedicated Freight Corridor Project



रेल मंत्रालय
भारत सरकार



Ministry of Railways
Government of India

Dedicated Freight Corridor (DFC)

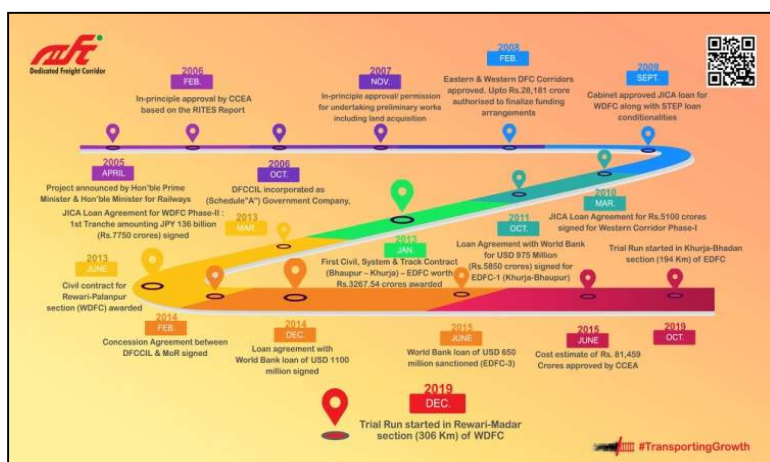
The Indian Railways' quadrilateral linking the four metropolitan cities of Delhi, Mumbai, Chennai and Howrah, commonly known as the Golden Quadrilateral; and its two diagonals (Delhi-Chennai and Mumbai-Howrah), adding up to a total route length of 10,122 km comprising of 16% of the route carried more than 52% of the passenger traffic and 58% of revenue earning freight traffic of IR. The existing trunk routes of Howrah-Delhi on the Eastern Corridor and Mumbai-Delhi on the Western Corridor were highly saturated, line capacity utilization varying from 115% to 150%. Railways lost the share in freight traffic from 83% in 1950-51 to 35% in 2011-12. Dedicated Freight Corridor (DFC) project was conceived in 2005 and two DFCs, namely Eastern DFC (EDFC) and Western DFC (WDFC) were approved by Cabinet in 2008.

Need for the Reform

In initial years, project was impaired due to delays in land acquisition and financing arrangements, which led to delays in finalisation of contracts. From 2007 to 2014, only 88% of the total land was acquired. Remaining land patches were held up due to land disputes, arbitration & court cases. As a result, even after 9 years after announcement, not even single patch was completed. Project was going at very slow pace and Railways continued to lose more and more traffic to road. This has indirect effect of increasing logistics cost, thereby making our trade less competitive. With running of coaching and freight trains on same tracks, freight traffic was not witnessing major increase.

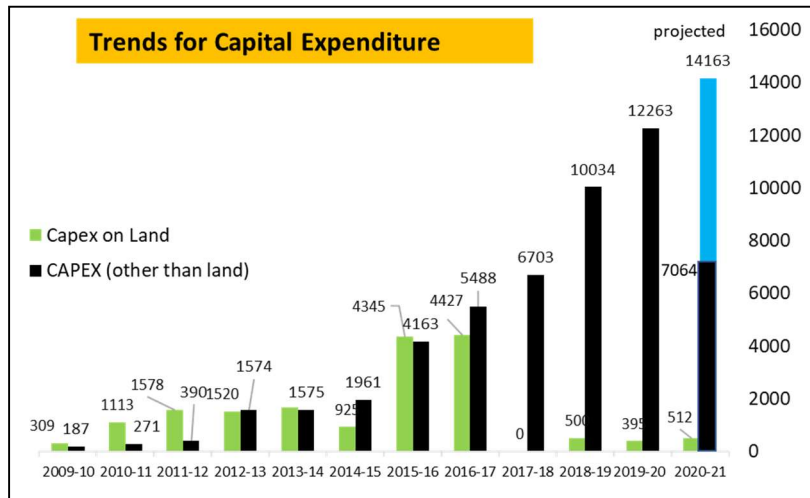
Approach and Present Impact

After 2014, the project was put on fast track mode with allocation of sufficient funds and periodic review and monitoring in Pragati by the Hon'ble PM. Regular review meetings by the Minister of Railways ensured that many long pending issues were resolved.



Award of contracts & CAPEX also witnessed quantum jump. Contracts worth Rs 42,989 Crs have been awarded since 2014 till now, a massive increase of over 237% as compared to the previous period from 2007-14, and all the contracts are now in place with progress in full swing.

Progress of work started picking up after 2014. Capital expenditure (excluding land) jumped 997% to Rs 45,616 Crs in 2014-21 as compared to Rs 4,158 Crs from 2007-14 period. Capital expenditure (excluding land) in the first 10 months is Rs.8,000 Crs and is likely to reach Rs.13,500 Crs. in this financial year.

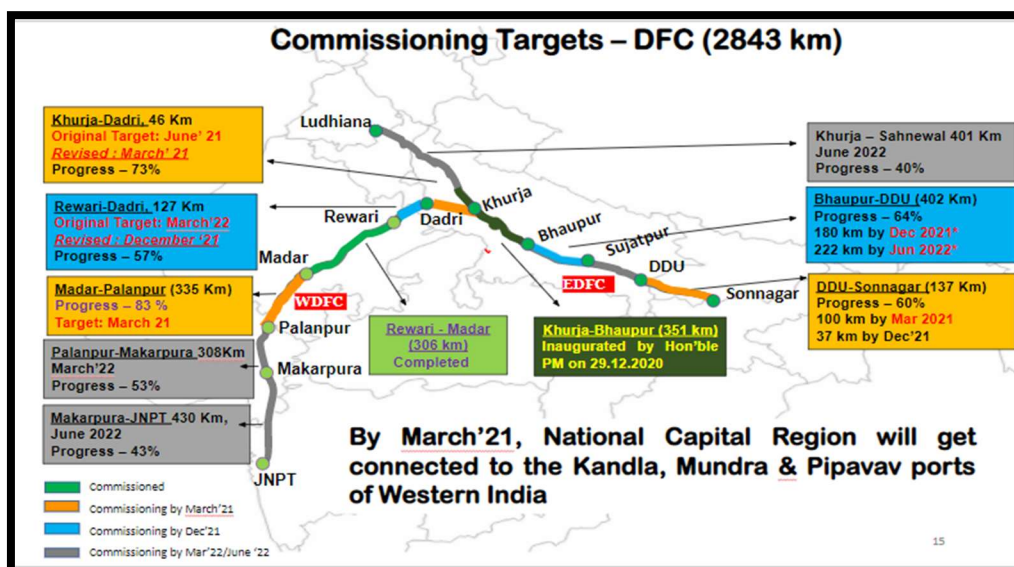


Works on DFC were severely affected during April-May due to COVID-19 related lockdown. Under the guidance of the Hon'ble Minister of Railways, DFC requested various State Governments for relaxation of certain lockdown norms and resumed the construction activities by following all COVID related protocols. Work was proactively started with 20,000 workers at more than 500 sites in 57 districts.

The Hon'ble Minister of Railways started weekly review of the DFC project from August 2020 and since then 22 review meetings have been held till date including with concerned Chief Secretaries and Contracting agencies/Project Management consultants. This has given a big boost to the progress of the project and resolution of issues with State Governments.

Expediting the progress

Regular monitoring of the project has resulted in expeditious decision making and resolution of long pending issues which significantly improved the progress of works.



The executing agencies were also sensitized and target for commissioning of the project by June'22 and they have mobilised additional resources accordingly.

“Both the eastern and western dedicated freight corridors are being seen as a game changer for 21st century India”

-PM Narendra Modi



Development of dashboard

For real time & effective monitoring of the project progress DFCCIL has developed a user friendly dashboard to monitor the physical and financial progress of the various sections of the project in real time basis. Various critical issues pending with different State Governments/Local Bodies & Zonal Railways are also highlighted on it. This has also brought in transparency in the process of reporting of the information.

Expeditious Resolution of issues of State Government

DFC alignment is passing through 9 States and more than 60 districts. Large number of acquired land patches were pending possession due to law & order and other issues. Hon'ble MR held meetings with Chief Secretaries of the concerned State Governments, which resulted in a big push to the resolution of most of the long pending issues with the state Governments. A total of 150 issues in various States including 119 land patches covering more than 45 kms which were stuck up since 2-3 years, which were resolved and possession of land alignment handed over to DFCCIL. Only 43 Ha land is now pending, which is likely to be acquired in next few months.

Expeditious Finalisation of Signalling & Telecom tender for Bhaupur-DDU section in record time of 22 days

Tender for Signal & Telecommunication works for Bhaupur DDU section was awarded in June, 2016. Despite a passage of 4 years, the progress of the work was only 20% and therefore the tender had to be terminated in July, 2020.

In view of the strict timelines of completion of the project by June, 2022, the fresh tender was processed and finalised in a record time of 22 days. The new agency has already started work.

Use of Mechanised means to achieve targeted completion

- Automated New Track Construction (NTC) machine which can lay track at the speed of 1.5 km per day.
- Automated Wiring train for Overhead Equipment Work (OHE) capable of wiring upto 3 km per shift.
- Use of Mechanical Auger for digging and Grabber for erecting masts



Upgradation of Indian Railways Feeder Routes to cater to the traffic of DFC in its catchment areas

The progress of upgradation of the feeder routes including up gradation of tracks, Bridges, Overhead wiring etc is also being reviewed regularly by Hon'ble MR.

Action plan for running of Double Stack containers on the feeder routes has been prepared and implemented which will enable seamless running of Double Stack containers to and fro the ports of Kandla, Mundra & Pipavav by March-April 21.

Finalisation of End of Train Telemetry (EOTT)

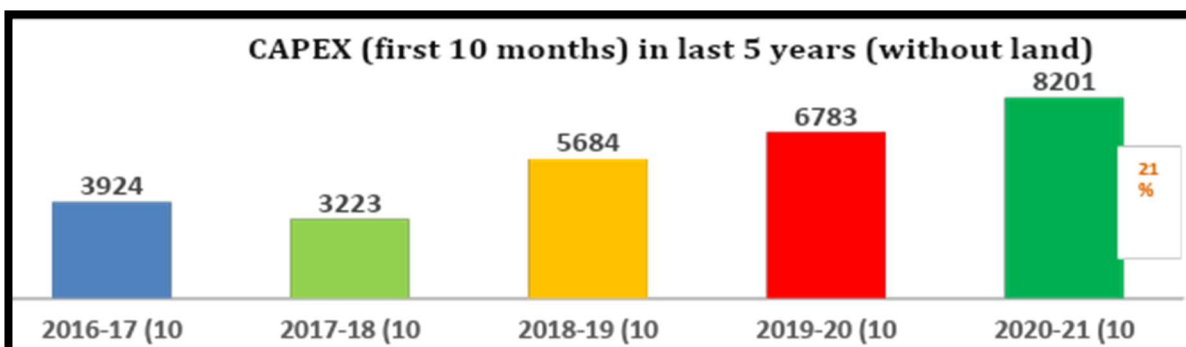
DFC has been planned to run with EOTT which would enable running of trains without Guards, thus enabling additional wagon in the rake. The progress of placement of order of EOTT including placement of Developmental orders in Indian Firm to help MAKE In INDIA, their trials and fitment of EOTT was also regularly monitored. This resulted in expeditious conclusion of trials of EOTT and fitment on ECoR & SER. Complete roadmap of fitment of EOTT on locomotives has also been implemented.



Jump in CAPEX

In last 10 months, DFCCIL has taken following major steps to resolve the cash flow issues of the executing agencies to enable faster progress:

- a. Modification of the cost centers to release long pending blocked payments.
- b. Deferment of recovery of Mobilization advance.
- c. Release of Performance security for part completed works.
- d. Reduced rate of recovery of retention money/security deposit.
- e. Reduction of performance guarantee from 5% to 3%.
- f. Removal of bottlenecks/impediments to expedite progress.
- g. Fast-tracking the resolution of issues with State Governments.



The above measures have resulted in a major jump of 21% in the CAPEX during the first 10 months of the year as compared to the CPAEX during the same period last year.

All the above efforts have paid rich dividend. Out of four sections targeted for the current year, two sections (657 Kms) have already been commissioned and other two are being monitored in detail separately to ensure that they are also commissioned in 2020-21. The state of the art Operation Control Center at Prayagraj was also inaugurated on 29.12.2020.

Future Plans

Development of Sonnagar-Dankuni section (538 km) under PPP

The development of Sonnagar-Dankuni Section under PPP was getting delayed due to non-availability of minimum 90% land required for finalisation of Concessionaire. The issue was followed up with the state Governments and now 93% land is available in Sonnagar-Gomoh section which is planned to be taken up under Phase I. Documents such as RFP, Model Concession agreements, Technical Schedules etc. have also been sent to PPPAC for approval. Similarly, possession of land and processing of documents for Phase II from Gomoh - Dankuni Section is also being taken up proactively.

Business Development Activities

Development of New Private Freight Terminals & Goods Sheds & Development of Multi Modal Logistic Parks Container Depots is one of the most critical activities in ensuring the viability of the DFC corridors. DFC has taken many initiatives.

- **14 stations being developed** on the basis of RFP issued for development of PFT/MMLP through private investment.
- DFC has also planned to introduce **Roll On - Roll Off services by April 2021 between Rewari & Palanpur sections of Western DFC**
- **Delegation of powers in respect of commercial matters has been done on par with Zonal Railways** which has enabled DFCCIL to adopt aggressive marketing strategy to achieve modal shift.

Rolling Stock

Design & development of Higher horsepower locomotives and higher axle load wagons for DFCCIL is being monitored regularly and all issues have been resolved.

Detailed Project Reports on New Dedicated Freight corridors

SN	Corridor	Section	Length	Interim DPR	Final DPR
1	East Coast	Kharagpur-Vijayawada	1115 km	Aug 21	May 22
2	East west	Bhusawal-Dankuni	1673 km	Sep 21	Aug 22
		Rajkharsawan-Andal	195 km		
3	North-South	Itarsi-Vijayawada	975 km	Sep 21	May 22
	TOTAL		3958 km		

The DFCs will be a game changer in the freight scenario and will substantially lower the logistics cost in the country. In order to further proliferate the DFCs across the country, specially the Golden Quadrilateral, three more corridors have been identified as detailed below. Contracts for finalisation of Detailed Project report for these corridors were expeditiously awarded so that Interim DPRs will be available by August/September 2021.

The DPRs will also examine feasibility of laying the tracks along national highways on existing land of Centre/State Govt., Highways, NHAI or on median of NHs on viaduct to minimize need for private land acquisition. Financing options for these DFCs should also be explored during DPR stage.

Making a difference

With 657 km of DFC track already completed and commissioned and another 435 km to be completed by March 2021, around 40 % of DFC will be commissioned. This will connect ports of Gujarat to hinterland of Delhi NCR by April 2021.

Complete 2843 km is targeted for commissioning by June 2022.

डीएफसी पर दौड़ी डेढ़ किमी लंबी मालगाड़ी

JICA understands that the spread of novel coronavirus pandemic brought various challenges globally including the severe setback of construction work. Despite these testing times, Dedicated Freight Corridor Corporation of India Ltd (DFCCIL) under the Ministry of Railways, the executing agency, has relentlessly worked with Japanese consultants and contractors to achieve this significant milestone.

Mr. Katsuo Matsumoto,
Chief Representative, JICA India

TIMES NATION August 25, 2022

Goyal asks states to remove obstacles in freight corridor

Riv Min Says

criticism for initiating bidding for this project is to acquire at least 44...

PM inaugurates new stretch of Eastern Dedicated Freight Corridor

Lucknow: Prime Minister Narendra Modi on Tuesday hit out at previous Governments for delaying the Dedicated Freight Corridor project and ignoring modernisation of railways, and said his Government engaged with stakeholders to speed up works and carried out reforms at all levels.

Inaugurating the New Bhaupur-New Khurja section of the Eastern Dedicated Freight Corridor (EDFC) via video conferencing, he said the "vibration" and "roar" of Bharat and "Atmanirbhar Bharat" were clearly heard as the first freight train ran on the Khurja-Bhaupur freight corridor.

Attacking previous government, the prime minister said the project was given permission in 2006 but it was only on paper as the then government lacked the seriousness and urgency with which it had to take it up with the states.

"Till 2014 not a single km track of the project was laid and the funds sanctioned could not be spent properly. After 2014, it was restarted and officials asked to take it forward and by then the budget had gone up by 11 times", the prime minister said.

The 351-km section, which has been built at a cost of Rs 5,750 crore, will open new avenues for local industries in Uttar Pradesh.

The EDFC is 1,840-km-long and extends from Ludhiana in Punjab to Kolkata in West Bengal.

Modi also inaugurated the EDFC's operation centre at Prayagraj and flagged off the first 1.5 km long goods trains.

The prime minister said that on coming to power, he personally monitored the project and held a dialogue with the stakeholders and got new technology as a result of which about 1100 km work will be completed in the next few months.

Political apathy not just hampered the freight corridor project but also had a bearing on the entire Railways system, he said adding that earlier the focus was on increasing number of trains for political benefit in elections but not on the tracks on which the trains were run as there was no investment on it.

There was no seriousness towards modernisation of the rail network, trains were being run on slow speed and the entire network was full of dangerous unmanned crossings, he said.

"We changed this work culture and thinking after 2014 and ending the separate Railway budget, invested in rail tracks, ended unmanned crossings, crossed on broadening and electrification of the network", he said.

The Vande Bharat express, the semi high speed train is now being run, he said, adding that now Indian rails are more secure than before. In the past few years reforms have been carried out at all levels and can be seen, he added.

The new freight section will open new vistas of opportunity for local industries such as aluminium industry in Pukhrayan region of Kanpur Dehat, dairy sector of Auraya, textile production and block printing of Etawah, glassware industry of Firozabad, pottery products of Khurja, asafetida or "heeng" production of Hathras, and locks and hardware of Aligarh district, according to officials.

The section will also decongest the existing Kanpur Delhi mainline and will enable the Indian Railways to run faster trains.

Noting that a state-of-the-art Operation Control Centre at Prayagraj will act as the command centre for the entire route length of the EDFC, he said this is one of the largest structures of its type globally with modern interiors, ergonomic design and best-in-class aesthetics.

Why Dedicated Freight Corridor matters — for Railways, the country

AVISHK G DASTIDAR
NEW DELHI, DECEMBER 29

PRIME MINISTER Narendra Modi inaugurated a 351-km section between Khurja and Bhaupur in Uttar Pradesh for commercial operations of the Dedicated Freight Corridor (DFC) on Tuesday. He also dedicated to the nation a state-of-the-art Operation Control Centre in Prayagraj.

The total 2,843-km project — billed as the largest rail infrastructure being built in India — has been eliminated to augment speed, the only major section on Indian Railways that is free from any permanent or temporary speed restrictions. This in a way sets the bar for rest of the DFC to also make stretches free from speed restrictions, or "cautions" as they are termed in Railways.

Freight trains usually suffer from unpredictable running times and low speeds of around 25 km per hour. But on this new section they can run at 50-60 kph.

This section will also catch the freight traffic originating from key centres such as sending their produce to the larger markets.

What about the rest of the DFC?

More sections will keep getting commissioned in the coming months.

There is 61% progress in the Bhaupur to Deen Dayal Upadhyay section, and 180 km of the 402 km will be complete by December 21, year while 22 km will be done by June 2022. Thereafter the stretch to Sonmugar will see 100 km completed by March next year.

The 401-km Khurja to Sanhewal section

SECTION OPENED BY PM

- New Khurja
- New Daudkhan
- New Hathras
- New Tundla
- New Mahanpur
- New Bhadan
- New Etoli
- New Achalka
- New Kanchausi
- New Bhaupur

Other stations: New Sonmugar, New Godera, Dankuni, New Khana, New Gomoh.

नए माल गलियारे पर कोयला और अनाज लादकर फरटि से दौड़ी मालगाड़ियां

हरिमूमिब्यूरो ► खुर्जा (बुलंदशहर)

प्रधानमंत्री नरेन्द्र मोदी ने उत्तर प्रदेश में देश के जिस पहले नए डेडिकेटेड फ्रेट कॉरिडोर का उद्घाटन किया है और यहां से इस नए टैक पर दोनों



आत्मनिर्भर भारत को मजबूत करेगी रेल परियोजना: मोदी

प्रधानमंत्री नरेन्द्र मोदी ने भारतीय रेलवे की परियोजना पूर्वी डेडिकेटेड फ्रेट कॉरिडोर का नई दिल्ली से वीडियो कांफ्रेंसिंग के जरिए उद्घाटन करते हुए कहा कि यह परियोजना

न हम रुकेंगे, न हम थकेंगे, हम सब और तेजी से आगे बढ़ेंगे