

Dedicated Freight Corridor Corporation of India Limited
(A government of India Enterprise)
Addendum/corrigendum No.2 Dated 14.03.2019

EOI Notice no.:HQ/OP&BD/Freight Terminal/EOI/2018

A) The last date of submission of Expression of Interest (EOI) has been extended from 18.03.2019, 14:30 Hrs to **29.03.2019, 14:30 Hrs**

B) Qualified word has been deleted from last para of 1st page in EOI.

Previous para	After addendum/corrigendum no.II
Qualified respondents have to make presentations and suitable date for this presentation will be communicated later on.	Respondents have to make presentations and suitable date for this presentation will be communicated later on.

C) As mentioned in para 5 of EOI about available land area for freight terminal, if the respondent has any proposal to increase traffic and revenue through expansion of land area, it may be considered according to feasibility/suitability of land acquisition situation.

D) Additional information regarding freight terminals is given below which is presented as value added in terms of profitability of the projects under prescribed locations:

1) New Mirzapur-

New Mirzapur Freight Terminal will cater to production and consumption centers in Mirzapur district.

Present Cargo Flow Characteristics

Road is the preferred mode of transportation over rail even for long route cargo movement. This is attributed to the following reasons:

- Mirzapur Station is the only IR station in the cluster catering to both Passenger and freight.
- Due to poor road conditions and heavy congestion, first mile/ last mile connectivity to Mirzapur goodshed is cumbersome.
- No intermediate storage of Food grains can take place at the existing IR goodshed due to lack of covered/ closed sheds at the platform.

View on First and Last Mile costs w.r.t. New Mirzapur

- The proposed DFC terminal will be located near New Mirzapur DFC Jn located at a distance of 5-7 km from the existing Mirzapur Goodshed. The Major players for the principal commodities present in the cluster are located at a distance of 5-10 kms from the current IR goodsheds as well as from the proposed DFC terminal.
- The First/Last Mile logistic cost of the targeted commodities is not affected as the proposed terminal is as close as the existing IR Goodsheds to the commercial center of the cluster.

Advantages offered by DFC Terminal at New Mirzapur-

- The proposed terminal will have adequate infrastructure like designated freight terminal to handle perishable commodities like Food grains.
- The DFC network enables movement of long trains (1500 mtr) which coupled with higher axle loads enhances the carrying capacity of DFC rakes, as well as higher speeds, and assured transit time, resulting in planning of scheduled services.
- DFC is expected to help in reducing cost of haulage per ton/km.

Traffic projections for New Mirzapur Freight Terminal

- It is estimated that in the first year of operation (FY21), 0.32 Mn T of Freight of the total 1.9 Mn T of freight traffic in Mirzapur cluster will be handled on DFC. The details are as follows:

Commodity	DFC Traffic FY21 (Mn T)	Rakes / month	Origin/ Destination
Rice	0.22	5	Destination
Wheat	0.1	2	Destination
Total	0.32 Mn T	7	

2) New Shambhu

New Shambhu freight terminal will cater to cargo originating from or destined for cities of Chandigarh, Ambala, Rajpura and Shimla.

Present Cargo Flow Characteristics

Road is the preferred mode of transportation over rail even for long route cargo movement. This is attributed to the following reasons:

- First/last mile movement of cargo to the goodsheds at Ambala Cantt. and Chandigarh faces heavy congestion.
- Lack of adequate machinery and infrastructure to handle commodities like Hi-tech and chemicals on current IR goodsheds
- Low reliability on transit time of IR rakes which hampers business operations.

View on First and Last Mile costs w.r.t. New Shambhu

- The proposed DFC terminal will be located near New Shambhu DFC Jn. located at 18 kms from the Ambala city and 44 kms from Chandigarh City.
- The Major players for the principal commodities present in the cluster are located at a distance of 10-15 kms from the current IR goodsheds. The Ambala based players are located at a distance of 15-20 kms from the proposed DFC

terminal, while Chandigarh based players are located at a distance of 35 -40 kms from the proposed DFC terminal.

Advantages offered by DFC Terminal at New Shambhu

- Easier Evacuation - The proposed terminal at New Shambhu located on the outskirts of Ambala and Chandigarh will have better accessibility and connectivity to National Highway 44. It will also lead to capacity addition for the upcoming demand of the commodities in the Cluster.
- The proposed terminal will be equipped with state-of-the-art machinery and required infrastructure to handle commodities like Hi-tech and Chemicals.

Traffic projections for New Shambhu Freight Terminal

- It is estimated that in the first year of operation (FY21) 1 Mn T of Freight of the total 5.3 Mn T of traffic for principal commodities in the cluster will be handled on DFC.

The details are as follows:

Commodity	DFC Traffic FY21 (Mn T)	Rakes/ month	Origin/ Destination
Salt	0.03	1.2	Destination
Hi-Tech	0.04	5.4	Origin
Ceramics	0.01	0.3	Destination
Chemicals	0.07	0.3	Origin
Finished Steel	0.7	20	Destination
TOTAL	1Mn T	26	

3) New Tundla –

New Tundla Freight Terminal will cater to cargo originating from or destined for Agra Cluster, which comprises of the district of Agra. The proposed freight terminal at New Tundla on DFC will cater to production and consumption centers in Agra district.

Present Cargo Flow Characteristics

For cargo owners and aggregators in Agra, road is the preferred mode of transportation over rail even for long haul cargo movement. This is attributed to following reasons:

- First/last mile movement of cargo to the goodsheds at Agra Cantt. and Yamuna Bridge faces heavy congestion due to the location of the goodsheds in the busiest street of Agra city.
- Low reliability on transit time of IR rakes (primarily for steel and cement cargo) which hampers business operations.

View on First and Last Mile costs wr.t. New Tundla

- The proposed DFC freight terminal will be located near New Tundla DFC Jn. located at 30 kms from Agra city center. On the other hand, the Major players for the principal commodities present in the cluster are located at a distance of 10-15 kms from the current IR goodsheds, and 25-30 kms from the proposed DFC terminal.
- The First/Last mile cost for road transportation (via trucks) is approximately Rs. 400/ton upto a distance of 15 Kms in case of existing IR facilities, while for the DFC facility located at a distance of 30 Kms, the road transportation costs are only marginally higher at around Rs. 400-450/Ton.
- It is evident that there is a minor difference only in the cost of First/Last mile movement of cargo to New Tundla in comparison to existing rail based facilities

Advantages offered by DFC Terminal at New Tundla w.r.t. existing rail and road movement

- Easier evacuation - The proposed terminal at New Tundla located on the outskirts of Agra City, has better access and connectivity to National Highway 19.
- The DFC network enables movement of longer trains (1500 mtr) which coupled with higher axle loads enhances the carrying capacity of DFC rakes, as well as higher speeds, and assured transit time, resulting in planning of scheduled services. As a consequence, the existing issue of transit delays on IR will not be witnessed on DFC.
- DFC is expected to help in reducing cost of haulage per ton/km.

Traffic projections for New Tundla Freight Terminal

It is estimated that in the first year of operation (FY21), 6.3 Mn T of Freight traffic will be handled at new Tundla, out of a total of 16.4 Mn T of freight traffic in Agra cluster. The details are as follows:

Commodities	DFC Traffic FY21 (Mn T)	Rakes / month	Origin/ Destination
Cement	2.8	66	Destination
Rice	1.49	31	Origin
Wheat	0.84	17	Origin
Finished Steel	0.3	9	Destination
Ceramics	0.05	2	Destination
Construction Equipment	0.1	1	Destination