DEDICATED FREIGHT CORRIDOR CORPORATION

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PRESS RELEASE

Three Cement Sidings Seamlessly Connected with Madar - Palanpur section of WDFC Today

Madar - New Palanpur section of 353 km passes through Aravalli range of mountains which contains suitable deposits of raw material for the cement industry

10 million ton loading capacity of 3 cement sidings will have faster and cheaper connectivity of DFC, will boost related fast track infrastructure development of the region

Benefit of access of this cement cluster will be to NCR, Western UP, Gujarat, Maharashtra and Madhya Pradesh

Three cement sidings have been connected with the Western Dedicated Freight Corridor.

SHREE CEMENT (PVT.SDG.) - NEW BANGURGRAM

M/s Shree Cement siding (BNGS) is connected with New Bangurgram Station of WDFC. On an average, 1.5 rakes of cement are loaded by the cement sidings which have a receiving capacity of 1 coal rake per day. This plant has a capacity to produce cement of 3 MTPA.

Connecting length and facilities inside siding:

The length is 8.95 km approx. The Facility has 9 lines of which there is 1 Coal unloading line of 1460 mts and 6 Cement loading lines of 750 mts, 2 R&D lines 725 mts & 902 mts respectively.

Traffic (2020-2021)

The traffic capacity is 525 rakes @1.43 rake/day

Projected Traffic

The projected traffic is 2 trains/day. The Inward traffic is Coal, Gypsum, Flyash and the Outward Traffic is Cement and Clinker

Catchment Area

The Inward traffic is from the Western Port (Gujarat) and Outward traffic is to Punjab, Haryana, Uttar Pradesh, Delhi NCR and other parts of North India

ULTRATECH NATHDWARA CEMENT (PVT.SDG.)-NEW KESHAVGANJ

Ms UltraTech Nathdwara cement ltd (UNCK) is loading on an average 2 rakes per day of cement and clinker. This siding is connected with New Keshavganj station of WDFC. The Plant has a capacity to produce cement of 6.25 MTPA.

Connecting length and facilities insides

The Length-4.15 Kms. The Facility is equipped with 6 lines of which there are 2 loading/unloading lines of 720 mts, 2 Cement loading lines 1167 mts & 1033 mts respectively, 2 Clinker loading lines of 309 mts & 370 mts respectively.

Traffic (2020-2021)

The traffic capacity is 501 rakes @ 1.37 rake/day.

Projected Traffic

The projected traffic is 4.5 trains per day. The Inward traffic is coal and Outward traffic is Cement and clinker.

Catchment Area

The Inward traffic flow is from the ports of Gujarat and Maharashtra. The Outward traffic is Clinker from Neem Ka Thana & other grinding units. The outward traffic in cement is from Delhi, UP, Haryana, Punjab and Ahmedabad area

J K LAKSHMI CEMENT (PVT.SDG.)-NEW BANAS

Similarly, M/s JK Lakshmi Cement (LCTS) siding is having connectivity with new Banas station of WDFC and is loading on an average 1.71 rakes per day of cement and clinker whereas this siding is also unloading on an average of 0.5 rakes of coal per day. The current capacity of the plant to produce cement is 5.5 million tons per annum.

Connecting length and facilities insides

The Length is 5.43 Kms. The Facility is equipped with 10 lines which are 1 Coal R&D line of 720 mts, 5 Cement loading lines of 435 mts, 462 mts, 2x531 mts,588 mts respectively, 1 Clinker loading line of 704 mts, 2 Reception lines of 665 mts, 1 shunting neck of 400 mts respectively. 2.27 trains/day

Traffic (2020-2021)

The traffic capacity is 428 rakes @ 1.17 rake/day

Projected Traffic

The projected traffic is 2.27 trains per day. The inward traffic is coal and gypsum and outward traffic is clinker and cement.

Catchment Area

The Inward traffic flow is from: Jamnagar, Mundra, Kandla Port, Navlaki ports and Bikaner. The Outward flow in the form of Cement is from Agra, Bhatinda,Ghaziabad,Jogeshwari, Kankariya, Kanakpura, Karnal, Ranoli,Surat, Vadodara and other stations. The outward flow in the form of Clinker is from Chandigarh,Chalthan, Khori, Faridkot, Narayanpura,Tulsipur And other Stations.

The JK Lakshmi Cement siding is connected with DFC New Banas station and the UltraTech Nathdwara cement siding is connected with DFC New Keshavganj station respectively. The Shree cement siding was connected with DFC New Bangurgram station on April 8th, 2021.

About DFCCIL

The Indian Railways is the lifeline of the nation. To make India a five trillion economy it is essential to develop transport networks at the same pace. Development of transport infrastructure will give a major fillip for the growth of industries, commerce, export and import.

DFCCIL has been set up as a special purpose vehicle to undertake planning, development, mobilization of financial resources, construction, maintenance and operation of Dedicated Freight Corridors. In the first phase, the organisation is constructing the Western DFC (1506 Route km) and Eastern DFC (1875 route km including PPP section of Sonnagar-Dankuni Section. The EDFC starting from Sahnewal near Ludhiana (Punjab) will pass through the states of Punjab, Haryana, Uttar Pradesh, Bihar and Jharkhand to terminate at Dankuni in West Bengal. The Western Corridor connecting Dadri in Uttar Pradesh to Jawaharlal Nehru Port (JNPT) in Mumbai will traverse through the states of UP, Haryana, Rajasthan, Gujarat and Maharashtra of WDFC & EDFC.

WDFC's 306 km Rewari - Madar section was dedicated to the nation on 07.01.2021. The work of 353 km of WDFC between New Palanpur to Madar which was partially commissioned because three cement siding were connected to IR and movement was through diamonds and with gradient. Today in 24 hrs block all these three diamonds have been removed and these cement sidings have been connected directly with DFCCIL.

Industrial Areas in the section:

The opening of this stretch will benefit various industries in Swaroopganj, Banas, Keshavganj, Bangurgram, Beawar, Kishangarh, Phulera, Rewari – Manesar & Narnaul, areas of Rajasthan & Haryana. In addition to this, the container depot of CONCOR at Swaroopganj, Kathwas will also come on DFC map and get advantage in terms of faster throughput.

Ultra tech cement, Banas cement and Shree cement industries and CONCOR Swarupganj will be connected to this section and will get the benefit of faster network.

Port Connectivity in the section:

Gujarat Ports Kandla, Pipavav, Mundra etc., will get faster connectivity to Northern and Eastern hinterland.

12 Stations in this section, nine crossing stations (i.e. New ShriAmirgarh, New Swarupganj, New Banas, New Keshavganj, New Biroliya, New Jawali, New Chandawal, New Haripur & New Saradhana) and three junction stations (i.e. New Palanpur, New Marwar & New Bangurgram) will act as growth centre for the area.

<u>Madar (IR) – New Palanpur section of WDFC</u>

- DFC had conducted a freight train run on the 352.7 km section with freight train carrying 50 wagons of high speed diesel for destination - Bawal in Haryana.
- DFCCIL has conducted a successful Trial-Loco Run on 30.03.2021, in the newly built New Palanpur -Madar section of WDFC, covering a distance of about 352.7 kms (Total 804 track Km). x

Extent

This section falls in Rajasthan State (for appx. 333 Km in Sirohi, Pali & Ajmer districts) and Gujarat State (for appx. 19 Km in BanasKantha district).

Engineering Marvels

This section contains 98 number of major bridges and viaducts (12 viaducts/important bridges & 86 major bridges), 531 number of minor bridges, 02 Rail Fly Overs, 14 Road Over Bridges (04 completed and 10 under construction) and 136 Roads Under Bridges.

Stations

There are 12 newly built DFC stations in this section, nine crossing stations (i.e. New ShriAmirgarh, New Swarupganj, New Banas, New Keshavganj, New Biroliya, New Jawali, New Chandawal, New Haripur & New Saradhana) and three junction stations (i.e. New Palanpur, New Marwar & New Bangurgram).

Cost

Total cost of work in this section is 7,020 Cr INR, excluding land.

Ro-Ro service between Palanpur & Rewari

With the removal of three Diamonds it facilitated fast forwarding of the section commissioning RORO services will start running DFC is all set to sift Modal Share from Road to Rail. RORO service between New Palanpur to New Rewari will act as a stimulant for the industries and products and will change the transport scenario by serving Door to Door.

The Ro-Ro service consists of the carriage of loaded and empty trucks on flat rail wagons, which will enable door to door service piggy-back on fast and safe movement on rail tracks.

This initiative will be a win-win for all concerned stakeholders. The benefits will accrue to customers, DFCCIL & Indian Railways as well as to the society at large. Customers will be assured a faster & assured transit time of 10 hours vis-à-vis 24 hours through road, a saving of around 14 hours. There will be a Reduced expenditure on maintenance due to less wear & tear of trucks. Driver efficiency will be enhanced as well as assured safe cargo transit. Currently, the target market share offered is 45 trucks per trip which is a fraction of the 2500-3000 trucks plying on this roué daily.

Indian Railways and DFCCIL will gain from Increased Freight Market Share & Additional revenue coupled with proper Utilization of Assets and Capacity. An important benefit will be in the form of Aggregation of piecemeal cargo which was not getting tapped for rail transportation.

Seamless transportation, Door to Door Service will aid customers too. There will be huge environmental gains for society with low carbon emission and less congestion on roads, reduced accidents and road mishaps as well as lower transportation cost.

Other Highlights

DFCCIL will run freight train at the maximum speed of 100 km/per hour as against the current maximum speed of 75 kms per hour on Indian Railway tracks whereas the average speed of freight trains will also be increased from existing speed of 26 kmph on Indian Railways lines to 70 kmph on Dedicated Freight Corridors (DFC).

- Heavy Haul train operation with 32.5 Ton axle load has been envisaged for the First time in India (currently practiced only in USA, Canada, Brazil, Australia, China, Russia South-Africa and Sweden-Norway). This will reduce the cost of operation.
- Double stack containers will increase Exim traffic manifold.

DFCCIL Special features

1. Double line electric (2 X 25 KV) track to undertake higher haulage at higher speeds
2. Automated New Track Construction (NTC) machine with record single day track laying of more than 3 km.
3. More Powerful Locomotives 7000 kW (9000 HP) CO-CO 6 axles
4. High rise Over Head Equipment (OHE) of 7.4 meter height (existing IR OHE 5.5 m) for double stack container movement on flat wagons
5. Train Protection and Warning System (TPWS) for safe and efficient operation
6. Elimination of road crossing

7. Connecting Multi Modal Logistic Hubs and Delhi-Mumbai Industrial Corridor
8. Water Conservation through Rainwater harvesting in all the stations and RUBs (road under bridge)
9. Reduced Energy Consumption using latest technology
10. Recycling and Re-use - Construction materials and Waste management
11. Green Initiatives - developed as "Low Carbon & Energy Efficient Green Transportation" with reduce GHG emissions w.r.t. freight transportation by existing rail and road system
12. Exclusive operation for freight trains

A. Main objectives:

1 Decongest the existing Indian Railway network.

2 Increase the average speed of goods trains from existing 25 to 70 kmph.

3 Run Heavy Haul trains (higher axle load of 25/32.5 Tonne) & overall load of 13,000 Tonne.

4 Facilitate the running of longer (1.5km) and double stack container trains.

5 Connect the existing ports and industrial areas for faster movement of goods.

6 Energy efficient and environment friendly rail transport system as per global standards.

7 Increase the rail share from existing 30% to 45%.

8 Reduce the logistic cost of transportation

B. Innovations and State-of-the-art Technology:

1. Heavy and long Haul train operation of 25 Axle ton with having provision of 32.5 Ton axle load for the First time in India.

2. Double stack containers in Western DFC

3. Double line electric (2 X 25 KV) track to undertake higher haulage at higher speeds

4. Automated New Track Construction (NTC) machine which can lay track at the speed of 1.5 km per day.

5. Automated Wiring train for Overhead Equipment Work (OHE) capable of wiring upto 3 km per shift.
6. Train Protection and Warning System (TPWS) for safe and efficient operation
7. Elimination of road level crossing
8. Developing Multi Modal Logistic Hubs and integration with Delhi-Mumbai Industrial Corridor & Amritsar-Kolkata Industrial corridor.

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