

DFCC News

डीएफसीसी न्यूज़



Dedicated Freight Corridor Corporation of India Limited

(A Govt. of India Undertaking Under Ministry of Railways)

• WE BELIEVE IN SINCERITY, SPEED AND SUCCESS •



Indian Railways

Message from Managing Director

Having assumed as managing director of DFCCIL recently, I feel privileged and proud in communicating with all the employees and stakeholders through "DFCC News", the official mouthpiece of DFCCIL which is one of the most important public sector undertaking of Indian railway created to augment freight transportation capacity. It is heartening to note that DFCCIL regularly brings out this instrument of dissemination of information to keep the stakeholders and staff credibly posted with the development and progress of events in project which creates the positive perception and infuses the trust in the efficacy of this organisation. This printed means of interface and communication is powerful propelling agent to accelerate the pace of all round productive activities. I take this opportunity to exhort all of us to take a collective and determined vow to work relentlessly in accomplishing the objectives of this mega and very ambitious infrastructure project in the country. I wish all success to DFCC News in its future endeavour.



छपते-छपते...

- श्री विनय मित्तल (आई आर टी एस) रेलवे बोर्ड के नए चेयरमैन बने।
- मुख्य परियोजना प्रबंधक, जयपुर युनिट में 20 एफ अधिसूचना शत-प्रतिशत जारी की जा चुकी है। इसके अंतर्गत 274.37 कि.मी. लम्बे सैक्शन की 1063.53 हेक्टर भूमि के अधिग्रहण का प्रावधान किया गया है।

Dedicated Freight Corridor Project Takes a Leap Forward

The Government of India took a major initiative in the Railway Infrastructure Sector by planning construction of two major freight corridors viz. Eastern and Western Dedicated Corridors for creating capacity on the busy routes of Golden Quadrilateral. The Western Dedicated Freight Corridor (1483 Kms.) runs from Jawaharlal Nehru Port to Dadri via Ahmedabad-Ajmer-Rewari. The Eastern Dedicated Freight Corridor (1839 Kms.) runs from Ludhiana to Dankuni via Mughalsari-Sonenagar.

The Eastern Dedicated Freight Corridor provides very important connection between northern and eastern part of India for goods movement, specially the coal from colliery powerhouses which are spread in the northern India in the States of Uttar Pradesh, Haryana and Punjab.

The negotiations were on with the World Bank for funding part of the Eastern Dedicated Freight Corridor covering a length of 1130 Kms. from Mudhalsarai-Ludhiana. The funding has been agreed to be provided in three phases. The World Bank has approved a loan of US \$ 975 Million on 31st May, 2011 for taking up Phase I from Kanpur-Khurja, which is 340 Kms. long. The project has unique features by way of improved loading standards and speed of the freight lines by raising axle load limit to 25 tonnes and the enabling speed upto 100 kmph.

The freight corridor is also expected to bring green impact on the Indian transport infrastructure. The dedicated rail line will enable 2.25 times lesser carbon emissions. This step is very important in the background of concerns expressed world over due to global warming and climate change. The low carbon emissions will be achieved by adopting low carbon technology such as advanced signaling system and 3-phase locomotives.

The Dedicated Freight Corridor construction programme will be spread over five years and it may require market borrowings. Credit rating is an important parameter for borrowing cheapest fund from the market. CRISIL Ltd. and ICRA Ltd., which are country's reputed rating agencies, have given corporate credit rating of CCR AAA and LAAA(SO) respectively for future borrowing programmes of DFC.

Frontage of DFCCIL Corporate Office Flanked by New Landscaping



The organizational activities and events in DFCCIL during current and last two months, given much needed and encouraging impetus to its defined objectives, most distinctively, the elevation of Shri R. K. Gupta, as Managing Director of DFCCIL, an eminent technocrat and outstanding civil engineering wizard of impeccable credentials, has impelled pace of whole gamut of activities. The new invigorated spirit and motivational leadership will infuse an enhanced confidence amongst various stakeholders creating positive perception which will galvanize the project to catapult it into rapidly progressing entity. "DFCC-News" vows to help create and expand it.

- Editor

Shri R. K. Gupta, New Managing Director of DFCCIL



Shri R.K. Gupta, an Officer of Indian Railway Service of Engineers (IRSE) of 1977 batch, has been appointed as Managing Director of DFCCIL, a mega infrastructure project under Ministry of Railways. A highly qualified Civil Engineer and seasoned Administrator of great credentials, he graduated in Civil Engineering from the erstwhile University of Roorkee (now IIT, Roorkee). He also holds Masters Diploma in Public Administration. He has worked on Indian Railways in many capacities and on various important positions on Northern Railway, North Central Railway, North Eastern Railway, North East Frontier

Railway, South Eastern Railway and Railway Board including that of Executive Director, Divisional Railway Manager and Principal Chief Engineer. Prior to joining Dedicated Freight Corridor Corporation in May, 2011, Mr. Gupta was heading the prestigious New Line Rail Project in the State of Jammu and Kashmir as Chief Administrative Officer. This project is one of the most difficult projects in terms of logistics and terrain in the world and majority of the alignment passes through tunnels and very high and long bridges. Mr. Gupta has been associated with various Expert Groups including that of UN sponsored Expert Group on improvement in 'Project Management' on Indian Railways and the UK sponsored project on 'Strategies for Bridge Rehabilitation' on Indian Railways. Mr. Gupta has done considerable work on 'Mechanization of Track Maintenance' on Indian Railways. He has been trained in India and abroad in various fields and has visited many countries in this connection.

Shri Anshuman Sharma posted as Director (PP) in DFCCIL



"Shri Anshuman Sharma, ex-IRSE, has taken charge as Director (Project Planning), Dedicated Freight Corridor Corporation of India Ltd.

Shri Sharma passed out BE (Civil) and ME (Structures) from IIT Roorkee. He Joined as an IRSE Officer and excelled in different Engineering department of Indian Railways. Before joining the new assignment, Shri Sharma was working as GM, IRCON and handling most difficult task of laying new railway line in Jammu & Kashmir".

Shri A. K. Mehta posted as Chief Vigilance Officer in DFCCIL



Shri A. K. Mehta has joined as CVO in DFCCIL New Delhi. An officer from Indian Administrative Services (IAS) of year 1988, he was working as Joint Secretary in Ministry of Urban Development, Government of India prior to joining DFCCIL. He has also served on the Board of Directors of Chennai Metro Rail and various important assignments in J & K state.

Other Officers/Supervisors Joined DFCCIL from 01-04-2011 to 30-06-2011

S.No	Name	Designation	Place of Posting
1	Shri Bhupender Singh Bodh	AGM	Head Office
2	Smt. Manika Jaiswal	GM/Risk Mgt.	Head Office
3	Shri R. S. Khurana	GM/Tech. Service	Head Office
4	Shri Rajesh Kaushik	AGM Electrical	Head Office
5	Shri Mohit Chandra	GM Electrical	Head Office
6	Shri Virendra Kumar Sharma	AM/ Electrical	Head Office
7	Shri P. K. Puri	Secretarial	Head Office
8	Shri Naveen Kumar	PM	Ahmadabad
9	Shri Manoj Kumar Jindal	Dy. CPM	Ahmadabad
10	Shri Pradeep Puri	PM/ Engg.	Ludhiana
11	Shri Ajay Kumar	AM/ Engg.	Head Office
12	Shri G.S. Choudhary	APM/ Engg.	Mumbai

World Bank funding for Eastern Corridor

The Eastern Dedicated Freight Corridor provides very important connection between northern and eastern part of India for goods movement, specially the coal from colliery powerhouse which are spread in the northern India in the States of Uttar Pradesh, Haryana and Punjab. The project has unique features by way of improved loading standards and speed of the freight lines by raising axle load limit to 25 tonnes and the enabling speed upto 100 kmph.

For Eastern Corridor funding was being arranged from World Bank. This section has been divided in 3 phases Bhaupur – Khurja (Phase 1), Bhaupur – Mughalsarai (Phase 2) and Khurja-Ludhiana (Phase 2). Total cost of all 3 Phases is 4,111 US million\$. 33% funding will be provided by Ministry of Railway and balance to be arranged through funding agency. The Project was under consideration with World Bank for 3 years. The negotiations were on with the World Bank for funding part of the Eastern Dedicated Freight Corridor covering a length of 1130 kms. From Mughalsarai-Ludhiana. The funding has been agreed to be provided in three phases. The World Bank has approved a loan of US \$ 975 Million on 31st May, 2011 for taking up Phase 1 from Kanpur-Khurja, which is 340 kms. long. Now, the loan is sanctioned bid for Phase 1 project will be invited shortly and project is planned to be completed by March 2016.

Dedicated Freight Corridor to save more than 450 million-tonne of Carbon Emission

Global warming and climate change are World Wide concern. The development of Dedicated Freight Corridor (DFC) is expected to cater to the growing demand of freight transport in India, decongest already saturated rail net work and promote shifting of freight transport from road transport to move efficient rail transport. In addition to the efficiency improvement and other operational benefits, this shift is expected to offer significant reduction of Green House Gas (GHG) emissions in transport sector of India. Unlike the existing rail net work, which runs on a combination diesel and electrical locomotives, the proposed DFC corridor will be operated entirely through electric locomotives, thereby further enhancing the GHG emission reduction potential of the project.

Considering the above potential and possible opportunities for realizing these benefits through CDM or other emerging carbon trading mechanisms, an analysis of GHG emissions due to the development of the project has been carried out by DFC, through specialized consultants M/s Ernst & Young. The result of this are being evaluated to identify suitable activities of the project for possible financing through Clean Development Mechanism (CDM) or other carbon finance opportunities. The analysis essentially focuses on the following aspects:

- Analyzing and establishing base line GHG emission pattern from the transport operations (both rail and road transport) on the planned DFC corridor and projecting the emissions over a 30 year project life time.
- Assessing the GHG emission potential due to construction and operation of DFC; and
- Identifying specific measures/interventions required during design, construction and operation of DFC, the reducing the GHG emission and assess the technical and financial viability of these measures. These measures may be considered by DFC, the inclusion in the design specifications/performance standards of the respective contracts for implementation.

Methodology & Base Year:

The analysis is based on the 'Control Approach' suggested by World Business Council for Sustainable Development (WBCSD)'s "Green House Gas Protocol for Corporate Accounting and Reporting Standard". This approach of WBCSD protocol accounts for 100 percent of GHG emissions from operations within the organization's control. The analysis also relied upon the guidance provided in ISO 14064 and IPCC, 2006.

Base year is an important parameter for a meaningful and consistent comparison of GHG emissions over a period of time. While the basic traffic data is based on 2007-08 data, the GHG inventory has been analyzed from the year 2016-17 (expected year of DFC operation) and has been forecasted up to 2041-42.

Outcome of study:

- In 2016-17, in absence of DFC (i.e. 'No-DFC scenario') GHG emissions would have been 8.7 million ton CO₂ while those in case of DFC would be 2.59 million ton CO₂.
- According to the projection, in 2041-42, GHG emissions under 'No-DFC scenario' would have been 33.2 million ton CO₂ while those in case of DFC scenario would be 5.97 million ton CO₂.
- The GHG emission GAP between No-DFC scenario and

DFC scenario increases from 6.11 million ton CO₂ in 2016-17 to 27.23 million ton CO₂ in 2041-42 i.e. almost by 4.5 times.

- Cumulative GHG emissions over the 30 year period in the No-DFC scenario would have been 582 million ton CO₂ while in the DFC scenario it would be 124.5 million ton CO₂. This demonstrates that in absence of DFC implementation approximately 4.5 times more GHG would be emitted in 30 year period for freight transportation in the Eastern and Western Corridor.

DFCCIL will employ low carbon technological options which will further help DFCCIL to operate in a more energy efficient way.

Concession Agreement between MoR and DFCCIL

The Concession Agreement sets out, inter alia, the agreed project and concession objectives, the rights and obligations of the parties in achieving those objectives, and an enabling framework to incentivize the parties to provide and use the corridors efficiently and effectively.

In addition to clauses that provide the usual legal safeguards of various interests of the parties, the Concession Agreement also reflects the government's specific objectives for this project by: (a) creating management autonomy and independence of DFCCIL and giving market focus to DFCCIL activities with regard to construction and maintenance; and (b) seeking to promote non-discriminatory access to the corridors.

In terms of management autonomy, the scope of DFCCIL operations are defined in the Concession Agreement to include procurement of the design, construction, commissioning, operation, train movement control, maintenance and repair of the corridors.

The relationship between the Ministry of Railways and the DFCCIL should be codified in a concession agreement based on an arm's length relationship between the Railway Board and the DFCCIL. The Concession Agreement lays down that track access charge principles viz fixed and variable components. The fixed component includes financing and fixed O&M costs. The variable component includes variable O&M costs per thousands GTKM.

In summary the Concession Agreement between MoR and DFCCIL will ensure that:-

- Risks and responsibilities are clearly articulated and allocated to minimize risk of disputable and unbudgeted costs maximize effective risk management;
- The CA reflects sound commercial principles;
- Relevant Indian and international experiences are used to develop a best practices model;
- Mutual trust and co-operation is encouraged;
- The relationships established have longevity and DFCCIL remains financially viable.

The Concession Agreement has been drafted after several rounds of discussions between Planning Commission, world Bank, MoR and DFCCIL. After getting approval from BoD now it is in process of approval in MoR.

Meeting of Board of Directors on 17-06-2011



Frequency of Board Meeting which was generally being held every quarter has now increased and so far two meetings have already taken place on 17-06-2011 and 28-06-2011 after the arrival of new MD to

finalise various issues and to give a push to the progress.

DFCCIL Mahila Samiti Meeting held on 25-05-2011



Mrs. Veena Gupta, President, DFCCIL Mahila Samiti, addressed the Mahila Samiti meeting held on 25-05-2011 in board room of

DFCCIL. In her maiden address, the first lady, chalked out and discussed the future planning of the Mahila Samiti organization. Mrs. Vinay Sharma also participated in meeting.

CPM Conference



To expedite the progress through close and periodical interaction with the field officers the CPM Conference would now be held every month.

Shri R. K. Gupta, Managing Director, DFCCIL, in his Maiden Address to CPMs stressed the need to accelerate the pace of activities in core areas like land acquisition, biddings and deployment of officers and staff in DFCCIL. He also emphasised that every officer must put in his best efforts to take the company to new heights.

Hindi Meeting - 30-05-2011



प्रबंध निदेशक महोदय की अध्यक्षता में डीएफसीसी, राजभाषा कार्यान्वयन समित्त की बैठक दिनांक 30.05.2011 को 15.00 बजे डीएफसीसी के बोर्ड रूम में आयोजित की गई। बैठक में रेलवे हिंदी सलाहकार समित्त के माननीय सदस्यों श्रीमती सारिका देवेन्द्र सिंह वघेल जी,

संसद सदस्य (लोकसभा) एवं श्री धीरज बसोया जी ने भाग लिया बैठक में सभी निदेशकों सहित डीएफसीसी के समूह महाप्रबंधकों/महाप्रबंधकों एवं अपर महाप्रबंधकों ने भाग लिया। बैठक में रेलवे हिंदी सलाहकार समित्त की माननीय सदस्या एवं संसद सदस्या श्रीमती सारिका देवेन्द्र सिंह वघेल जी तथा श्री धीरज बसोया जी का प्रबंध निदेशक महोदय द्वारा पुष्पगुच्छ से स्वागत किया गया। मुख्य राजभाषा अधिकारी ने राजभाषा कार्यान्वयन समित्त की पहली बार अध्यक्षता कर रहे प्रबंध निदेशक महोदय श्री आर. के. गुप्ता का पुष्पगुच्छ से स्वागत किया। बैठक में उपस्थित रेलवे हिंदी सलाहकार समित्त के माननीय सदस्यों ने अपने संबोधन में डीएफसीसी में हिंदी की प्रगति को संतोषजनक बताया तथा कहा कि इस प्रगति को बनाए रखें। बैठक में राजभाषा के प्रयोग-प्रसार को लेकर निम्नलिखित निर्णय लिए :-

- अध्यक्ष महोदय ने धारा 3(3) के शत-प्रतिशत अनुपालन को बनाए रखने तथा उस पर निरंतर मोनीटरिंग किए जाने के निर्देश दिए।
- अध्यक्ष महोदय ने हिंदी तथा अंग्रेजी में प्राप्त पत्रों के उत्तर शत-प्रतिशत हिंदी में देने के निर्देश दिए।
- अध्यक्ष महोदय ने मूल पत्राचार का लक्ष्य प्राप्त करने के लिए सभी सदस्यों को निर्देश दिए।



DFCCIL Observed Anti Terrorism Day on 20-05-11



MOU between Railway Ministry and DFCCIL Signed on 13-05-2011

Kick-off Meeting with JICA

A mission from JICA (Japan International Co-operation Agency) visited DFCCIL from 18.04.2011 to 28.04.2011 for review and further development of the Western DFC project. The objective of the mission was to undertake a mid-term review of progress of Phase I project, besides serving as the first contact in the run up to the loan negotiation for the Phase II Project. During the wrap up meeting, Mr. Hiroshi Suzuki, the Senior Representative from JICA India Office assured continued financial support for the Western DFC project notwithstanding the catastrophe after the recent earthquake and Tsunami in Japan. He mentioned that the recent natural calamities in Japan and its effect would not come in the way of Western DFC project, and JICA would continue to support this project as envisaged.

The Western Dedicated Freight Corridor (WDFC) project along Dadri – Rewari- Ajmer- Ahmadabad- Vadodra – Mumbai (JNPT) is being funded



by JICA under the STEP Scheme (Special Terms for Economic Partnership) of the Government of Japan. The loan agreement for Engineering Services (2.6 Billion Yen) and first Tranche of Main Loan (90.2 Billion Yen) for the Phase-I project (~ 920 Rkm from Rewari to Vadodara) were signed on 27.10.2009 and 31.03.2010 respectively. The loan agreement for Engineering Services (1.6 Billion Yen) for the Phase-II project from Dadri to Rewari (~125 Rkm) and Vadodara to JNPT Mumbai (~426 Rkms) was signed on 26.07.2010. The negotiation for first Tranche of Phase II Main Loan is expected to be concluded during current financial year.

Procurement for Phase I project has been initiated by inviting applications for pre-qualification of bidders for Civil Track and Building works for approx 600 Rkms from Rewari to Ajmer. The technical and field details for various contract packages are under different stages of finalisation.

Finalisation of Alignment and Land Acquisition on Western & Eastern Corridor

In order to reduce the private land acquisition and to make use of available railway land to the extent possible. It was decided to review detour alignment in Kalol-Siddpur area in WDFC. The area has been resurveyed and now the alignment has been frozen with some changes.

DFCCIL alignment between Kalo-Iqbalgarh section has been made parallel to existing Indian Railway track in order to reduce the private land requirement. This involves shifting of some yards railway buildings in addition to dismantling of some structure but this has resulted in considerable reduction in land requirement. The length of track has also reduced by approximately 2 kms. as per detour between Kalol-Iqbalgarh track length was 139.38 km which now has become 137.3 km.

Alignment of EDFC has also been revised in order to reduce the private land acquisition. This EDFC detour alignment at Tundla and Chandausi has mainly been reviewed. After review the considerable portion of Tundla has been made parallel to existing Indian Railway Track. Earlier there was a detour about 70 km which has now realigned and only the small detour at Ferojabad (11.98), Tundla (14.38) and Bashan (3.2) has remained and

remaining section has been planned parallel to existing track.

The other section in EDFC is Durgawat-Gunjhwaja between Mugalsarai-Son Nagar where alignment has been reviewed and revised alignment has been finalized. Earlier proposed alignment was on detour which now has been planned paralleled to existing Indian Railway track. This has resulted in reduction in land requirement from 382 Ha to 80 Ha.

Land acquisition on both the corridor of DFCCIL is going on well. In western corridor in Phase-1 between Rewari-Vadodra under CPM/Jaipur & Ajmer 20F notification have been done for more than 90% land. Progress of land acquisition under CPM/Ahmadabad was held up due to alignment issue which has already been finalized.

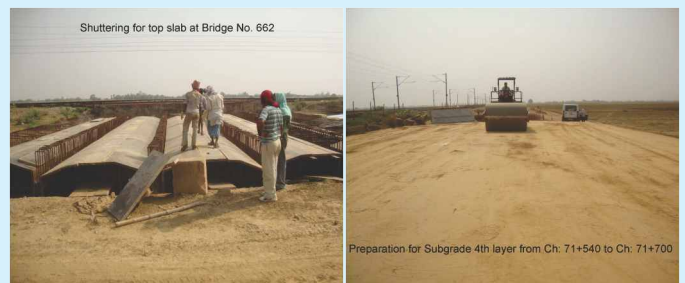
In Eastern corridor between Khurja-Bhaupur the progress of 20F notification is about 55%. Progress of land acquisition under CPM Kanpur was affected due to realignment issue of Tundla detour which has now been finalized.

Land Acquisition in rest of Eastern corridor is also progressing on satisfactory pace.

Work in progress in Western Corridor



Work in progress in Eastern Corridor



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