



Shri D.V. Sadananda Gowda Takes Over as Minister of Railways

Shri Devaragunda Venkappa Sadananda Gowda assumed charge as the new Union Minister of Railways at Rail Bhawan on 27th May, 2014. The President administered the oath of office and secrecy to Shri D. V. Sadananda Gowda as Member of the Council of Ministers on 26.05.2014.

During 2010-12, Shri Gowda was the 20th Chief Minister of Karnataka. He is also a member of Parliament (Lok Sabha) from Bangalore North constituency in Karnataka.

Shri Gowda is a graduate in Science from the St. Philomena College, Puttur University and then went on to obtain his degree in law at Udupi Vaikunta Baliga College of Law. In 1976, he started practicing law at both Sulya and Puttur. He was a public prosecutor for a brief period in Sirsi in Uttara Kannada district but resigned his job to concentrate on his political career. He has had a long political career during which he

has held several important portfolios. During 1983-1988 State Secretary, BJP Yuva Morcha, Karnataka, 1994-2004 Member, Karnataka Legislative Assembly (two terms), 1995-1996 Member, Cell for preparing Draft Bill on Prohibiting atrocities on Women, Government of Karnataka, 1999-2004 Deputy Leader of Opposition, Karnataka Legislative Assembly, 1999-2001 Member, Committee on Commerce, in 2001-02 Member, Committee for Energy, Fuel & Power, Karnataka Legislative Assembly, 2002-03 Member, Public Undertaking Committee, Karnataka Legislative Assembly, 2003-2004 President, Public Accounts Committee, Karnataka Legislative Assembly, in 2004 Elected to 14th Lok Sabha, 2006-2010 State President, BJP Karnataka, 2006-2009 Member, Committee on Commerce, 2006-onwards Member, Sub-committee of the Department Related Parliamentary standing Committee on Commerce for Special Economic Zones, 2009 Elected to 15th Lok Sabha, 2011-2012 Elected as Chief Minister of Karnataka, 2013 Elected as the leader of opposition of Karnataka legislative council, in 2014 Elected to 16th Lok Sabha from Bangalore North.

Shri Manoj Sinha Takes Over as Minister of State for Railways

Shri Manoj Sinha has taken over as new Minister of State for Railways. The President administered the oath of office and secrecy to Shri Sinha as Member of the Council of Ministers on 26.05.2014. He is Member of Parliament (Lok Sabha) from Ghazipur Constituency in Uttar Pradesh.

Shri Sinha has done M. Tech. in Civil Engineering from Institute of Technology (BHU), Varanasi. In 1982, he was the President of the Banaras Hindu University Students Union. During 1989-96 he was a Member of the National Council. In 1996 he was elected to 11th Lok Sabha and again re-elected to 13th Lok Sabha in 1999. During 1999-2000 he was Member, General Council, School of Planning and Architecture and also Member, Committee on Energy and Committee on Government Assurances. In 2014 he was elected to 16th Lok Sabha (3rd term) from Ghazipur Constituency in Uttar Pradesh.



MD's Message on World Environment Day

World Environment Day was observed on 5 June, 2014 to raise global awareness for taking positive environmental action to protect nature and the planet Earth. World Environment Day was established by the United Nations General Assembly in 1972 to mark the day on which United Nations

Conference on the Human Environment began. The Day is observed Globally under the aegis of United Nations Environment Programme (UNEP) with different themes. This year's theme is 'Raise Your Voice, Not the Sea Level'. The theme focusses on serious concern of rising sea level which threatens small islands, collectively home to more than 63 million people and treasures of natural beauty, vibrant culture & music. They play an important role in protecting the oceans and many of these islands are biodiversity hotspots containing some of the richest reservoirs of plants and animals on the planet.

This year's World Environment Day focusses on Small Island Developing States (SIDS) which are threatened from sea level rise due to small size, changing climate on account of global warming and impact of Green House Gas (GHG) emissions. Average sea level rise is @ 3mm/ year and this is a larger rate of sea level rise seen over last several thousand years. It must be noted that large

countries like ours too are threatened from sea level rise. It is predicted that many coastal areas are likely to be submerged in few decades causing irreversible ecological damage besides affecting economy & population severely.

Dedicated Freight Corridor Corporation (DFCC) has been conceived to provide fast & dedicated electrified railway corridors for bulk movement of goods, replacing dependence on traditional but polluting modes of transportation notably road transportation. DFCC is projected to save 6.11 million ton CO₂ equivalent in 2016-17 which will increase to 27.23 million ton CO₂ equivalent by 2041-42. DFCC will thus make its contribution to prevent GHG emissions reducing global warming & sea level rise. Our contribution may be small compared to global efforts required in this direction but significant and is acknowledged by funding agencies.

Construction work has started in both the Eastern & Western Corridors. It will be our endeavour to ensure that construction of the corridors is as per the schedule. In the process we need to ensure Environmental and Social Safeguards are properly addressed throughout this phase.

On the occasion of World Environment Day, I wish you success in making significant contribution to save our planet Earth for the future generations.



Highlights of the 1st Quarter

Eastern DFC

- First stage Technical Evaluation of proposals received for CST works of Mughalsarai-Bhaupur (EDFC-2) are in progress.
- Evaluation report for EOI for PMC services for Mughalsarai-Bhaupur (EDFC-2) has been submitted to World Bank for NOC.
- Revised EOI for QSAC services Mughalsarai – New Bhaupur (EDFC-2) has been issued on 13.06.2014. The last date of submission of applications is 21.07.2014.
- Technical bids for engaging consultants for SESMRC for EDFC Project-2 were opened on 29.04.2014 and four offers were received. Technical evaluation report submitted for World Bank clearance.
- Civil works on Bhaupur-Khurja section have started. Tree cutting and dismantling of structures in RoW are nearing completion.
- EOI for Energy Optimization Study issued after World Bank Clearance with last date of receipt of application up to 21.04.2014 has been discharged and revised EOI submitted for World Bank clearance.
- Request for Proposal for Appointment of Legal Consultant for developing a Model Concession Agreement for PPP in Construction, Operation and Maintenance of Dankuni-Gomoh Phase I of Dankuni-Sonnagar Section of Eastern Dedicated Freight Corridor was published in leading Newspapers on 13.04.2014 and 16.04.2014. Pre-bid meeting was held on 12.05.2014. Tender has been opened on 11.06.2014. Technical Evaluation is under progress.

Western DFC

- Civil works in Rewari-Iqbalgarh for length 625 Rkms, have commenced. Design approvals are going on. Physical work has started in Milestone 1. The section was inspected by MD/DFCCIL in May, 2014.
- Technical Evaluation of special bridge package on Mahi and Sabarmati River (Package-3AR) has been completed and submitted to JICA for NOC.
- 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) have been approved by DFCCIL and have been sent to JICA for NOC.
- Two bids for Electrical & Mechanical works package (EMP-4) for electrification works of Rewari-Vadodara section (WDFC Phase-1) were received. Technical Evaluation report has been submitted to JICA for NOC on 03.06.2014.
- Package-14: PQ document for combined Package for all Civil, Electrical & S&T works for Rewari-Dadri Section has been issued on 26.05.2014. Pre-PQ meeting has been held on 09.06.2014. The last date of receipt of applications has been extended upto 06.08.2014.
- PQ for CTP-11 has been cancelled for re-invitation and revised PQ has been invited on 18.06.2014 with the last date of submission as 04.08.2014.
- Pre-bid meeting for selection of Consultant for Techno-economic feasibility study with Detailed Project Report (DPR) of Common User Facilities (Terminal) at Pirithala (Haryana) along the Western Corridor of Dedicated Freight Corridor was held on 20.05.2014. Tender has been opened on 24.06.2014. Technical evaluation is under progress.

Status of other Important Items

- The technical bids for Civil, Building and Track Contract for Package-3 (Iqbalgarh-Vadodara Section) have been opened and technical evaluation report has been submitted to JICA for NOC.
- 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 and are under evaluation.
- EOI for Project Management Consultancy Services for WDFC Phase-2 (including procurement of Locomotives) was issued. Last date of submission is 29.08.2014.
- Opening of Bid for Signal & Telecommunication Package 5, for entire WDFC Phase-1 i.e. Rewari-Makarapura has been extended to 31.07.2014 on the request of the prospective Bidders.
- EMP-16: PQ Document duly approved by DFC was submitted to JICA for NOC. JICA has raised certain queries which are being replied. Bid Document is under preparation.
- STP-17: The PQ document for S&T works on Makarpura-JNPT Section was approved by DFCCIL and sent to JICA for NOC. JICA has raised certain queries which are being replied.
- 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 were issued to the Pre-qualified bidders. Last date for Bid submission has now been extended upto 19.08.2014 on the request of the Bidders.
- Last date for submission of bids for System works in Bhaupur-Khurja section (EDFC-1) has been extended upto 25.07.14 on request of the pre-qualified bidders.
- Reply to queries and addendum/corrigendum for S&T works (Contract Package-203) for Mughalsarai-Bhaupur section (EDFC-2) has been issued with submission scheduled on 15.07.2014.
- Reply to queries and addendum/corrigendum for Electrical works (Contract Package 204) for Mughalsarai-Bhaupur section (EDFC-2) has been issued with submission scheduled on 18.07.2014.
- Last date for submission of applications for pre-qualification for CST works Contract Package 301 & 302 (EDFC-3) has been extended upto 21.07.2014.
- Revised EOI and TOR for engaging consultancy services for Marketing Strategy (HHPDISM) and Technical Assistance of Technologies Research and Evaluation of Heavy Haul Development of MoR and DFCCIL has been approved by World Bank and EOIs are being issued.

Land Acquisition

- The total award u/s 20F declared so far is 9641 Ha of land (WDFC: 5600ha out of 5860 ha and EDFC: 4041 ha out of 4807 ha) which is approximately 96% excluding Sonagar-Dankuni section and overall 90% with compensation amounting to Rs. 6390 Crs. (WDFC: Rs.3843 Cr., EDFC: Rs. 2547 Cr.) till June, 2014.

OHE Mast Erection Started In DFCCIL

OHE Mast Erection has started in New Durgawati-New Karwandiya section of EDFC. This is a major activity towards the installation of "Over Head Equipment" for Electric Traction. The first OHE Mast Erection was done on 14.03.2014 at location no. 53/14 between New Kudra and New Durgawati station and total 350 OHE masts have been erected so far.

The System Contract which includes electrification and signalling work of 66 km section between Durgawati-Karwandiya was awarded on 8th May, 2013 to M/s Larsen & Toubro Limited. The firm has already completed major portion of design and survey activities like survey of site, soil testing, simulation studies and other design/drawing work. The major portion of material for phase-I of the work has also been supplied. The track laying work of EDFC in Durgawati-Karwandiya section is already in an advance stage.



Erected OHE Masts in the section



OHE Mast being erected

Contributed by: Sh. Rahul Gautam (GGM/Electrical/EDFC)

Needs of Communication in Implementing Major Infrastructure Projects

A country can grow only when its infrastructure grows. Here infrastructure means development of road rail, transport modes, setting up of new cities, dam, power plants, etc. Infrastructure development provides extensive benefits for communities but infrastructure development is not without its sensitivities. The last few decades have witnessed a major shift in the development paradigm. The increased democratization of the development process is reflected in higher public expectations for participation, transparency and accountability. In this scenario the role of communication in large infrastructure project has tremendously increased. The success of implementing and executing of such mega projects lies with understanding the organization and its stakeholders. Communication plays a vital role to facilitate dialogue among all stakeholders and accessing social and political risk and benefits of the projects. The communication will also help the management in decision making on the development and management of large infrastructure projects. These projects are very sensitive in nature and require special attention to the political, social, environmental and other challenges that are essential to successful execution and implementation of the project.

The communication is not only important because of the need to provide a new tool to bring various stakeholders and decision makers together on the same platform but also helps the integrated planning and implementation of the project. The communication will identify the political, social, and cultural environment of the project and assess the position of project stakeholders in terms of their respective

- Level of information
- Perceptions and concerns
- Attitudes

- Practices and behaviours and
- Interest

An effective communication is very important to understand and anticipate a) Potential road blocks, b) The target audience and c) effective channels of communication. Finally effective communication explores the willingness of governments and its capacity to engage in two way communication both through governments channels and through the agencies responsible for the projects implementation. It also provides the broad frame work that will guide the management to identify the issues that needs to be addressed to build understanding and generate support for the project. The mega infrastructure projects like DFC requires a good quantum of agricultural/non-agriculture land which sometimes invited mass protest from local public and negative approach/opinion about the project and creates many issues which needs to be addressed in a very effective manner. The issues include:

- Low level of awareness and misconceptions about the project including fears that the project will result in loss of livelihood for those who became land less after losing their land.
- PAPs are dissatisfied with the compensations.
- Lack of information to Stakeholders.

The particular concern for DFC is the land acquisition process where there will be conflicts with PAPs regarding land acquisition, and R & R benefits. With rising aspirations of people these are bound to be serious conflicts regarding compensation as per entitlement matrix which can seriously jeopardise the entire project due to agitations and court cases.

There is a need to sensitise the PAPs regarding role of DFC in shaping the economy of region and nation building, which will go a great way in mitigating the concerns of people. This is where the effective communication with PAPs will help in building project like DFCCIL.

To effectively address these issues a communication strategy is very important tool if used in right way for the successful implementation of mega infrastructural projects.

Contributed by: Sh. Rajesh Khare, DGM, Corporate Communications

Adoption of 2x25 kV at Feeding System by DFCCIL



DFCCIL has adopted 2x25kV AT feeding system for heavy haul traction requirements. Although conventional (direct fed) 25 kV traction power supply systems were used successfully for electrified main line railroads for many years, 2x25 kV auto transformer feeding traction power supply systems have become the modern standard for main line electrification, especially for high speed lines in countries such as South Korea, Italy, France, Russia & Spain.

In 2x25 kV system, power is fed from the TSS at 50 kV (25 kV in case of normal OHE) & utilization is achieved at 25kV by providing auto transformers (ATs) of adequate capacity & by providing one additional conductor normally referred as Feeder wire. Centre point of the auto transformer is connected to the earth/rail.

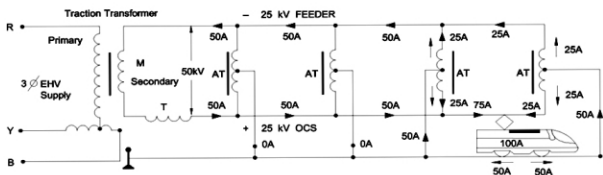
This arrangement facilitates +25kV voltage between OHE & rail/earth & -25kV voltage between rail/earth & the feeder wire.

Spacing & capacity of the AT's is decided based on the system design capacity requirements & tolerable limits of the inductive interference levels & normally varies from 10-15 kms interval. Return current flows back to the substation through feeder wire & some fraction through the rail/earth depending on the conductance of the track. The traction power transfer at 50 kV, utilization by locomotive at 25kV & return circuit consisting of the track rails & feeder wire is shown in fig below:

As the negative phase feeder & catenary carry equal but opposite currents & are close to each other & parallel, inductive interference gets significantly reduced. The voltage drop in case of 2x25 kV system is nearly half as compared to a conventional 25 kV system. As per study conducted by UIC, electrical distribution efficiency for 2x25 kV is 97.6% against 92.95% efficiency in 25 kV system.

The system offers following inherent advantages over conventional systems:

- Operation of higher tonnage freight trains at higher speeds.
- Reduced unbalance on the utility transmission network due to use of three phase transformer.
- Higher spacing between sub-stations (60-90km)
- Better voltage regulation even at heavier loads
- Reduced inductive interference due to minimized return current through rails/earth



Contributed by: Sh. Deepak Bhatt, Manager/EL/CO

Comprehensive Energy Management Plan for DFCCIL

Energy Management Cell of DFCCIL has come up with "Energy Management Plan" to show its contribution towards sustainable development by adopting low carbon technologies, enhanced energy efficiency & enhanced use of renewable sources of energy. The document has been prepared to show our commitment towards Enhanced Energy Efficiency Mission & Solar Mission highlighted in National Action Plan on Climate Change. The new buildings constructed on DFCCIL will comply with ECBC Code 2006 & Green Building (TERI) GRIHA.

DFCCIL has also formulated policy for procurement of energy efficient products endorsed by Bureau of Energy Efficiency & is committed to use highest star rated product in its domain.

DFCCIL will also source 10% of its energy use from clean energy sources such as renewable energy by 2020.

DFCCIL corporate office has also been rated 4 star by Bureau of Energy Efficiency. DFCCIL has taken measures to improve its rating to 5 star by the end of this year.

Contributed by: Sh. V. K. Gupta, Manager/EL

अनमोल वचन

जिन्दगी में आप कितने खुश हैं, यह महत्वपूर्ण नहीं!
बल्कि, महत्वपूर्ण यह है कि, आपके कारण कितने लोग खुश हैं!!

जिनको अपने काम पर भरोसा होता है, वो नौकरी करते हैं!

जिनको अपने आप पर भरोसा होता है, वो व्यापार करते हैं!!

सेवा करने की शिक्षा सूर्य से लेनी चाहिए, जो हमेशा निरंतर प्रतिदिन संसार को रोशन करने के लिए प्रकट हो जाता है।

ना कोई राह आसान चाहिए, ना ही हमें कोई पहचान चाहिए, एक ही चीज मांगते हैं रोज़ मगवान से अपनों के बेहरे पर हर पल प्यारी सी मुस्कान चाहिए।

Strategy For Redressal of Grievances of PAPs Adopted by Ambala Unit

CPM/Ambala Unit has used the following innovative strategies to redress the grievances of PAPs:

The land acquisition by Ambala unit has been done in six districts covering three states i.e. Punjab, Haryana & Uttar Pradesh.

Objections of all PAPs u/s 20A were heard by Competent Authorities in the presence of DFCCIL officials and were resolved on the spot. All PAPs were explained the compensation details i.e. rate of compensation, solatium, interest, non-litigation charges, compensation of trees, structures & tubewells etc. during announcement of awards u/s 20F. R&R benefits were also explained to the PAPs. Also the benefits of this project to the State, Country & PAPs in particular were explained in detail to all concerned.



Smt. Sonia Sidhu D/o Harpal Singh Village: Daudpur receiving cheque from Smt. Arina Duggal (Competent Authority Ludhiana) Date: 07.08.2013



PAPs of Patiala receiving cheque from Sh. Jatinder Singh (Competent Authority Patiala) Date 20.11.2013

Videography/Photography was done while disbursing payment by Competent Authorities to PAPs to ensure disbursement to the right owners.

People were again made aware of R&R benefits by conducting Public Consultation Meeting in each village

Reimbursement of stamp duty on account of purchase of land on replacement account is being made within minimum time on receipt of request of PAPs.

Field visits have been done by DFCCIL's officials to sort out the issues regarding closure of path/rasta to the houses of PAPs/Villagers. Such complaints have been resolved to the maximum possible extent.

Legal notices as given by PAPs have been replied without time loss, which resulted in reduction of court cases. Complaints regarding demarcation of land boundary have also been solved by getting joint demarcation done from concerned revenue officials in the presence of PAPs.

Contributed by: Sh. Surinder Pal, CPM Ambala

डीएफसीसी राजभाषा कार्यन्वयन समिति की बैठक संपन्न

निदेशक/परियोजना नियोजन महोदय की अध्यक्षता में डीएफसीसी, राजभाषा कार्यन्वयन समिति की बैठक दिनांक 27.06.2014 को 15.00 बजे डी.एफ.सी.सी. के बोर्ड रूम में आयोजित की गई। इसमें अध्यक्ष महोदय की सहमति से निम्नलिखित निर्णय लिए गए।

- धारा 3 (3) का शत-प्रतिशत अनुपालन सुनिश्चित किया जाए। वर्तमान में सैप (SAP) द्वारा जो कार्य अंग्रेजी में किया जा रहा है उसे हिंदी में करने की सुविधा को शीघ्र से शीघ्र चालू करवाया जाए।
- सभी विभागों के स्टैंडर्ड प्रारूप (Standard Format) जो अंग्रेजी में है उनका हिंदी में अनुवाद कर टेम्पलेट जारी किए जाएं तथा भविष्य में हिंदी में जारी किये गए टेम्पलेटों का उपयोग किया जाए।

- कॉर्पोरेट कार्यालय में उपलब्ध सभी कम्प्यूटरों में हिंदी में कार्य करने की सुविधा को सुनिश्चित किया जाये। यदि उनमें यह सुविधा नहीं है तो युनिकोड या हिंदी के फोन्ट लोड किये जाएं।



- सभी अधिकारियों को निर्देश दिए गए कि वह फाइलों पर नोटिंग, व अन्य कार्यों में हिंदी के प्रयोग को बढ़ाएं। यह भी सुझाव दिया गया कि हिंदी कार्यशालाओं का प्रत्येक तिमाही में आयोजन, प्रतियोगिताएं आदि की जाएं जिससे हिंदी में कार्य करने की अधिकारियों एवं कर्मचारियों का रुचि को बढ़ावा मिलेगा।

डीएफसीसी परिवार में नए आगन्तुकों का हार्दिक स्वागत है (अप्रैल 2014 से जून 2014)

क्र. सं.	नाम सर्व श्री	पदनाम	विभाग	कार्य ग्रहण तिथि	पदस्थ स्थान
1.	राघवेंद्र कुमार झा	मुख्य परियोजना प्रबंधक	इंजीनियरिंग	05 जून 2014	दुडला
2.	मनोज सी. पांचवाल	उप मुख्य परियोजना प्रबंधक	बिजली	06 जून 2014	मुम्बई
3.	आर. सी. खत्री	संयुक्त महाप्रबंधक	इंजीनियरिंग	8 मई 2014	कॉर्पोरेट कार्यालय
4.	के. कनका राव	परियोजना प्रबंधक	इंजीनियरिंग	15 मई 2014	नोएडा
5.	सी. एस. सांरग	परियोजना प्रबंधक	इंजीनियरिंग	28 अप्रैल 2014	दुडला
6.	के. कैलाश	सहायक प्रबंधक	सूचना प्रौद्योगिकी	1 मई 2014	कॉर्पोरेट कार्यालय
7.	राजेन्द्र सिंह	वरिष्ठ कार्यकारी	इंजीनियरिंग	1 अप्रैल 2014	नोएडा

Employee of the Month

March, 2014



Sh. Darshan Singh
Sr. Executive/LDH

Has re-prepared ESPs of New Shambhu, New Chawapail, New Mandi Gobindgarh, New Barara, New Kesri stations very quickly in Auto CAD very precisely and efficiently as per targets fixed by Corporate Office.

April, 2014



Sh. Sudhir Kumar
Manager (F-II),
Corporate Office

Has put extraordinary efforts on reconciliation of Loans with the Loan Ledger of CAAA and computation of interest on Loan from JICA / World Bank, for speedy finalization of DFCCIL accounts.

May, 2014



Sh. Rajinder Singh
Sr. Executive-I Engg.

Has taken keen interest in preparation of revised Engineering Scale Plan for Panvel station. Due to preparation of these Engineering Scale Plans, 'In Principal' approval from Central Railway could be obtained.

Progress Photographs



Preparation of Embankment Layers (CP 103) on Khurja-Bahupur section of EDFC (APL 1)



Formation work under progress at IR Chainage-95 Km (near LC Gate - 72) (CTP- 1&2)



Crusher Plant at Hirawas (CTP- 1&2)



Launching of PSC Box Girder at P4-P5 of Bridge No. 359 at km 214/3-11 in Jorvasan-Bilimora block section between Bombay Central-Surat station in Valsad



Concreting of Pile at Major Bridge No.304 on Khurja-Bahupur section EDFC (APL 1)



Sleeper Mould at Bhagega (CTP- 1&2)



Gantry Erection at Pachamalkpur (CTP- 1&2)



Progress view of Bridge No. 387, at km 230/0-1 in Vedchha-Gandhimriti block section between Bombay Central-Surat station in Navsari