Planning Process for Sidings and Private Freight Terminal

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## Freight Terminals

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway Owned Goods sheds and sidings on Railway land</td>
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</tr>
<tr>
<td>Private sidings built on private land in terms of the private siding policy for exclusive use of its owner for its own cargo</td>
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</tr>
<tr>
<td>Private sidings - Co-use facility</td>
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</tr>
<tr>
<td>Privately owned container handling terminals set up on private land</td>
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<tr>
<td>Private Freight Terminals</td>
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</tbody>
</table>
Flow chart for construction of new sidings

Party to apply for setting up private siding to CPTM /Divl. Rly

The applicant is required to deposit Rs 15000 towards preliminary expenses

RTC to be given by CTPM at Zonal Headquarters. If more than one Zonal Railway is involved, it is forwarded to Railway Board for approval

Party submits proposal along with feasibility /conceptual report containing projected traffic and estimated cost of the siding to CTPM

Examination of pre-feasibility report in Division and CTPM office in Zonal Railways

In principle approval to be given by CTPM and survey undertaken

Survey charges (codal charges) @ 1% of total project cost to be paid by the party

3/20/2017
Flow chart for construction of new sidings

Party to submit detailed project report after completion of survey to concerned ADRM(O)

ADRM will circulate DPR to concerned branch officers for finalising consultants within one month and forward DPR to CTPM duly approved by DRM

CTPM will initiate approval of DPR +ESP and send it to PCE for pucca No. There after PCE will return the same to CTPM for circulation to all concerned

Charges @ 2% of the final detailed estimated cost of the new sidings will be paid by the party after adjustment of 1% paid earlier
Submission of DPR

Examination of Detailed Project Report and conceptual plan –

Detailed Project Report and conceptual yard layout is examined in detail by division and CTPM’s office in view of traffic offering

Necessary changes are suggested to the party

After necessary changes, approval of DPR is communicated to the party and DRM of the concerned division with a copy to CE (P&D) and CCM (FM)
Based on Engineering Scale Plan (ESP) prepared by the Division and approved by Zonal HQ, Signal Interlocking Plan (SIP) is prepared by the Division.

After approval of SIP, detailed cost estimate is prepared by the Division and communicated to siding owner for construction of siding under the supervision of the approved consultant.

If siding is constructed by railways, the prescribed time frame from survey to completion of construction by the railways is 6 months to 1 year.
Flow chart for construction of new sidings

After completion of the construction the concerned department will issue certificate like safety, fitness for operating etc.

Siding Agreement is executed by CCM/FM at HQ

2% of final estimated cost to be paid by the party towards Inspections charges

CRS clearance

Siding handed over to Commercial Deptt. & issue of notification for commissioning/opening of siding
In case of work of siding is to be executed by Railways as Deposit work, Feasibility Report, DPR, Conceptual yard layout, Estimates and ESP will be prepared by the division itself.

The work will be executed after approval of ESP and SIP from HQ office.

Cost will be recovered from party and work will be executed by nominated agency (Open line/Construction). The party would be required to pay the charges in accordance with the Freight Marketing circular No. 21 of 2007.
# Flow chart for construction of new sidings

<table>
<thead>
<tr>
<th>Stage</th>
<th>Nodal Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raising of Bills done by Sr.DFM in the Division and Sr. DCM. Co-ordinates for clearance of dues accrued</td>
<td>Nodal Officer at Zonal level: CTPM - During preconstruction stage and for signing of the agreement</td>
</tr>
<tr>
<td></td>
<td>CGE-During construction stage</td>
</tr>
<tr>
<td></td>
<td>CCM(FM)- After commissioning</td>
</tr>
<tr>
<td>Nodal Officer at Board’s level</td>
<td>Nodal Officer at Board’s level</td>
</tr>
<tr>
<td>ED (FM): Both prior to construction and after notification for commercial operation</td>
<td>ED (FM): Both prior to construction and after notification for commercial operation</td>
</tr>
<tr>
<td></td>
<td>EDCE (G): During construction stage</td>
</tr>
</tbody>
</table>
Private Freight Terminal

Aim – To stimulate development of privately owned terminals not on railway land for dealing with railway traffic including parcel traffic and containers.

Revised Private Freight Terminals (PFT) scheme – 02.01.2015
PFT

An eligible entity will apply to CCM/FM

After scrutiny of eligibility criteria application will be forwarded to CTPM for examining operational feasibility

CTPM will put up to CCM and COM for in principal approval for the PFT (within 45 days)
PFT

- DPR submission by the applicant
- DPR approval by Zonal railway
- Engineering/Bridge drawings submission by the applicant
- Engineering/Bridge drawings approval by Zonal railway
- Completion time after final approval given by CTPM – 1 year for brownfield PFT and 3 years for Greenfield PFT
PFT

CCM/FM of the concerned Zonal railway and TMC will execute an Agreement for operation of the PFT before commissioning of the PFT

Chief Commercial Manager will issue a commercial notification opening a PFT as an independent terminal
Sidings

Currently there are about 1600 sidings in the country

Railways expect about 100 more sidings in the next two years

Sidings are the mainstay of freight traffic

The biggest advantage of siding is that it enables door to door service

Eighty five per cent of originating freight traffic of railways from private sidings and freight terminals
Private Siding Approval & Monitoring System (PSAMS)

A Web Portal to expedite the processing, execution and commissioning of the private siding projects on IR system.

The objective of this application system is to empower users to track the status of private siding proposal, hence bringing greater transparency and faster process execution.
Private Siding Approval & Monitoring System (PSAMS)

- Online entry for Private Siding proposals by applicant party
- Dashboard for regular status updates, compliance status/position
- Record of Coidal Charges deposited by party
- Monitoring of Proposal at a glance
- Online summary and status reports

3/20/2017
KRIL - PFT
KRIL - PFT
Planning – Traffic

Pink Book

Law Book

Mini Law Book
Vadodara Division

Major works for capacity augmentations
List of Major Works to enhance capacity:

- Vadodara Yard: Segregation of Ahmedabad and Godhra
- BRC(P): Connecting Line No. 8 (PF No. 7) to Line No. 1
- Vadodara-Godhra Section: Provision of Automatic signaling system between stations Vadodara & Champaner
- Makarpura-Vadodara D Cabin: Providing 3rd and 4th line
• Anand- Godhra Section:-Additions and alterations in yards in connection with removal of existing PSR in various seven stations
• Increasing CSR of 3 stations at Kosamba, Kanjari-Boriyavi & Angadi
• Utran- Ankleshwar:-Quadrupling of track. 8. Increasing speed from 15Kmph to 50Kmph on main line of BRCP
• Increasing Speed from 15 KMPH to 50 KMPH on Main Line of BRCP
• Augmentation of running room at BRCP
• Augmentation of running room at BRCP. Merging of Vadodara "C", Vadodara "D" and Vadodara "E" Cabin at Vadodara-RRI
• Provision of Electrification between VS and PRTN
• Provision of longer loop to run long haul trains at Pilol, Kosamba, Nabipur & Kashipura station
• Development of Chhyapuri/Bajwa as Satellite stations of BRC
• ANND-GDA Doubling
<table>
<thead>
<tr>
<th>S. No</th>
<th>Description</th>
<th>Last sanctioned cost</th>
<th>Current cost</th>
<th>Expenditure up to March 16</th>
<th>Expenditure in 2016-17</th>
<th>Outlay proposed 2016-17</th>
<th>Expenditure up to date</th>
<th>Balance till date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BRC - Provision of platform &amp; line No.7 with 2nd entry towards west side &amp; conversion of line No.2 as up main &amp; line No.4 as down main line(PB 2006-07)</td>
<td>243128</td>
<td>244128</td>
<td>240313</td>
<td>0</td>
<td>1000</td>
<td>240313</td>
<td>2815</td>
<td>Phase-I: Work completed Dec.2010. Phase-II work:- Plan approved on 03.01.13 &amp; the scope of Phase-II have been changed and not covered in the main &amp; revised estimate. The re-revised estimate for S&amp;T work is under HQ finance vetting. CAO(C) has accorded short closure of this work. As per DSTE(C)-BRC Rs. 50 Lakh is required for financial closure. Dy.CE(C)I -9724091250</td>
</tr>
<tr>
<td>2</td>
<td>Anand:-Direct Placement and Removal at goods Shed(LB-2015-16)</td>
<td>9795</td>
<td>9795</td>
<td>611</td>
<td>1400</td>
<td>5500</td>
<td>2011</td>
<td>4100</td>
<td>Work completed on 13.09.16 and balance of Rs. 37.82 is required for financial closure. Sr.DEN/N-9724091202</td>
</tr>
<tr>
<td>3</td>
<td>BRC: Shifting of running room from BRCY to BRCP(LB 2017-18)</td>
<td>3071</td>
<td>3071</td>
<td>0</td>
<td>0</td>
<td>1500</td>
<td>0</td>
<td>1571</td>
<td>ESP is under approval at Division.</td>
</tr>
<tr>
<td>4</td>
<td>ATS/BRCY:Improvement in Area Training School(MLB 2014-15)</td>
<td>1475</td>
<td>1475</td>
<td>136</td>
<td>356</td>
<td>100</td>
<td>492</td>
<td>256</td>
<td>Work completed on 26.11.16. DEN/E- 9724091204</td>
</tr>
<tr>
<td>5</td>
<td>GER-Shifting of Starter Signal towards VTA yard(MLB 2014-15)</td>
<td>1181</td>
<td>1181</td>
<td>0</td>
<td>17</td>
<td>1000</td>
<td>17</td>
<td>181</td>
<td>Work completed on 30.05.16. Sr.DEN-N-9724091202</td>
</tr>
<tr>
<td>6</td>
<td>NIU: Providing shunting neck of 60 mts. by extending dead end of line No. 4(MLB 2015-16)</td>
<td>1427</td>
<td>1427</td>
<td>0</td>
<td>8</td>
<td>200</td>
<td>8</td>
<td>0</td>
<td>DE sanctioned. The work clubbed with other CTYR work. Tender awarded on 23.11.15. CRS sanction received. DEN(S)-9724091201.</td>
</tr>
<tr>
<td>7</td>
<td>Improvement of lighting arrangement in Goods Shed ND and RNO(MLB 2015-16).</td>
<td>600</td>
<td>600</td>
<td>0</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>LOA issued on 19.10.15. Sr.DEE/P-9724091300</td>
</tr>
<tr>
<td>8</td>
<td>Remodellining of control office (MLB 2016-17).</td>
<td>1455</td>
<td>1455</td>
<td>0</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>1255</td>
<td>ESP is under preparation.</td>
</tr>
</tbody>
</table>
IR – Future Plan

IR aspires to add 1.5% to India’s GDP by building infrastructure to support 40% modal freight share of India’s economy.

Preferred freight carrier - IR will develop integrated business solutions to capture new traffic.
Seven Missions

- Mission 25 Tonne
- Mission Zero Accident
- Mission PACE (Procurement and consumption Efficiency)
- Mission Raftaar
- Mission Hundred
- Mission Beyond Book – Keeping
- Mission Capacity Utilisation
Other Key Areas

- Organisation Structure
- High Speed Railway Network
- Station Development
- Dedicated Freight Corridors
- Mission 41K
Infrastructure Upgradation

Increase Throughput on existing network

- Integrated corridor approach –
  - Increase throughput by an integrated approach across 2-3 critical corridors
- Best in class Rolling Stock –
  - Reduce the differential in maximum rated capacity of freight wagons
  - Propagate 25 ton, and low tare freight wagons
  - Reduce different types of rolling stock on the system
## Build Terminal Infrastructure

### Upgrade good sheds

- Upgrade operating conditions of goods sheds based on pre-defined infrastructure requirements via PPP arrangements

### Multi-commodity, multi-modal freight parks

- Expand capacity and scope of terminal services by partnering with existing government agencies (e.g., DMICDC, State Governments, NHAI) to build multi-commodity, multi-modal freight logistics parks

### Outsourced Goods sheds

- Conversion of Existing Goods sheds to Outsourced Goods sheds by Outsourcing Goods shed activities: policy change, retaining ownership, railways as common carrier
New Service Offerings

End to end service

• Implement end-to-end integrated transport solution for selected commodities through partnership with national road logistics player

Domestic Cargo

• Conduct accelerated trials for new service models e.g., Dwarf containers to capture domestic cargo market

Rolling Stock Design

• Develop 3-4 new rolling stock design which would help capture new commodity traffic
Questions ?
THANK YOU