



DEDICATED FREIGHT CORRIDOR CORPORATION

NEW DELHI

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PRESS RELEASE

Today First Double Stack Container (from Mundra port, Gujarat to Concor Kathuwas MMLP National Capital Region) trial run done after completion of track linking between New Palanpur to New Kishanganj today

Major commodities coming as imports are - Glycerine, Softwood pulp, Base paper, Aluminium Scrap, Spare parts, Electric parts, Machine, Compressor, Spray parts, Knitting Machine, Polyester fabric. Origination of the major containers are France, Mexico, Italy, Japan, Germany, United Arab Emirates.

The rake contained 178 containers with 5 destined for New Kathuwas in Rajasthan (NCR), 78 for Dhandari Kalan railway station in Ludhiana, Punjab 90 for Dadri (NCR) in Uttar Pradesh, 5 for Panitola Railway station in Dargar Chuk Assam respectively.

All ports of Gujarat - Pipavav, Kandla, Mundra, Hazira and Dahej will have faster connectivity with North and North East India



Today, a new milestone in seamless connectivity with Gujarat Ports was achieved with the First Double Stack Container train run between Mundra port in Gujarat to Concor Multi Modal Logistics park (MMLP) at Kathuwas in Rajasthan. The Double Stack container freight train from Mundra Port (MDCC) - Concor MMLP at new Kathuwas (CMLK) drawn by Loco No 12909 having total tonnage of 2480 ton arrived at DFC New Palanpur (NPNU) at 0700 hrs today and departed at 0705 hrs. The rake contained 178 containers with 5 destined for New Kathuwas in Rajasthan (NCR), 78 for Dhandari Kalan railway station in Ludhiana, Punjab, 90 for Dadri (NCR) in Uttar Pradesh and 5 for Panitola Railway station in Dangar Chuk Assam respectively This Rake from Mundra Port to to CoNCoR Khatuwas was released on 19-06-2021 at 14:30 hrs with 178 TEUs of CMLK, DDL, PNT and DER. Major commodities coming as imports are - Glycerine, Softwood pulp, Base paper, Aluminium Scrap, Spare parts, Electric parts, Machine, Compressor, Spray parts, Knitting Machine, Polyester fabric. The Origin of the major containers are France, Mexico, Italy, Japan, Germany, United Arab Emirates..

This linkage provides a much needed access to the northern hinterland of India through the Western Dedicated Freight Corridor. Recently DFC has been working hard to add more economic linkages to the Western DFC. After removal of Diamonds and correction of Gradient on the 353 km Madar Palanpur section, three Cement Sidings had been seamlessly connected helping boost the economy of the region as well as the cement sector, a vital input tool for the infrastructure

industry. This successful trial run of Double stack container train from New Palanpur to NCR will usher in a new era of transportation.

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. Today Trial run of 353 km of WDFC between New Palanpur to Madar 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. Today, trial run of Electric loco on EDFC in the 100 Km New Ganjkhwaja to Chirala Section has been done. 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.

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.

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.

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Ro-Ro service between Palanpur & Rewari

With the earmarking of a successful bidder, 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- backing 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 route 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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