

Review







WESTERN DEDICATED FREIGHT CORRIDOR }

RALWAYS ALL SET TO REVIVE FREIGHT TRANSPORT

Using an SPV, the Railways is constructing two corridors

he Railways used to carry about 80 per cent of goods transported in the country but over time, its share has reduced to 36 per cent, with the rest having shifted to roads.

DFCC is a Special Purpose Vehicle set up by railways to undertake planning and construction, maintenance and operation of the Dedicated Freight Corridors in the country. Currently DFCC is involved in construction of two corridors — the Western DFC (1,504 km) and Eastern DFC (1,856 km) spanning a total length of about 3,360 km. Once the two corridors, which are being constructed for exclusive movement of goods trains, are operational, it will be possible to shift goods transportation from the roads to rails as DFCC will come out with a Time Table for freight operation. The Western Corridor connecting Dadri in Uttar Pradesh to Mumbai's Jawaharlal Nehru Port (JNPT), covering a distance of 1,504 km, from JNPT to Dadri via Vadodara-Ahmedabad- Palanpur-Phulera- Rewari, will pass through Haryana, Rajasthan, Gujarat, Maharashtra and Uttar Pradesh. It is proposed to join two corridors through connecting line — Dadri of WDFC to Khurja of EDFC.

The commissioning of the DFC projects will not just help in revitalising the freight transport in the country, but will also ensure an efficient, reliable and economical movement of goods. The project is also likely to result in a significant reduction in

THE DFC PROJECTS **WILL NOT JUST HELP IN REVITALISING FREIGHT TRANSPORT, BUT WILL ALSO ENSURE EFFICIENT, RELIABLE AND ECONOMICAL MOVEMENT OF GOODS**

the emission of greenhouse gases and save over 450 million tonnes of carbon dioxide in first 30 years of operation.

The Western Corridor primarily comprises of container traffic from JNPT and Mumbai Port in Maharashtra and other ports, including Pipavav, Mundra and Kandla in Gujarat. This corridor will also facilitate transportation of fertilisers, food grains, iron and steel and cement, among other commodities. The share of container traffic is expected to increase and reach a level of 80 per cent by 2021-22. The Dedicated Freight Corridors will be taking away 70 per cent of freight operations from the current, aged and choked Indian Railway networks, thereby freeing up huge capacity of the national transporter in the heaviest traffic routes in the country. The commissioning of the DFC is therefore directly linked to easing congestion, increasing speeds of existing passenger trains, and pumping in a more robust product mix into India's railway system.





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Freight trains on the DFC will be running with more powerful engines, achieving average speeds of 75-100 km per hour from the current 25 km per hour.

Guard service in freight trains may be a thing of the past once the Dedicated Freight Corridor becomes operational with end wagons to be fitted with sensors. End of Train Telemetry (EoTT) is a device which makes it possible to monitor, in the driver's cab of the loco, the brake pipe pressure in the last vehicle of the train. The driver will monitor the train movement through EoTT device and there will be no need of guards.

For ensuring unhindered movement of freight trains, "A total of 1,003 level crossings are planned to be eliminated which will help seamless movement of both rail and road traffic." There will be construction of 689 rail under bridges and 314 rail over bridges on cost

THE DEDICATED FREIGHT CORRIDORS WILL TAKE AWAY 70 PER CENT OF FREIGHT OPERATIONS FROM THE CURRENT, AGED AND CHOKED INDIAN RAILWAY NETWORKS



sharing basis with states on the DFC track to make the entire track free from level crossings. Focusing on reduction of the operational cost by 40 per cent, steps are being taken increase efficiency with the help of latest technology. DFCC is also using new track construction machine to lay 1.5-km-long track a day.

Once fully operational, DFC will be capable of carrying train load of 13,000 tonnes with average speed of 75-100 km per hour against the current speed of 25 km per hour. Presently, it is takes about 72 hours to transport goods to Mumbai from here now and DFCC is aiming to deliver it within 24 hours on DFC track.

Besides the time table, a series of steps are being worked out to attract the loadings on the DFC. While the speed of goods train will go up to 75-100 km per hour as against the current speed of 25 km per hour, frequency of freight movement will also increase significantly. As per the plan, DFC stations will be equipped with modern systems and loco drivers will have Mobile Radio Train Communication System for constant communication with control room.

The DFC network would attract setting up of Multimodal Logistics Parks along the corridor to facilitate value addition including packaging, retailing, labeling and transportation.

FEEDER RAIL LINKS

Proposed Makarpura Junction (near Vadodara) on the Dedicated Freight Corridor will serve the Rail connectivity requirements for the industrial area.

Connectivity at NIYOL has been provided junction arrangement to cater to the traffic generated from Jalgoan / Bhusawal section.

Connectivity at Sanjali has been provided for the traffic generated from Hazira port, KBCS, Kawas. Bharuch-Dahej Investment Region would be located within 50km from the Dedicated Freight Corridor.



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DFC will also be most environment friendly mode of transport. According to Ernst & Young, it is expected that DFC will save 457 million ton of Carbon dioxide in first 30 years of operation

BASIC DESIGN FEATURES OF VIA GONS

GREENER TRANSPORT

DFC will also be most environment friendly mode of transport. According to the Green House Gas study carried out by DFCCIL through Ernst & Young, it is expected that DFC will save 457 million ton of Carbon dioxide in first 30 years of operation.

ADVANCED TECHNOLOGY

Mechanised Track Laying being done for the first time in India. The New Construction Machine, also called NTC machine can lay around 1.5 km of track on a single day. (Laying of Track with NTC Machine on DFC)

ACHIEVEMENTS

- DFCCIL was awarded Golden Peacock Award for Sustainability for the year 2016.
- Private Freight Terminal Policy, Port Connectivity Policy and Private Siding of DFC-CIL has been approved/

DFC is all set to transform the transportation and become key driver of economic growth of the nation. The DFCCIL is fully committed for completion of the project by 2020.

The pace of progress during the last two years has brought this challenging task closer to reality.

