

FAQ'S FOR WEBSITE

Q. 1. What is DFCCIL?

Ans. DFCCIL is wholly owned company of Ministry of Railways registered under Company Act 1956 and was incorporated on 30th October, 2006. The ministry of Railway has embarked upon a long term strategic plan to construct high capacity, high speed, Dedicated Freight Corridors along the golden quadrilateral and its diagonals. In the first phase of this plan DFCCIL has been entrusted with the responsibility of construction, maintenance and operation of two corridors – Eastern Corridor from Ludhiana to Dankuni with Dadri-Khurja link and Western Corridor from Dadri to Jawaharlal Nehru Port - along with all attached infrastructure, to enable Indian Railways & other qualified operators to run their freight trains. DFCCIL's role will primarily be that of the infrastructure provider with responsibility of construction, operation and maintenance. The DFCCIL will accept freight trains on its system, operate them on the DFC and then hand them back to Indian Railways and other qualified operators at the other end.

Q. 2. When this project will be completed?

Ans. The target for completion of the project is June'2023 except Vaitarna-JNPT (Dec'24)

Q. 3. How much land is required for this project?

Ans. A total 11,786 hectare land is to be acquired for the project. This land is besides the existing Indian railway land required for construction of freight corridors.

Q. 4. Has the required land been acquired?

Ans. The total award u/s 20F declared so far is 11,786 Ha of land (WDFC: 6000Ha out of 6000 Ha and EDFC: 5786 Ha out of 5827 Ha) which is approx. 99.65% overall (100 % excluding Sonnagar-Dankuni).

Q. 5. What is the land acquisition policy of DFCCIL?

Ans. A major part of DFC tracks will run along the existing alignment of Indian Railways, for which not much land needs to be acquired. For the balance portion or detours, Ministry of Railways will acquire requisite land as per the provisions of Railways Amendment Act 2008, and give it on licence to DFCCIL.

Q. 6. What is the entitlement matrix for land compensation?

Ans. Entitlement matrix enlists various compensations and R & R benefits payable to different categories of PAP's. Complete entitlement matrix is available at DFCCIL website under public **notices** under subsections **social** on following address **www.dfccil.gov.in/dfccil_app/docs/attexl1.pdf**.

Q. 7. Who will be benefited from this project?

Ans. The project will immensely benefit ports, exporters, and importers, shipping lines and container operators and other consumers of Rail transport. The project will act as a catalyst for the development of industry and areas along the corridor. The project will provide the much needed Rail infrastructure for growth of Indian economy and EXIM trade. The project will also generate indirect employment during construction phase. In general, this project will benefit the general public at large.

Q. 8. What will be the contribution of this project in Indian Economy?

Ans. With the Dedicated Freight Corridors, the Indian Railways aim to bring about a paradigm shift in freight operation with prime objective of reduction in unit cost of transportation with higher speed of freight trains, better turnaround of wagons and thereby much improved wagon productivity in terms of improved ton-km per wagon day, increased payload to tare ratio by introduction of higher axle load wagons on the rail network, improved locomotive utilization and improved specific fuel consumption. The ultimate objective is to reduce the Operation and Maintenance Cost (O&M Cost) and in penultimate analysis, the benefit is passed on to the customer. Dedicated Freight Corridors aim to provide faster and cheaper freight movement across the country, by taking into account the social and environment impact also.

Q. 9. How this project is different from the existing Rail Network?

Ans. **(a) Constructional phase:** the project will be constructed on the concept of design and build lump sum basis first time in India. The strategy of construction is that DFCCIL have tied up finances with international agencies like World Bank and JICA before contract and start of construction. Design-Build Lump-sum Contract strategy is being used for construction of two corridors. Being a design build contract bidder is supposed to quote lump-sum contract price for the total work including design, construction, testing, commissioning and liability during defect liability period. For ease of cash flow requirement of the contractor lump-sum contract price is apportioned in percentage terms of contract price under various Cost Centre such as Survey and design, Earth work, Bridges, Track works, Other misc. Work and Integrated Testing and Commissioning. These cost centres are further sub divided into sub cost centers so that bidder can get payment depending upon the progress of the work and stage of sub cost center as defined in price schedule for release of interim payment.

(b) Operational phase: This project is quite different from existing rail network. As only freight trains will be operated on these corridors. Trains will run on higher speed with 25 tonne axle load upgradable to 32.5 tonne heavy axle load. The system will have higher OHE height of 7.53 meter to run double stack containers on Western Corridor. High horse power locomotive of 9000 hp on Western Corridor and 12000 hp on Eastern Corridor will be deployed. The telecommunication and signaling system will be state of the art. Western corridor will cater double stack containers on electrified traction, which is first in the world. DFC will run trains with wider rolling stock and long haul trains to further increase the line capacity.

Q. 10. What is the salient operational feature of this project?

Ans. Freight Corridor envisages long haul operation with trailing loads to increase from 5300 T to 12000 T and container capacity will go up to 360 TEU per train. The DFC will be a high speed freight corridor increasing the speed of freight trains from 75 kmph at present to 100 kmph. For the first time in the Railway history the Mobile radio communication & GSM based tracking of freight trains will be used. The average speed of existing Railway network is less than 25 kmph compare to this the average speed of trains in DFCCIL will be more than 75 kmph. It will be possible to run time table freight trains with guaranteed transit time in DFCCIL.

Q. 11. What is the total cost of the project?

Ans. The total completion cost of the project is estimated at Rs. 1,02,159 cr. excluding land cost. Total land cost is estimated at Rs. 21846 cr. The total cost is under revision. The cost includes all soft cost i. e. Interest during construction, cost escalation and insurance etc. (This is excluding construction of 534 km Sonnagar- Dankuni section of Eastern DFC to be implemented under PPP mode)

Q.12. What is the financial model of the project?

DFCCIL revenue will consist mostly of Track Access Charges realized from Indian Railways and other authorised rail user. After examining the practices followed by different railways of the world where ownership of infrastructure has been separated from the user of the infrastructure, it has been decided to adopt a two part tariff for computing the Track Access Charges (TAC) payable by Indian Railways to DFCCIL. The two part tariff will consist of a fixed component and a variable component. The fixed component will be payable irrespective of volume of traffic and the variable component will be payable based on volume of traffic in terms of 000 GTKM moved over the system. The separation into fixed and variable components of TAC has been done on the basis of fixed and variable elements of costs.

Q. 13. What is the environmental impact of this project?

Ans. On a cumulative basis (over 30 years), in the Eastern Corridor, the No-DFC scenario produces 2.5 times more GHG emissions than the DFC scenario while for the Western Corridor, the No-DFC scenario produces 6 times more GHG emissions than the DFC scenario as depicted in following chart. DFC intends to follow a low carbon path adopting various technological options which can help DFC to operate in a more energy efficient fashion and at the same time explore options to offset its own GHG emissions by investing in low carbon assets such as solar power, wind power and afforestation. Some of the interventions which could reduce GHG emissions are communication based train control (CBTC), driver advice system, regenerative braking, aerodynamic profiling in rolling stock and on-board lubrication system. DFC project team is working closely with various experts and technology suppliers to assess feasibility of implementing these ideas for low carbon growth.

Q. 14. How many freight corridors are being planned? Is there proposal for any new corridors?

Ans. To begin with DFC has been entrusted with construction and maintenance of Eastern DFC 1839 km between Ludhiana (Punjab) to Dankuni (West Bengal) with Dadri-Khurja link and Western DFC 1506 km between JNPT(Mumbai) to Dadri (UP). Four more Freight Corridors are also announced by Minister of Railways in his budget speech of 2010, these are:

1. East-West Corridor (Palghar-Bhusawal-Dankuni Approx 2106 Km & Rajkharsawan-Andal 200Km)
2. North-South Corridor (Itarasi-Vijaywada) Approx 931 Kms.
3. East Coast Corridor (Kharagpur-Vijaywada) 1078 Kms.

Q. 15. What benefits the projects will bring to local people?

Ans. DFCCIL is constructing freight corridors for movement of freight trains only. However Multimodal Logistics Parks/Freight terminals and theme park alongside DFC will also be developed. Such commercial hubs will definitely generate lot of employment opportunities to local public. Also by building of freight corridors, existing lines of Indian Railways will be able to reduce congestion and run more number of passengers trains efficiently. Following are additional benefits of DFCCIL:-

- 1) Delhi- Mumbai industrial Corridor (DMIC) constructed along the WDFC for building of industrial hubs along the corridors and Amritsar-Kolkata industrial corridor planned along EDFC will revolutionize the industrial base of Indian economy.
- 2) It will provide lots of opportunity to people for growth of per capita income.
- 3) Industries have started coming up along the freight corridor due to better transit time.
- 4) Reduction of accident.
- 5) Environment friendly & reduction in pollution.

Q. 16. How much Carbon Footprint will be generated by Dedicated Freight Corridors?

Ans. The implementation of the DFC is expected to generate two major impacts on the freight movement; shift of freight from road to the low carbon intensive mode rail transport and inherent improvement in energy efficiency of freight rail through adoption of improved technologies. In this context, DFC had undertaken a detail study on Green House Gas (GHG) emission forecasting for 30 year period under two scenarios where one scenario represents implementation and operation of DFC and the other represents absence of DFC and transportation of freight through a mix of existing rail and road network. As per the study Green DFC will save more than 450 million tonnes of CO₂ in 30years.

Q. 17. What is the funding arrangement of the project?

Ans. The Project Cost will be financed through Debt and Equity. Debt will be financed through loans from multilateral/bilateral lending agencies. The total funds requirement in Eastern corridor is Rs.26674 cr. The total debt for Eastern Corridor is Rs. 13,625 cr. for Mughalsarai – Khurja – Ludhiana section through World Bank. Sonnagar – Mughalsarai section will be funded by Equity from Ministry of Railways. The Sonnagar - Dankuni section is proposed to be done on Public Private Partnership (PPP) basis, fund required for PPP is Rs.12, 218 cr. For Western Corridor the Debt from JICA is Rs 38722 cr. (1 JPY=0.7 INR) against total project cost of Rs. 46718 cr. Overall Debt Equity ratio for entire project will be 2:1 (excluding PPP).

Q.18. Is the cost of construction of DFCCIL more compared to Indian Railway?

Ans. Compared to Indian Railways cost of construction of Double Line electrified track at Rs. 11-12 cr. per km the cost of construction of DFCCIL will be Rs. 17-18 Cr. per km. The cost been worked out after excluding the cost of ROB's/RUB's and soft cost from total cost of construction. The reasons of variation of the above cost in DFCCIL are following:

- I) It has electric traction of 2X25 KV, 58 hz single phase AC.
- II) Double line automatic signalling.
- III) Standard of loading of 32.5 Tonnes axle load.
- IV) Ruling gradient of 1 in 200.
- V) 60 kg/m, UIC/90 UTS rails, PSC sleepers, 1660 numbers/km density.
- VI) Vehicle MMD of 7.1 m on Western Corridor and 5.1 m on Eastern Corridor.
- VII) Track centre of 6.0 m.
- VIII) It will have grade-separation with respect to existing IR lines, in the form of Rail Fly Overs, to ensure free flow of trains on both the system.

Q.19. What is the mechanism to redress the Public Grievances in DFCCIL.

Ans. DFCCIL has a well-defined grievance redressal mechanism of Project Affected Persons (PAPs) at Field level as well as headquarters level. For issues related to R&R assistance, PAPs may prefer his grievance to field Level Grievance Redressal Committee headed by the District Collector & the grievance may be addressed to the concerned CPM. Thereafter, if he is not satisfied with the decision, he may approach Headquarter Level Grievance Redressal Committee. The grievance may be addressed to GM/LA&SEM/EC, Corporate Office at New Delhi. Further he may approach Ombudsman/DFCCIL appointed for the said purpose.

For issues related to land compensation PAPs may file case before the Arbitrator appointed by Ministry of Railways for each district. PAPs or any other persons having grievances arising due to the DFC project may submit his grievance in writing to the Chief Project Managers at the Field Level under whose jurisdiction the grievance has arisen.