

Dedicated Freight Corridor

August 26, 2020

Dedicated Freight Corridors (DFC) is one of the largest rail infrastructure projects undertaken by the Government of India. DFCCIL has been set up as a **special purpose vehicle to undertake planning, development, mobilization of financial resources, construction, maintenance and operation of Dedicated Freight Corridors**. In the first phase, the organisation is constructing the Western DFC (1504 Route km) and Eastern DFC (1856 route km) spanning a total length of 3360 route km.

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Indian Railways is building dedicated freight corridors to **enable the government to run freight trains as per a time schedule**. Currently, freight trains do not get priority over passenger trains. Once completed, **at least 70% of the freight trains will be transferred on the DFCCIL network** which will help in timely movement of cargo. The Eastern & western dedicated freight corridors entail an investment of \$12 billion, with the **World Bank and JICA partly funding the project** with around \$1.86 bn and \$5.2 bn respectively.

DFCCIL will be monitoring the movement of freight trains at the **Operations Control Centre in Prayagraj, which is the second largest in the world after Shanghai, China**. Private containers will also be allowed to use the freight corridor but they have to pay track usage charges. DFC consists of the 1,839-km long Eastern DFC from **Ludhiana in Punjab to Dankuni near Kolkata**, and the 1483-km long Western DFC, **connecting the national capital, Delhi and its economic hub Mumbai**. As per the latest data provided by DFCCIL, the corporation has completed 56% of its contractual work on the Western DFC and 60% work on the Eastern DFC. Also, 99% of the required land has been acquired.

In a boost to the railways' efforts to use technology to ease infrastructure work, for the first time in India, **the entire track laying of the Dedicated Freight Corridor is being done through the New Track Construction (NTC) machine.** It has the capacity to lay 1.5km track per day, ensuring **safety, precision and reliability.** The use of NTC brings substantial ease and efficiency in track construction with integrated logistic arrangements for **mechanised handling, movement and laying of heavy track components.** The machine provides assembly line kind of laying with high speed and accuracy. Previously, without this machine a maximum of 150-200 metres of track could have been laid in an eight-hour shift. Further, the machines achieve **high initial quality in track laying** which determines its performance and service life.