



DEDICATED FREIGHT CORRIDOR CORPORATION

NEW DELHI

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PRESS RELEASE

Crossing the Newman barrier in freight train Avg Speed: DFC has achieved an Avg Speed of 99.38 kmph in the New Khurja - New Bhaupur Section of the Eastern Dedicated Freight Corridor by running Coal loadable Boxn Empty in 3 hrs and 20 minutes

Till date in the commissioned sections, a total of 4000 trains have been run. Some of the trains in the section are achieving an average speed of 99.38 kmph in EDFC and 89.50 kmph in WDFC. These speeds are comparable to any of the fastest mail express trains.

Total GTKM (Gross Ton Kilometer) of trains run in the commissioned section of DFC has crossed the 3 million mark.

Three trains on DFC have achieved an Average Speed of more than 99 kmph in the New Khurja - New Bhaupur Section on 29.05.2021. Till date, 137 trains have attained an average speed of more than 90 kmph



DFCCIL has established a new record in freight train Average Speed. An Average Speed of 99.38 kmph was achieved in the New Khurja - New Bhaupur Section of the Eastern Dedicated Freight Corridor by running Coal loadable Boxn Empty in 3 hrs and 20 minutes.

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. Trial run of 369 km of WDFC between New Palanpur to New Kishangarh has been done. EDFC's 351 km New Bhaupur - New Khurja section and the Operation Control Centre at Prayagraj were dedicated to the nation by the Hon'ble PM on 29.12.2020. A total of approx. 2800 route Km of

the whole WDFC and EDFC (excluding the Sonnagar – Dankuni PPP section) will be commissioned by June 2022.

Till date in the commission section, a total of 4000 trains have been run. In Eastern DFC it has more than 3000 trains and in WDFC more than 850 trains. Total GTKM has crossed the 3 million ton mark. Some of the trains in the section are achieving an average speed of 99.38 kmph in EDFC and 89.50 kmph in WDFC. These speeds are comparable to any of the fastest mail express trains.

How DFCCIL is able to attain Avg speed of more than 99 KMPH

1. Double line electric (2 X 25 KV) track to undertake higher haulage at higher speeds
2. Exclusive operation for freight trains
3. No Speed Restriction, Neither Permanent speed restriction Nor any Temporary speed restriction in the Newly commissioned section of EDFC
4. Curve not more than 2.5 degree helps in achieving the speed of 100 kmph
5. Canted turnout and speed on loop line of 50kmph
6. Gradient 1 in 200 helped the trains to have balancing speed at 100 kmph
7. Signalling is automatic with 2 km spacing

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 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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DFCCIL