



डेडीकेटेड फ्रेट कोरीडोर

No. 2025/HQ/Admin/RTI-598

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ़ इंडिया लि.

भारत सरकार (रेल मंत्रालय) का उपक्रम

Dedicated Freight Corridor Corporation of India Ltd.

A Government of India (Ministry of Railways) Enterprise

Dated: 26.09.2025

Sh. Rocky Randhawa
UP

Subject: Providing information w.r.t. Original RTI Application received under the RTI Act 2005.

Reference: RTI application dated 12.09.2025 (Registration No. DFCCIL/R/X/25/00014) and received through DOPT portal.

The above RTI application has been received in DFCCIL under section 2(f) of RTI Act, 2005 from Indian Railways (i.e. North-Central Railway).

Information w.r.t items pertaining to DFCCIL is provided herewith;

S. No	Point No.	Information provided
1.	3 (b)	Operating Protocol between DFCCIL and Indian Railways issued vide dated 22.01.2021: Relevant para No.13 is enclosed.
2.	3 (c)	Pertains to North Central Railway.

First Appeal if any may be made to the First Appellate Authority within 30 days of receipt of reply. The name, designation & address of the First Appellate Authority is as under;

Sh. D. L. Yadav
GM/Administration DFCCIL,
Mobile No.8368028905
Email ID: dlyadav@dfcc.co.in
DFCCIL Corporate Office Complex,
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(S.K. Panda)
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HQ/ OP/ Operating Protocol/ 2017

Dated: 22.01.2021

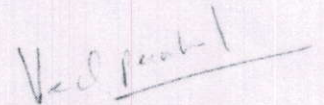
General Manager (Operations),
CR, WR, NWR, NR
NCR, ECR & ER

Sub: Operating Protocol between DFCCIL and Indian Railways.
Ref : Railway Board's L.No- 2020/TT-IV/9/4 Dated: 22-10-2020.

The Operating Protocol between DFCCIL and Indian Railways has been approved by the Ministry of Railway, Railway Board (M/O&BD) vide letter referred above.

The final copy of the Operating Protocol is enclosed hereby for information and necessary action please.

DA: As above.


(Ved Prakash)
GM/Operations.

Copy to:

Railway Board:

- PED/ Infra
- Executive Director/Coal

DFCCIL:

- Managing Director
- Director (OP&BD), Director (Infra), Director (PP)
- Executive Director (EDFC & WDFC)
- All GGMs & GMs
- All CGMs & GMs (Co)

11. Defective Rolling Stock

- a) Envisaged primarily as a rail operator, DFCCIL is not mandated to develop any C&W examination facility for goods stocks. Therefore, major repairs and all other repairs of Defective or damaged wagons shall be responsibility of Indian Railway. DFCCIL shall have trained staff posted at station to tackle minor defects like-CBC Coupling and uncoupling, BP/FP attaching detaching, Securing of Hanging parts wagon etc. DFC's multi-skilled staff shall be trained to handle all emergent rolling-stock problems normally encountered in the course of train running.
- b) If any revalidation of BPC is required after-
 - (a) Loading of rake or
 - (b) Formation of long haul on DFCCIL system, it should be done by the crew concerned and necessary instructions of JPO issued by MOR in this regard shall be applicable.

12. Locomotive operating on DFC Network

- (a) When operating on the DFC network, IR shall ensure that locomotive carries the full complement of equipment. The loco must have the prescribed communication equipment to communicate with IR/DFCCIL control and IR/DFCCIL Station masters. The loco pilot should be proficient in operation of communication equipment and protocols.
- (b) The loco provided for hauling the train should be of adequate hauling capacity so that it maintains the path and speed assigned to the train.
- (c) Under no circumstances a defective locomotive should be assigned to a train. If a loco is unable to haul a load due to a defect or due to under powering, DFCCIL may stable the train and request fresh locomotive from IR. DFCCIL crew, when taking over charge from IR crew, will look at the equipment and loco condition and in case of any major defect/ shortcoming the train may not be allowed to proceed on DFC unless the deficiency is rectified.
- (d) **Temporary instructions in absence of GSMR on DFC :**
 - (i). Global System for Mobile Communications-Railway (GSM-R) is planned on WDFC to be provided by DFC.
 - (ii). GSMR planned on EDFC, the GSMR of IR will be extended over EDFC section in parallel alignment.
 - (iii). In detour over EDFC section GSMR will be provided by DFC.
 - (iv). In absence of GSMR: emergency socket on the signal post /CUG mobile /VHF set with mobile handset will be used.

13. Crew Management

Railway Board vide Letter No 2018/Infra/6/12 have communicated following regarding Crew:

It has been decided that during initial phase of DFC, IR crew will work on trains on DFC and eventually DFCCIL should have their own crew.

After availability of DFC Crew, there will be certain overlap in the working and in some cases, IR crew will work trains on the DFC network up to the first crew change point and similarly, in some cases DFC crew will work trains up to the next crew change point on IR system. The Crew Management System over DFCCIL should be integrated with CMS of IR since crew would be working interchangeably. This would ensure that the system of signing on /off and billing for IR crew does not encounter any change.

13.1 Following is to be ensured for the crew assigned to work train on DFC:

- a) DFCCIL General and Subsidiary Rules and Accident manual;
- b) Interface arrangements for network entry and exit, and associated documentation; and
- c) DFCCIL operations manual.
- d) The required route learning as per IR procedures. Route and infrastructure knowledge, including yards and other facilities, for the areas over which the Locomotive Pilot is required to operate.
- e) Sufficient working hours balance to complete his expected run to avoid a situation of the crew change during journey.
- f) Undergone required tests to check for alcohol/drug consumption
- g) Is not due for training/refresher
- h) Competent to operate the equipment as prescribed in DFCCIL General rules.
- i) Competent to undertake shunting and terminal operations
- j) For DFCCIL crew working trains on IR territory, similar instructions will apply.

13.2 Infrastructure for Crew:

Location of Running room/Rest Room over DFC system for IR and DFC Crew had been finalized. Crew of IR & DFC will avail the same facility over DFC. Also existing IR running room will be used by DFC Crew as per running beat of Crew.

To take care of the increase in volume of crew of IR due to DFCCIL becoming operational and on account of certain overlap in the working between IR & DFCCIL as mentioned above, DFCCIL shall discuss with concerned Zonal Railway and have suitable mechanism in place for necessary capacity & facility augmentation required at the designated running rooms over IR.

14. Safety Management

14.1 Accident & Unusual

In case of accidents occurring on DFCCIL system, the responsibility of restoration shall lie with DFCCIL. In case DFCCIL administration feels that assistance is required from IR it may seek assistance from IR. Similarly in case of an accident occurring on IR system the primary responsibility of restoration shall lie with IR, however, it may seek assistance from DFCCIL if required. The principle is to treat DFCCIL as one of the Zonal Railways for the purpose of accident restoration activities. Debits may be raised regarding expenses on this account.

In case an accident affecting both IR and DFCCIL occurs, IR and DFCCIL shall immediately pool resources to undertake restoration activities. In all such cases the IR shall act as overall coordinator and shall demand and utilize resources available with DFCCIL.

In case of accidents affecting passenger trains the responsibility of providing medical relief shall lie with IR and DFCCIL shall provide other possible assistance as per requirements of IR.