

DFCCIL Signed Concession Agreement with Ministry of Railways



A Concession Agreement between Dedicated Freight Corridor Corporation of India Limited (DFCCIL) and Ministry of Railways (MoR) has been signed on 28th February, 2014 by Shri H. D. Gujrati, Director (Operations & Business Development), DFCCIL and Shri Mukul Saran Mathur, Executive Director (Public Private Partnership) Ministry of Railways, in the presence of Shri R. K. Gupta, Managing Director, DFCCIL and Shri Girish Pillai, Advisor (Infrastructure), Railway Board and other officers from Railway Board & DFCCIL. The Concession Agreement finalized in consultation with Ministry of Finance, Ministry of Law and Planning Commission defines the relationship between Ministry of Railways & DFCCIL and lays down the terms and conditions for the project and business of DFCCIL.

With the signing of Concession Agreement between Ministry of Railways & DFCCIL, one of the legal covenants of World Bank has been fulfilled, paving the way for approval of loan for the second and subsequent phases of Eastern Dedicated Freight Corridor.

As per this Agreement, DFCCIL will construct, maintain and operate the Corridors. The DFCCIL infrastructure will be available to all authorized rail operators on non-discriminatory basis. DFCCIL shall, disseminate and promote the market advantages of the New Railway, identify opportunities to utilize unused capacity, as well as encourage and support the efforts of authorized Rail Users to attract additional rail traffic. DFCCIL would encourage, promote and support development of new rail freight terminals and freight logistics centers alongside the railway corridor which would enable marketing for additional traffic. DFCCIL would also facilitate development of connectivity to new industries along the corridor. Track Access Charges will be decided by the Tariff Regulatory Authority as and when set up.

MD's Japan Visit

Shri R. K. Gupta Managing Director, DFCCIL visited Japan from 25th Jan to 30th January, 2014 to discuss various aspects and strategy to be adopted while awarding contracts for Western DFC. The purpose of this visit was to encourage more competition and participation on Western Corridor. The delegation was led by Shri Arunendra Kumar, Chairman Railway Board with other officials from Railway Board who also accompanied on the visit.

Shri R. K. Gupta, who spearheaded DFCCIL since 10.05.2011 has taken over the charge of General Manager, Eastern Railway, on 20.03.2014. However he shall continue to have additional responsibility of Managing Director of Dedicated Freight Corridor Corporation of India Limited.



Shri R. K. Gupta



Shri A. K. Dutta

Shri A. K. Dutta, who joined as Director (Infrastructure) on 01.04.2010 took voluntary retirement on 28.02.2014 after serving DFCCIL for a period of 4 years. He immensely contributed in taking the project forward. His services shall be remembered fondly by the organization.

Procurement Process Started For The Third Phase of Eastern Corridor

With the World Bank giving green signal, pending detailed project appraisal, DFCCIL has started the procurement process for Ludhiana-Saharanpur (175 Km. Single line) and Khurja-Dadri (46 Km. Double line) section of 3rd phase of Eastern Dedicated Freight Corridor. The process started with issue of General Procurement Notice and Specific Procurement Notices for calling pre-qualification for the civil packages in the two stretches. The procurement process for the remaining stretch of this 3rd phase i.e Khurja-Saharanpur section will be initiated after the land acquisition and World Bank clearance. This is a significant step forward marking the beginning of project implementation in the 3rd phase with the process already in advanced stages in the earlier two phases.

It may be recalled that the World Bank has agreed in principle to part finance the Eastern Corridor project from Mughalsarai to Ludhiana, which has been divided into 3 phases. The total in principle loan commitment is US\$ 2.725 billion, out of which the loan for the first phase to the tune of US\$ 975 million was sanctioned in May, 2011 and the loan agreement was signed in October, 2011. The loan for the second phase is expected to be of the order of US \$ 1100 million and is expected to be signed before June 2014.

For third phase, World Bank has agreed for retrospective funding, thereby enabling the procurement to commence for this phase and to realise the potential of completed DFC project.

New Chief Vigilance Officer Joins DFCCIL



Shri Umakant Lal, an Indian Police Service Officer of 1985 batch of Madhya Pradesh Cadre, has joined as Chief Vigilance Officer in Dedicated Freight Corridor Corporation of India Limited (DFCCIL). Prior to this assignment he was the Additional Director General, Police (Traffic) at Bhopal.

Shri Umakant Lal is a post graduate in political science from Allahabad University and has many achievements to his credit, including Police Medals for distinguished and meritorious services.

Highlights of the Month January-March, 2014

Eastern Corridor

- Concession Agreement between DFCCIL and MoR was signed on 28.02.2014. This was a legal covenant to signing of Loan Agreement with World Bank for Bhaupur - Mughalsarai (EDFC-2).
- Pre-qualification for CST works for Bhaupur-Mughalsarai section (EDFC-2) was completed on 12.02.2014 and total 16 applicants have qualified (5 for one package and 11 for both the packages).
- The Bid document for CST works of Mughalsarai-Bhaupur section (EDFC-2) after clearance by World Bank has been launched on 12.02.2014. Pre-bid conference was held on 10.03.2014. The last date of submission of bids is 16.04.2014.
- Contract for Quality and Safety Audit Consultancy (QSAC) Services for Bhaupur- Khurja was awarded in March 2014.
- The bid document for System work of Bhaupur-Khurja (EDFC-1) was launched on 31.01.2014 after NOC from World Bank. Pre bid conference was held on 28.02.2014 and the last date of receipt of bids is 30.04.2014.
- PQ Document for S&T Work (Contract Package 203) for EDFC-2 has been launched on 19.02.2014 after World Bank Clearance. Pre submission conference was held on 26.03.2014 and last date of submission of PQ document is 29.04.2014.
- PQ Document for Electrical Works (Contract Package 204) for EDFC-2 has been launched on 19.02.2014 after World Bank Clearance. Pre submission conference was held on 25.03.2014 and last date of submission of PQ document is 28.04.2014.
- Applications for EOI for Energy Optimization Study has been invited. Last date for submission of EOI is 21.04.2014.
- Short-listing of Consultants for EOI of SESMRC for EDFC Project-2 has been finalized and RFP issued. The last date for bid submission is 29.04.2014.
- General Procurement Notice (GPN) and Contract Strategy for EDFC-3 have been issued. With this, procurement for EDFC-3 has been started.
- Specific Procurement Notice (SPN) for invitation of PQ and PQ document for Contract Package 301 & 302 has been issued on 05.03.2014.
- Contractor for RFO at Ganjkhawaja and balance works in between Mughalsarai-Sonnagar section has been mobilized. Geotechnical investigation and tree cutting is in progress.
- Foundation work for Sone Bridge has started and sinking of wells for piers is in progress.
- Civil works on Bhaupur-Khurja section have been started. Tree cutting and dismantling of structures in RoW are nearing completion. Preliminary designs have been submitted by contractor. Physical execution of work have started in the field.
- Work of design and construction of formation, Bridges and Ballast supply in Durgawati-Karwandia section of Eastern DFC for February, 2014 is nearing completion. Track linking and electrification works are also in progress.

Western DFC

- Civil works in Rewari-Iqbalgarh for 625 route km of length are progressing with submission of designs and utility shifting nearing completion.
- M/s Nippon Consortium has been appointed to work as Project Management Consultant (PMC) on WDFC phase-I project.

- Technical Bids for Special Bridge packages 15A, 15B & 15C between BRC-JNPT and Re-Dadri of WDFC Phase-2 have been received from two pre-qualified bidders: JFE-Gammon JV & IIS-L&T consortium on 03.02.2014. Bids are under evaluation.
- Two bids for Electrical & Mechanical works package (EMP-4) for electrification works of Rewari-Vadodara section (WDFC Phase-1) have been received on 26.02.2014. Bids are under evaluation.
- Opening of Bid for Signal & Telecommunication Package 5, for entire WDFC Phase-1 i.e. Rewari-Makarpura has been extended to 21.04.2014 on the request of the prospective Bidders.
- Short listing for Project Management Consultancy Services for WDFC Phase-2 (including procurement of Locomotives) was completed and two firms have qualified. Bid submission is scheduled on 26.04.2014.
- PQ for CTP-11 was issued on 20.11.2013 and Pre PQ conference held on 06.12.2013. Two firms: Sojitz-L&T consortium and Mitsui-IRCON have submitted their applications on 13.02.2014, which are under evaluation.

Miscellaneous

- During the quarter, disbursement towards land compensation has been made to the extent of Rs. 293 crores with the cumulative disbursement to Rs. 6110 crores.
- 12 officers of the rank of AGM and below levels in Finance have joined DFCCIL in February, 2014.
- Trials for Automatic Caution Order Management systems for DFCCIL were conducted successfully in Ajni on Central Railways.

Status of other Important Items

- EOI for PMC services Mughalsarai - New Bhaupur (EDFC-2) was invited. A total of 16 applications have been received and short listing is in progress.
- EOI for QSAC services Mughalsarai - New Bhaupur (EDFC-2) after World Bank clearance was invited and 8 applications were received. Short listing is in progress.
- The technical bids for Civil, Building and Track Contract for Package-3 (Iqbalgarh-Vadodara Section), are under evaluation.
- Bid documents for STP-5A exclusively for TPWS system for both Phase I and Phase II combined from Rewari to JNPT (except from Rewari to Dadri) are under approval in DFCCIL.
- Bid documents for Civil and Track Package 12 & 13 for the section between Sachin-BRC (134 km.) and Vaitarna-Sachin (185 km) on WDFC Phase-2 have been issued to the Pre-qualified bidders. Last date for Bid submission has been extended upto 02.06.2014 on the request of the Bidders.

Land Acquisition

- The total award u/s 20F declared so far is 9603 ha of land (WDFC: 5600 ha out of 5860 ha and EDFC: 4003 ha out of 4807 ha) which is approximately 96% excluding Sonnagar-Dankuni section and overall 90% with compensation amounting to Rs. 6110 Crs. (WDFC: Rs. 3675 Cr., EDFC: Rs. 2435 Cr.) till March, 2014.

BOD Meetings

- The Board of Directors (BOD) meetings were held in the quarter on 20.01.2014 and 25.02.2014. Various important issues including concession agreement, various HR & budget issues were deliberated and finalised.

GREEN INITIATIVE

A Paradigm Shift : Why Do It - Why Not Do It?



The term sustainable development emanated from the very idea of development that meets the need of the present without compromising the ability of future generations to meet their own needs. This sustainability mainly comprises environmental, economical as well as socio-political aspects, which are required to be maintained in equilibrium.

For the project of an enormous size that DFCCIL being a special Railway Project is although prior environmental clearance for taking off the project was not mandatory under existing Indian Laws, is required at the project implementation stage. A pragmatic approach has been adopted for this mega project to ensure that ethics of sustainability is embraced so as to instill a sense of confidence and assurance among the masses that on this growth trajectory of Railways, foresightedness is never going to be compromised and also the DFCCIL believes in a model of all inclusive growth.

With the above perspective & pre-requisite of external funding, an elaborate course of EIA & SIA studies was adopted during the pre-construction stage, which facilitated large scale public consultations, exchange of ideas between project proponent and other agencies which represented a grass root understanding of the local inhabitants as well as of the experts and also as a result of this interface, doubts and apprehensions were dispelled to their satisfaction by adopting a flexible model of exchange of ideas with full receptivity and respect for various opinions.

Intense engagement with environmental experts of lending agencies e.g. World Bank and JICA and further interaction with domestic institutions/agency e.g. MoEF, Department of Forest & Environment of State Govt. and environmental experts not only helped DFCCIL improve its awareness of the subject but immensely enhanced the organizational sensitivity about environmental safeguards in the process of project implementation. The approach of WHY DO IT? has now been transformed into WHY NOT DO IT?.

DFCCIL, with this approach, has now received almost all the statutory clearances under Wildlife Protection Act, Forest Conservation Act and Coastal Regulation Zone, etc. thus paving the path for smooth implementation of the project.

Contributed by: Sh. Praveen Kumar, GM/SEMU/WC

The Other Side of DFC Project

Dedicated Freight Corridors, the largest railway project in the history of Indian Railways and one of the major infrastructure projects in the country in last few years has been discussed and analysed on several fronts ranging from boost to the economy, transforming transportation, change in railway sector, technology up gradation, etc. While the project has been steadily progressing towards commissioning as per schedules outlined by the governing Ministry and other Stakeholders like Planning Commission, several contracts have been awarded and works have been going on in different sectors both on Eastern and Western Corridor.



Visit to the construction site

The visit to the construction site at bridge no. 93 (Vaitarna North), which is part of the contract for construction of 54 major and important bridges between Surat and Virar section on Western Corridor was an experience in itself. This project has seen several new technologies being utilised during the construction of the bridges which includes moving piling gantries, single pour casting etc. but one of the main features has been use of NRS launcher for launching 19 mtr girders of up to 230 tonne weight which is being utilised in India for the first time. However, this visit also brought out few stories which are beyond the technical marvels but at the same time are quite interesting as well.



Railway Bridge

While interacting with the site in-charge of the contractor at the bridge, it was a revelation that at one point of time there were up to 1400 people working on bridge construction sites in this project. The employment opportunities generated by such projects has always been phenomenal but has normally gone un-noticed. On this project of 54 bridges construction, about 2.0 million man-days employment has already been generated. The employment generated has been in both the skilled as well as unskilled sector and has provided opportunities for large no. of unemployed work force as well as various construction industries which in turn have again created more job opportunities. This is equivalent to an employment to over one thousand persons engaged for almost three years in a row. In that sense, this project has been running the kitchens of these people on a continuous basis for this period of time.

Another distinct observation at the site has no correlation with the project, however, gets a strong connection with this project for an altogether different reason. Between Vaitarna North (Railway Bridge no. 93) and Vaitarna South (Railway Bridge no. 92), there lies an island inhabited by around 500 villagers. The name of the village is Wadhiv. These people have no access to the mainland other than commuting through boats which are not available all the time. In the absence of any other connectivity, the only other alternative used by these people is the existing Railway Bridge. However, this option is fraught with grave danger to the life as it is a busy passenger and freight line on Western Railways with suburban traffic



People of Wadhiv village using the existing bridge for daily commutation with main land

zipping past every 3 to 5 minutes. This is not enough time for people to cross the bridge and in case of an approaching train, they take refuge at inspection gantries located intermittently. There have been incidents in the past and this mode of commuting is never safe for the people in this hamlet.

If one Google's Wadhiv village, these lines explain the existence of this village, "The place is connected to the rest of world with the 2 Rail Bridges to the island. People daily walk over the bridges, even in case of emergency to go to the Mainland." The connectivity within the village is not a great one and in case of high tides, even after crossing the railway bridges, there is lot of hardship faced by inhabitants in accessing the land.

However, I realized that construction of this bridge for DFC traffic parallel to the existing railway bridge shall come as a boon to the small population.



On-going bridge work at Vaitarana (Bridge no. 93)

This bridge has been constructed with a provision for through commuting from one end to the other with separation from railway traffic. Without saying, this is going to become the fair-way for these people and safe commuting is on anvil for all of them. This is a facility which has been inadvertently created in the process of construction of these bridges on Vaitarna river.



Busy passenger and freight line

This side of DFC story is different from the technological marvels with which it is connected and reflects how major infrastructure projects positively bring about changes in the life of the common man.

Contributed by: Sh. Punit Agrawal, AGM Corp. Co-ordination

Track linking by New Track Construction Machine in Mughalsarai-Sonnagar section



middle of the section at Pusauli for this purpose. 13m long rails are being brought from SAIL, Bhilai and are welded by Flash Butt Welding Machines. 2 Flash Butt welding plants are working at present giving approx. output of 100 welds per day. The depot also has facility for grinding and USFD of rails and has gantry hoist to handle the 130m long panels.

The fittings for 25 T axle load are at developmental stage. GFN-66 (RT-8222 and 8223) liners and GRSP 10mm thick composite rubber pad (RT-7010) are being used for the first time. After continuous interaction with RDSO the same were approved in Jan., 2014. Now all the fittings required for track linking as well as its sources have been approved. Approval of sources for fittings for 25 T will expedite the track linking in other upcoming sections also, as all the teething trouble has been resolved.

Use of NTC in DFCCIL will also give a boost to the complete mechanization of track laying on Indian Railways due to easy availability of expertise & machinery in the country now.

DFCCIL a mega infrastructure project and involves track linking of approx. 7000 km. This mammoth task is not possible by the conventional method of track linking i.e. manual method or other semi-mechanized methods. Mechanized methods not only improve the speed of the track linking but also quality of track laying is of higher standards achieving higher track parameters.

In DFCCIL, very large scope of work provides unique opportunity to use fully mechanized track laying and implement mechanized maintenance.

DFCCIL sub-structures like formation, bridges, etc. are fit for 32.5 T axle load whereas the track structure at present will be fit for 25 T axle load, to provide infrastructure fit for heavy/long haul operation up to trailing load of 13600 T and train length up to 1500m.

First time in Indian Railways track linking is being done at construction site by fully mechanized means i.e. NTC machine. NTC machine has been imported from USA for this work and one NTC machine is being used at present in MGS-SEB section. A depot has been constructed almost in the



Contributed by: Sh. Rajendera Prasad, GGM/Engg./EC

Where to Tap?

A giant ship's engine failed. The ship's owners tried one expert after another, but none of them could figure out how to fix the engine. Then they brought in an old man who had been fixing ships since he was young. He carried a large bag of tools with him, and when he arrived, he immediately went to work. He inspected the engine very carefully, top to bottom. Two of the ship's owners were there, watching this man, hoping he would know what to do. After looking things over, the old man reached into his bag and pulled out a small hammer. He gently tapped something. Instantly, the engine lurched into life. He carefully put his hammer away. The engine was fixed!

A week later, the owners received a bill from the old man for ten thousand dollars. "What?!" the owners exclaimed. "He hardly did anything!" So they wrote the old man a note saying, "Please send us an itemized bill."

The man sent a bill that read:

Tapping with a hammer..... \$ 2.00

Knowing where to tap..... \$ 9,998.00

Moral of the story: Effort is important, But knowing where to make an effort in your life makes all the difference.

Contributed by: Sh. Umesh Kumar varine, GGM/Civil/WDFC

राजभाषा कार्यन्वयन समिति की बैठक आयोजित

दिनांक 27.02.2014 को डी.एफ.सी.सी. की राजभाषा कार्यन्वयन समिति की बैठक प्रबंधक निदेशक श्री आर.के. गुप्ता की अध्यक्षता में आयोजित की गई। इस बैठक में, निदेशक परियोजना, निदेशक वित्त एवं मुख्य सतर्कता अधिकारी सहित डी.एफ.सी.सी. के अन्य अधिकारियों ने भाग लिया।

बैठक में राजभाषा के प्रसार-प्रयोग के लिए कई महत्वपूर्ण निर्णय किये गये जिनमें प्रमुख हैं: धारा 3 (3) का शत प्रतिशत अनुपालन, हिन्दी तथा अंग्रेजी में प्राप्त पत्रों का उत्तर हिन्दी में देना। डी.एफ.सी.सी. वेबसाइट को द्विभाषी करना, बुधवार के दिन हिन्दी में कार्य करना आदि। इसके अलावा डी.एफ.सी.सी. पर जो भी सूचना प्रौद्योगिकी प्रयोग में लाई जाती है जैसे सैप आदि उसमें शुरु से ही द्वि-भाषी व्यवस्था होनी चाहिये। इसके अतिरिक्त प्रतिनियुक्ति पर किए जाने वाले सभी स्टेनों / पी.एस. / पी.ए. आदि को तभी रखा जाये जब वह हिन्दी आशुलिपि में भी प्रशिक्षित हों। सभी अधिकारी एवं कर्मचारी फाइलों पर हिन्दी टिप्पणी के बाद अपनी टिप्पणी आवश्यक रूप से हिन्दी में ही लिखें।

DFCCIL signs MoU with Ministry of Railways



DFCCIL and Ministry of Railways has signed a Memorandum of Understanding (MoU) for the year 2014-2015 on 28.03.2014. The MoU has been signed by Shri R. K. Gupta, Managing Director, DFCCIL on behalf of DFCCIL and Shri P. C. Gajbhiye,

Secretary Railway Board on behalf of Ministry of Railways. On this occasion other directors of DFCCIL and officials of Ministry of Railways were also present.

The MoU lays down the targets for various important activities of DFCCIL projects. The MoU will also help DFCCIL in timely release of adequate funds for execution of the project, land acquisition and continuance of full assistance by the Ministry of Railways in deputed Railway officials on tenure basis to work in DFCCIL.

Investors Conference held in Mumbai



Mr. R. K. Gupta, MD, DFCCIL was invited as a specialist speaker at the IIFL investor's conference held in Mumbai from 19th to 21st February, 2014. Mr. Gupta explained the project features and opportunities available to different industries and invited all to join this mega infrastructure project.



CSR Activities

DFCCIL has been taking up various activities to support and improve the employability of Project Affected Persons (PAPs) through various skills and knowledge enhancement programs under CSR initiatives in its project units.

As per the CSR target for the year 2013-14, 04 CPM Units, namely, Vadodara, Noida, Tundla & Allahabad (East), were selected for providing computer literacy and vocational training to the Project Affected Persons (PAPs).



PAPs are being imparted vocational training of electrician



PAPs are being imparted vocational training in tailoring & dress making



PAPs are being imparted vocational training in cutting & tailoring

We have exceeded the MoU Target by as much as 23 computers have been provided in 15 schools against the target of 10 schools and vocational training of 32469 mandays have been provided much above the target

A total number of 651 PAPs have been given vocational training in the field of Cutting, Tailoring & Dress Making, House Wiring or Repairing of Home Appliances, Motor Winding & Welding, Fitter, Box & Candle Making, etc.

Huge Response for Pre-Qualification for Civil Contract for Bhaupur - Mughalsarai Section of Eastern Dedicated Freight Corridor

A total of 16 international companies in joint venture with leading Indian companies qualified in pre qualification bid process for Civil Structure & Track Work Contract for Bhaupur-Mughalsarai section package 201 & 202 (400 route km.) of Eastern Dedicated Freight Corridor project. There has been huge response and the contractors/firms from all over the world are competing in the bid process. Those qualified to submit their bids are from Spain, Turkey, Korea, Taiwan, China, Mexico, Brazil, Russia and UK apart from India. Some of the firms are, ISOLUX CORSAN CORVIAM-SADBHAV-ECI (JV), GAMMON-YUKSEL (JV), POSCO PNC(JV), China Railway Bureau Group Corporation, ESSAR-KEC SACYR Consortium, AG-AFCONS (JV), PEL-BSCPL-CGS (JV), etc.

It may be recalled that the World Bank has agreed in principle to part finance the Eastern Corridor project from Mughalsarai to Ludhiana, which has been divided into 3 phases. The total in principle loan commitment is US\$ 2.725 billion, out of which the loan for the first phase to the tune of US\$ 975 million was sanctioned in May, 2011 and the loan agreement was signed in October, 2011. The loan for the second phase is expected to be of the order of US \$ 1100 million and is expected to be signed in June, 2014.



Change Your 'LIFE'

The four alphabets that make the word '**FILE**'
Also make the word '**LIFE**'

L.I.F.E. stands for - **Living In Fraternity with Eternity**
F.I.L.E. represents - **Factual Information on Life's Events**

Yet both have so much in common...

Life flows in a file, And a file follows the life... A file initiates its journey when you are born in service...It gives you annual increments as your birthday gifts...It awards you or imposes punishment as per your Karma...And rewards you through promotions as per its dharma...If all goes well it will take you to superannuation...And will continue to support in the form of pension...If you want to know Attitude of a person towards life, find simply - how he deals with the files...For it is generally seen -

A person who interprets rules negatively-
is a sadist in life

A person who takes files casually -
is equally careless in life

A person not putting up files in time -
repents missing opportunities in life

A person avoiding taking decisions on file -
is a loser in life

A person always putting queries in files -
Will face life as a big dilemma

A 'Hitler' of files will receive as 'free' gifts -
BP, diabetes, tensions and trauma

But how can a 'file' bring changes in 'life' ?
Can a 'file' add colors and meaning to 'life' ?

Yes, it is possible
and without much ado or difficulty

Just change the way you look at a file ...

Just deal with the file the way you want your life to be
And your life will improve... the way you want it to be

If you want to lead a happy life,
Add happiness in files of others

If you want to be a dynamic person,
Interpret rules positively

If you want to get rid of BP, diabetes, tension or whatsoever
You should feel better

After you've dealt with a file

If you want to enjoy life,

Surround yourself with joy while dealing with a file

If you want to achieve the purpose of your life,
Deal with files meaningfully

If your believe in 'GOD',

A 'file' is the holiest book and you are its author
So, whenever a file comes to you

Visualise it as your 'own' file

Feel the filings -

Full of Intense Love and Emotion (i.e., FILE)

...and then only deal with the file

This will help you to live a life
full of love and with a smile...

Hari Krishan, AGM/HR



Employee of the Month

DFCCIL has introduced a unique scheme to felicitate meritorious employees in the organisation. Every month, one employee from the organisation shall be recognised and will receive "employee of the month" award.



Sh. V. K. Mittal

January, 2014

Sh. V. K. Mittal, Dy. PM./Engg., Jaipur got the first employee of the month award. He was recognised for timely completion of various project activities, like forest clearance, land compensation etc.



Sh. R. K. Ojha

February, 2014

Shri R. K. Ojha, Manager/BD, Corporate Office received employee of the month award for February, 2014. He was recognised for his efforts made in drafting of the concession agreement.

Welcome - New Members in DFCC Family

| S.No | Names | Designation | S.No | Names | Designation |
|------|--------------------|-------------|------|------------------------|---------------|
| 1. | Shalini Darbari | GM | 15. | Rajesh Rao | PM |
| 2. | A. Venkata Reddy | GM | 16. | Rajendra Kumar Shridha | PM |
| 3. | Anamul Hawue | CPM | 17. | Rakesh Arora | PM |
| 4. | Anjeev Kumar Jain | AGM | 18. | Rajesh Khare | APM |
| 5. | Sanjeev Gupta | AGM | 19. | Arvind Verma | Dy. PM |
| 6. | Sanjay Kumar Singh | Dy. CPM | 20. | Krishan Dayal Saini | Dy. PM |
| 7. | Manoj Kumar Sahoo | Dy. CPM | 21. | Mukesh Kumar | Dy. PM |
| 8. | Dhirender Prakesh | Dy. CPM | 22. | Sanjay Sagdeo | AM |
| 9. | Ritu Agarwal | Dy. CPM | 23. | Sube Singh | AM |
| 10. | R. K. Jain | Dy. CPM | 24. | Nasir Khan Pathan | Sr. Executive |
| 11. | Sarvesh Gupta | JGM | 25. | Shantu Lal Khatri | Sr. Executive |
| 12. | Sachin Bahel | DGM | 26. | Rajinder Singh | Sr. Executive |
| 13. | Hansa Chidambaram | DGM | 27. | Gautam Bhagaji Hertode | Executive |
| 14. | Ashok Kumar Mishra | PM | 28. | Harish Chandra Jaiswal | Executive |



Construction started on Khurja-Bahupur section on EDFC at Aligarh.



Construction of Sone Bridge started on EDFC.



Painting work in progress of Bridge No. 139, at km 96/16-18 in Palghar-Umroli block section between Bombay Central-Surat station in Thane District of Maharashtra



Block filling in progress at A-2 of Bridge No. 318, at km 191/30-32 in Atul-Valsad block section between Bombay Central-Surat station in Valsad District of Gujarat