



डेडीकेटेड फ्रेट कोरीडोर

Dedicated Freight Corridor Corporation of India Ltd.

(A Government of India Enterprises)

5th Floor, Pragati Maidan, Metro Station Building Complex, New Delhi- 110001

Corporate Identity Number U60232DL2006GOI155068 Web:

www.dfccil.gov.in

No. 2019/HQ/Admin/RTI-103

New Delhi: 21.02.019

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

Reference: RTI Application dated 22.01.19 received in this office on 24.01.19.

The information received is provided herewith as under;

S.No	Point No.	Information sought for	Information provided
1.	1	Refer the original application dt. 22.01.19	Copies of maps are attached as Annex. A & B.
2.	2	-do-	The details are available in land plans. The land plan can be provided on payment of photocopy charges @ Rs. 25/- per land plan for 189 plans (from out agency). In addition to photocopy charges, one no office attendant for 02 days will be required for this purpose. Total cost: Rs. 6064.00 to be deposited.
3.	3	-do-	DFCCIL is not the Concerned Public Authority.
4.	4	-do-	The same is not readily available. However, same can be provided after compilation of all notifications already issued for which dedicated service of one no Sr. Executive and one Computer Operator will be required for 7 days and 3 days respectively. Total cost of around Rs. 18340.00 will be require to be deposited.
5.	5	-do-	Projects have been planned for completion in phases. The tentative period of completion is 2020.

Hope the above information is complete and satisfactory. If not, then you can appeal within 30 days of receipt of the letter to the 1st Appellate Authority whose name and address is as under;

Shri Satish Kothari, GGM/Administration DFCCIL,
5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001.

(S.K.PANDA)

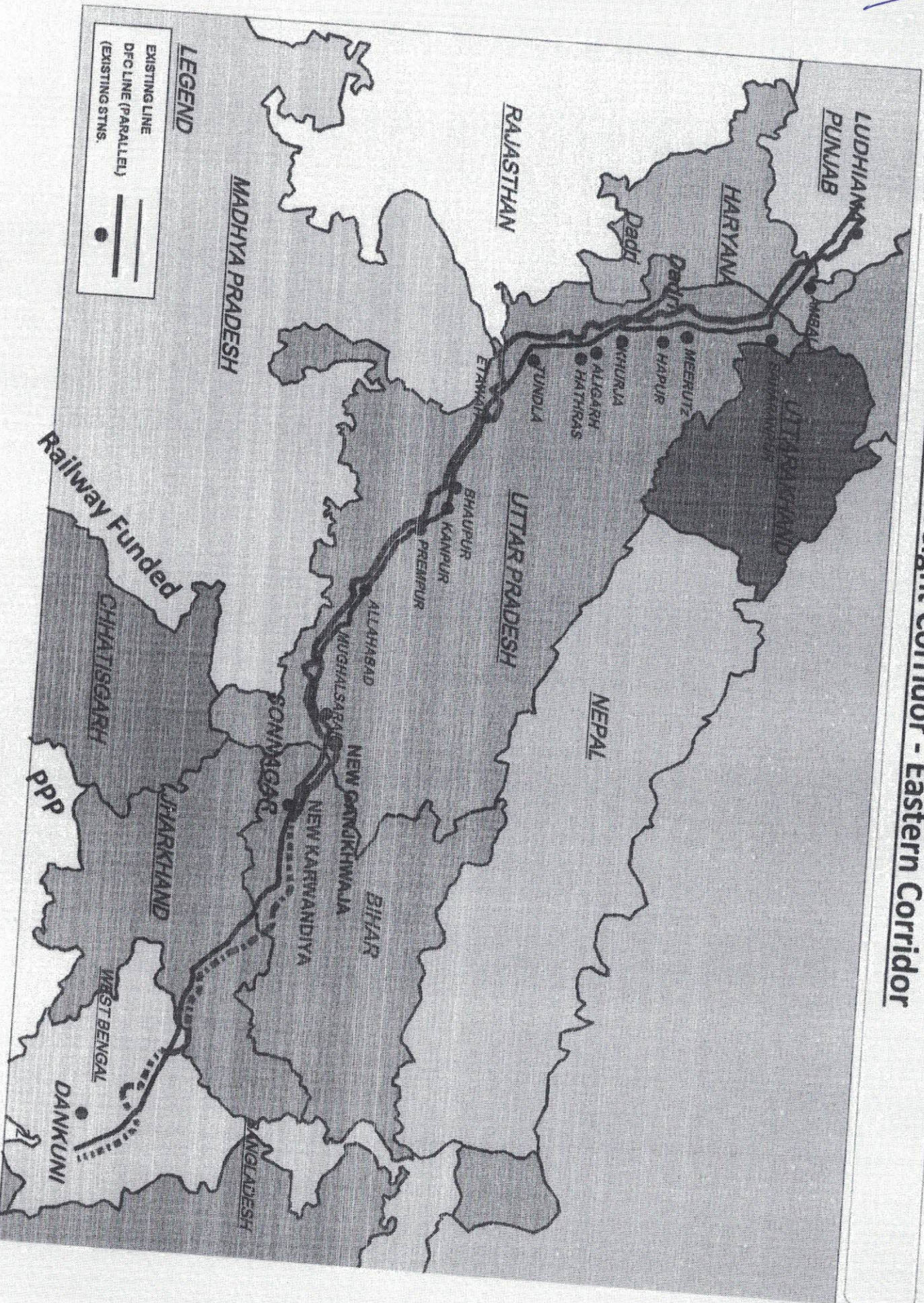
Dy. G.M/Admn.(PIO)

E-mail: skpanda@dfcc.co.in

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Dedicated Freight Corridor - Eastern Corridor



Introduction

The Western Dedicated Freight Corridor covers a distance of 1504 km of double line electric (2 X 25 KV) track from JNPT to Dadri via Vadodara-Ahmedabad-Palanpur-Phulera-Rewari. Alignment has been generally kept parallel to existing lines except provision of detour at Diva, Surat, Ankleshwar, Bharuch, Vadodara, Anand, Ahmedabad, Palanpur, Phulera and Rewari. The Western Corridor passes through 5 states as follows:-

Western DFC	
States	Kms
Haryana	177
Rajasthan	567
Gujarat	565
Maharashtra	177
Uttar Pradesh	18
Total	1504

However, it is entirely on a new alignment from Rewari to Dadri. The Western DFC is proposed to join Eastern Corridor at Dadri Junction. Stations between the existing railway system and the Western DFC have been provided at Vasai Road, Kosad/Gothangam, Makarpura (Vadodara), Amli Road (Sabarmati), Palanpur, Marwar Jn., Phulera, Rewari and Pirthaia Road.

Traffic Projections

The traffic on the Western Corridor mainly comprises of ISO containers from JNPT and Mumbai Port in Maharashtra and ports of Pipeavav, Mundra and Kandla in Gujarat destined for ICDs located in northern India, especially at Tughlakabad, Dadri and Dandharikaian. Besides Containers, other commodities moving on the Western DFC are POL, Fertilizers, Food grains, Salt, Coal, Iron & Steel and Cement. Further, owing to its faster growth as compared to other commodities, the share of container traffic is expected to progressively increase and reach a level of about 80% by 2021-22. The rail share of container traffic on this corridor is slated to increase from 0.69 million TEUs in 2005-06 to 6.2 million TEUs in 2021-22. The other commodities are projected to increase from 23 million tonnes in 2005-06 to 40 million tonnes in 2021-22. As a result, the maximum number of trains in the section is projected as 109 trains each way in Ajmer-Palanpur section.

It is proposed to set up Logistics Parks at Mumbai area, particularly in the vicinity of Kalyan-Ulhasnagar or Vashi-Belapur in Navi Mumbai, Vapi in southern Gujarat, Ahmedabad area in Gujarat, Gandhidham in the Kutch region of Gujarat, Jaipur area in Rajasthan, NCR of Delhi. These locations have been selected on the basis that these have a good concentration of diverse industries and constitute major production/consumption centres. These are also well connected by rail and road systems for convenient movement in different directions. These parks are proposed to be developed on Public Private Partnership mode by creating a sub-SPV for the same. DFCCIL proposes to provide rail connectivity to such parks and private players would be asked to develop and provide state of the art infrastructure as a common user facility.

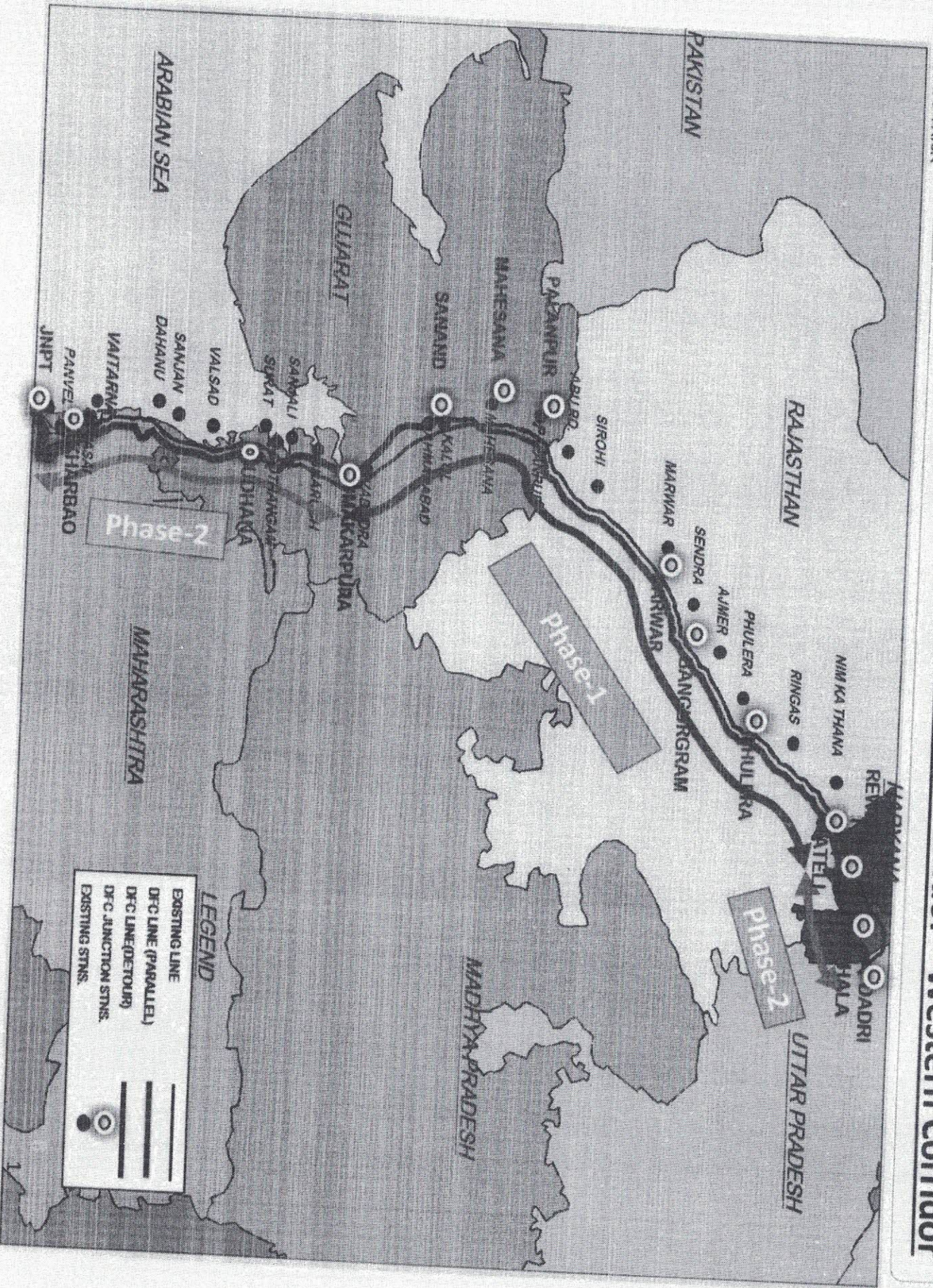
As per RITES project report, the traffic that would move on the Western DFC, excluding the base year traffic (2005-06), is projected as below

**TRAFFIC PROJECTIONS ON WESTERN DFC
(In million tons/year)**



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Dedicated Freight Corridor - Western Corridor



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Introduction

The Eastern Dedicated Freight Corridor with a route length of 1856 km consists of two distinct segments: an electrified double-track segment of 1409 km between Dankuni in West Bengal & Khurja in Uttar Pradesh & an electrified single-track segment of 447 km between Ludhiana (Dhandarikalan) - Khurja - Dadri in the state of Punjab, Haryana and Uttar Pradesh. Due to non-availability of space along the existing corridor particularly near important city centers and industrial townships, the alignment of the corridor takes a detour to bypass densely populated towns such as Mughalsarai, Allahabad, Kanpur, Etawah, Ferozabad, Tundla, Barhan, Hathras, Aligarh, Hapur, Meerut, Saharanpur, Ambala, Rajpura, Sirhind, Doraha and Sanahwal. Since the origin and destinations of traffic do not necessarily fall on the DFC, a number of junction arrangements have been planned to transfer traffic from the existing Indian Railway Corridor to the DFC and vice versa. These include Dankuni, Andal, Gomoh, Sonnagar, Ganjkhawa, Mughalsarai, Jeonathpur, Naini/Checki, Prempur, Bhaupur, Tundla, Daudkhan, Khurja, Kalanaur, Rajpura, Sirhind and Dhandarikalan. The Eastern Corridor will traverse through 6 states.

Eastern Corridor is projected to cater to a number of traffic streams-coal for the power plants in the northern region of U.P., Delhi, Haryana, Punjab and parts of Rajasthan from the Eastern coal fields, finished steel, food grains, cement, fertilizers, lime stone from Rajasthan to steel plants in the east and general goods. The total traffic in UP direction is projected to go up to 116 million tonnes in 2021-22. Similarly, in the Down direction, the traffic level has been projected to increase to 28 million tons in 2021-22. As a result, the incremental traffic since 2005-2006, works out to a whopping 92 million tons. A significant part of this increase would get diverted to the Dedicated Freight Corridor. The following table depicts the distance traversed through each state.

Eastern DFC	
States	KMs
Punjab	88
Haryana	72
Uttar Pradesh	1058
Bihar	239
Jharkhand	196
West Bengal	203
Total	1856

Traffic Projections

As per RITES project report, the traffic that would move on the Eastern DFC, excluding the base year traffic (2005-06), is projected as below

TRAFFIC PROJECTIONS ON EASTERN DFC
 (in million tons/year)