



DEDICATED FREIGHT CORRIDOR CORPORATION

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PRESS RELEASE

Oscillation Monitoring System (OMS) trials on Western Dedicated Freight Corridor's 369 km New Kishangarh - New Palanpur section through Rail Car at a speed of 110 kmph was successfully completed on 25.05.2021

Till date in the commissioned section, a total of 4000 trains have been run. Some of the trains in the section are achieving an average speed of 97.85 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.



The Oscillation Monitoring System (OMS) trials on Western Dedicated Freight Corridor's 369 km New Kishangarh - New Palanpur section through Rail Car at a speed of 110 kmph was successfully completed on 25.05.2021. The 369 km long New Kishangarh -New Palanpur section is part of the 641 km New Palanpur - New Rewari section of the Western Dedicated Freight Corridor. Earlier, the first freight train trial run was conducted on WDFC's newly built 353 km New Palanpur – Madar section on 31.03.2021. 50 wagons had carried High Speed Diesel towards its destination in Bawal (Haryana), Ports of Gujarat like Pipavav, Kandla, Mundra and Hazira will have faster connectivity with North and NE India. DFCCIL had conducted a successful Trial-Loco Run on 30.03.2021, on the New Palanpur - Madar section of WDFC, covering a distance of about 352.7 kms (Total 804 track Km).

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 97.85 kmph in EDFC and 89.50 kmph in WDFC. These speeds are comparable to any of the fastest mail express trains.

NEW KISHANGARH – NEW PALANPUR SECTION OF WDFC

Extend

This section falls in Rajasthan State (for appx. 350 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.

Benefits:

1. Industrial Areas likely to benefit :-

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.

2. Gujarat Ports Kandla, Pipavav, Mundra etc., will get faster connectivity to Northern and Eastern hinterland.
3. 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 a growth centre for the area.
4. 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.
5. 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.
6. 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).
7. 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.
8. Double stack containers will increase Exim traffic manifold.

DFCCIL Special features

1. 1. Double line electric (2 X 25 KV) track to undertake higher haulage at higher speeds
2. 2. Automated New Track Construction (NTC) machine with record single day track laying of more than 3 km.
3. 3. More Powerful Locomotives 7000 kW (9000 HP) CO-CO 6 axles
4. 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. 5. Train Protection and Warning System (TPWS) for safe and efficient operation
6. 6. Elimination of road crossing
7. 7. Connecting Multi Modal Logistic Hubs and Delhi-Mumbai Industrial Corridor
8. 8. Water Conservation through Rainwater harvesting in all the stations and RUBs (road under bridge)
9. 9. Reduced Energy Consumption using latest technology
10. 10. Recycling and Re-use - Construction materials and Waste management
11. 11. Green Initiatives - developed as “Low Carbon & Energy Efficient Green Transportation” with reduced GHG emissions w.r.t. freight transportation by existing rail and road system
12. 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 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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