



Dedicated Freight Corridor

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Why in News

Recently, the Prime Minister of India has inaugurated a **351-km** section of the **Eastern Dedicated Freight Corridor (EDFC)** and an **Operation Control Centre (OCC)** between **Khurja and Bhaupur** in Uttar Pradesh.

EDFC is a **1,839-km** project billed as the **largest rail infrastructure** being built in independent India and has been in the making since **2006**.

Key Points

- **Dedicated Freight Corridor (DFC):**
 - It is a **high speed and high capacity railway corridor that is exclusively meant for the transportation of freight**, or in other words, goods and commodities.
 - DFC involves the **seamless integration of better infrastructure** and state of the art technology.

- **DFC** consists of **two arms**:
 - **Eastern Dedicated Freight Corridor (EDFC)**:
 - It starts at **Sahnewal (Ludhiana) in Punjab** and ends at **Dankuni in West Bengal**.
 - The EDFC route has **coal mines, thermal power plants and industrial cities**. Feeder routes are also being made for these.
 - The EDFC route covers Punjab, Haryana, Uttar Pradesh, Bihar, Jharkhand and West Bengal
 - **The World Bank** is **funding** a majority of the EDFC.
 - The **351-km-long 'New Bhaupur-New Khurja section'** will decongest the existing Kanpur-Delhi main line and double the speed of freight trains from 25 kmph to 75 kmph.
 - **Western Dedicated Freight Corridor (WDFC)**:
 - The other arm is the around **1,500-km WDFC from Dadri in Uttar Pradesh to Jawaharlal Nehru Port Trust in Mumbai**, touching all **major ports** along the way.
 - The WDFC covers Haryana, Rajasthan, Gujarat, Maharashtra and Uttar Pradesh.
 - It is **being funded by the Japan International Cooperation Agency**.
 - **Connecting Link for Eastern and Western Arm**: It is under construction between **Dadri and Khurja**.
 - The **industrial corridor of Delhi-Mumbai and Amritsar-Kolkata** are also being developed around both these DFCs.

PROJECT MAP



- **Significance:**

- **Increased Capacity:**

The DFC shall reform the transportation sector and will **create more capacity on trunk routes of Indian Railways** as goods trains shall be able to run freely on DFC without any restrictions imposed by movement of passenger trains.

- **Decongestion:**

Around **70% of the freight trains** currently running on the Indian Railway network are slated to **shift to the freight corridors**, leaving the **paths open for more passenger trains**.

- **Business Generation:**

Tracks on DFC are designed to carry heavier loads than most of Indian Railways. DFC will get track access charge from the parent Indian Railways, and also **generate its own freight business**.

- **Punctuality:**

The new section means on the Indian Railway main line, **more passenger trains** can be pumped in and those trains can, in turn, achieve **better punctuality**.

- **Benefits:**

- Logistics costs will be reduced.
 - Higher energy efficiency.
 - Faster movement of goods.
 - It is environmentally friendly.
 - It will provide **ease of doing business**.
 - Helps in generating more employment.

Dedicated Freight Corridor Corporation of India Ltd.

- DFCCIL under the **Ministry of Railways** is a **special purpose vehicle tasked with planning and completion of 3,306 kms of DFCs**.
- It is **headquartered in New Delhi** and is a **Public Sector Undertaking (PSU)**.
- It engages in the **planning and development, deployment of monetary resources, building, upkeep, and the operation** of the DFCs.

Source:IE