

Planning Process for Sidings and Private Freight Terminal

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Outline of presentation

Types of Freight Terminals

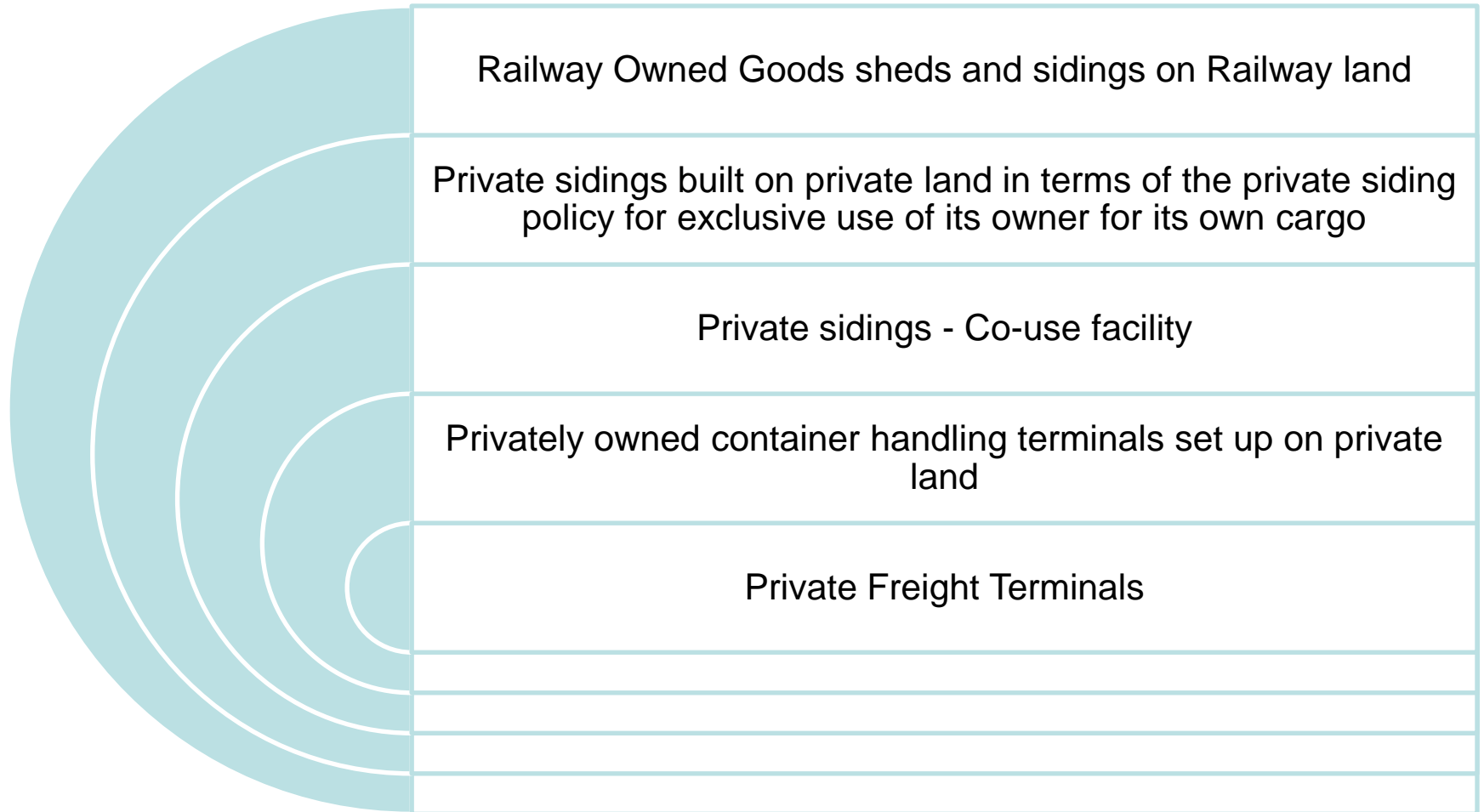
Process for construction of new sidings

Process for Private freight terminal

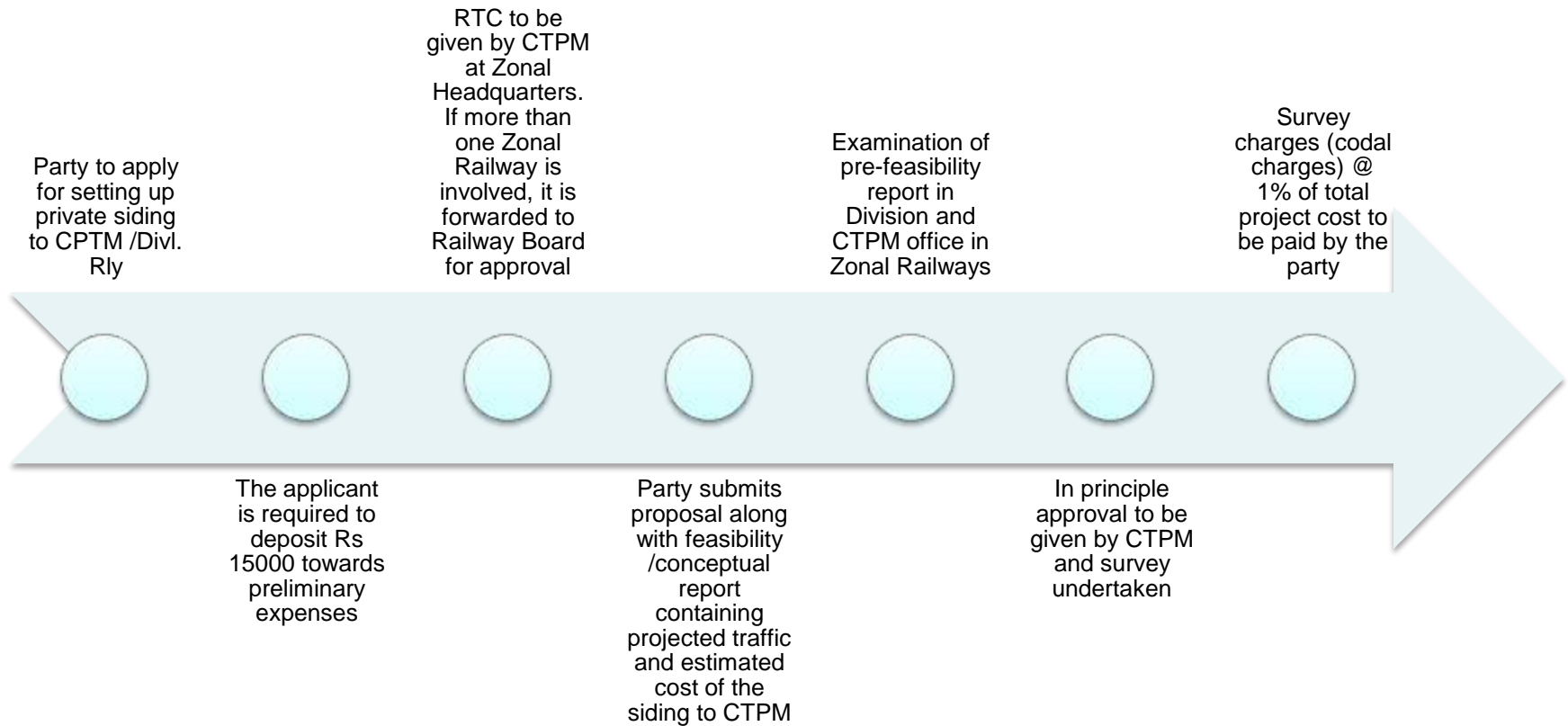
Private Siding Approval & Monitoring System (PSAMS)

Planning of works – Traffic Facility

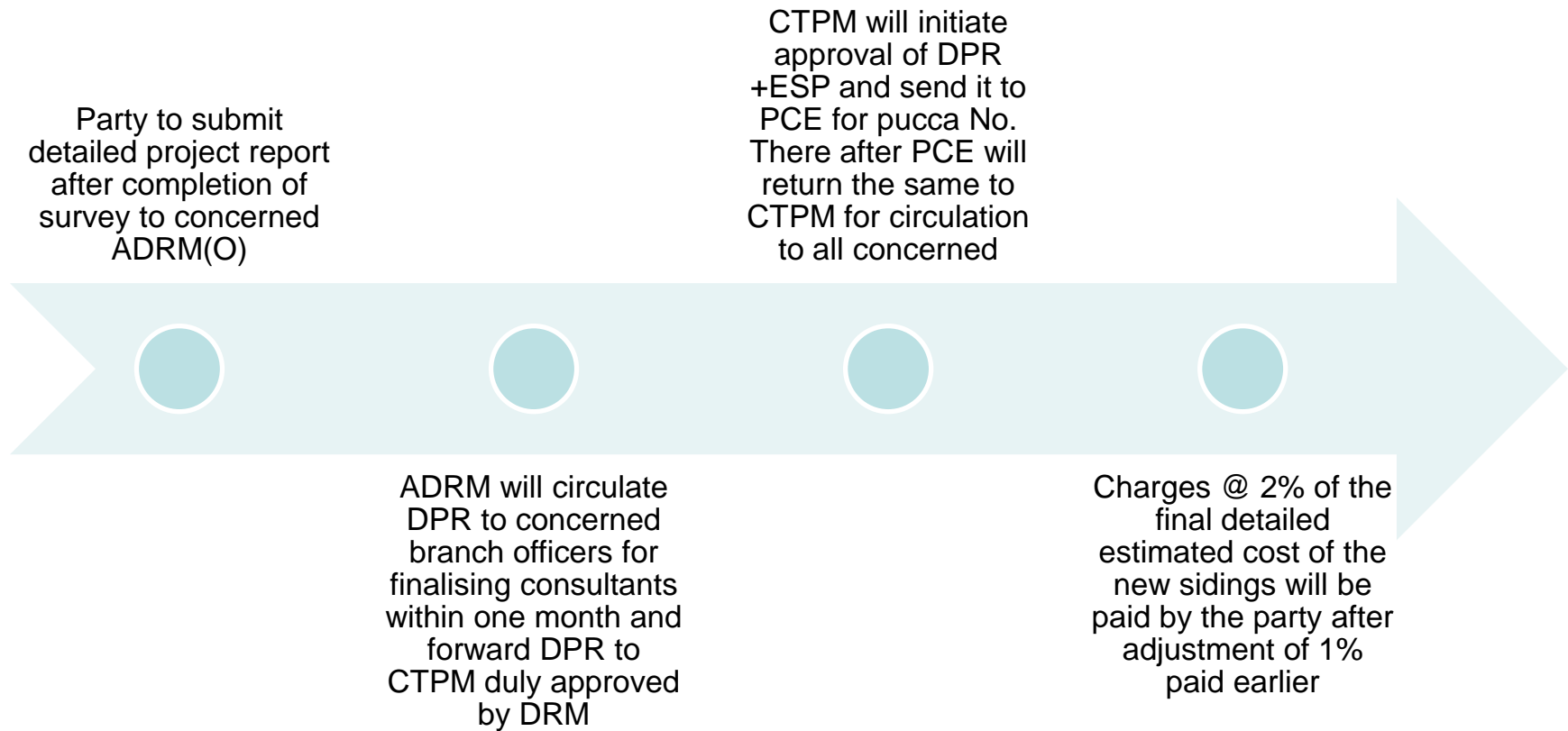
Freight Terminals



Flow chart for construction of new sidings



Flow chart for construction of new sidings



Submission of DPR

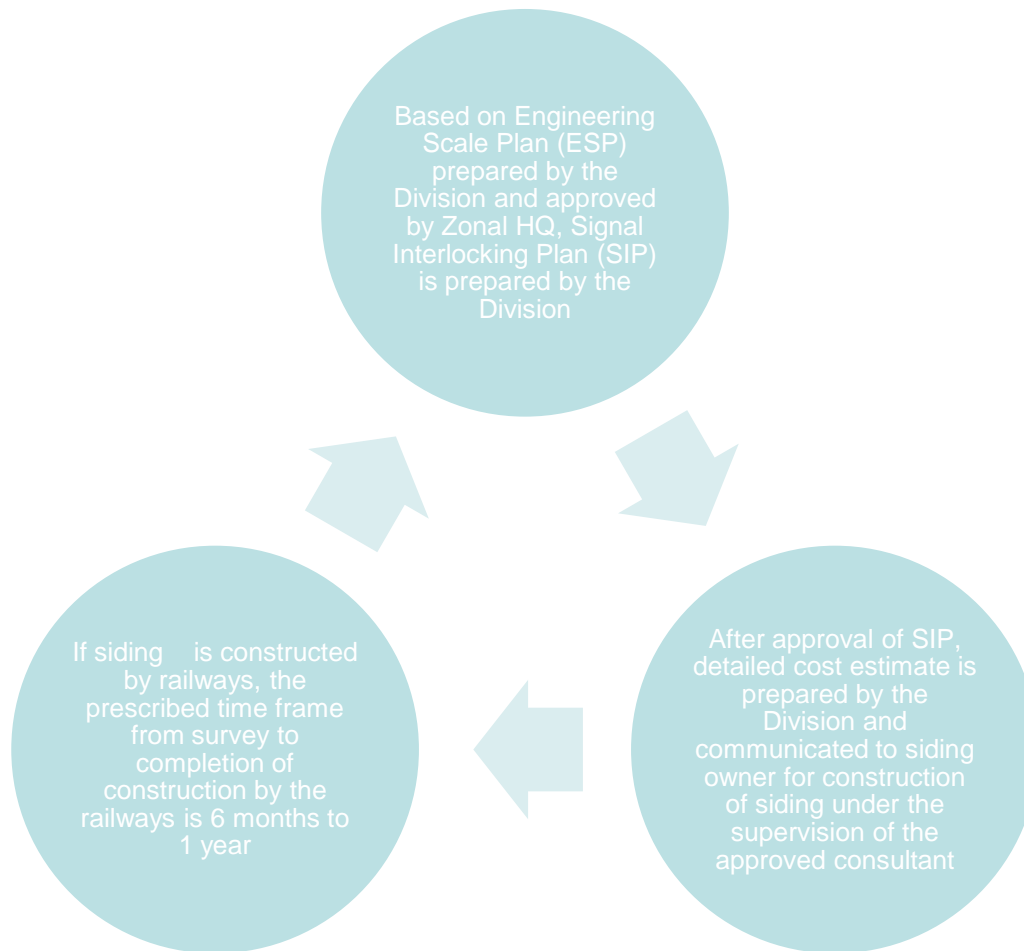
Examination of Detailed Project Report and conceptual plan –

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

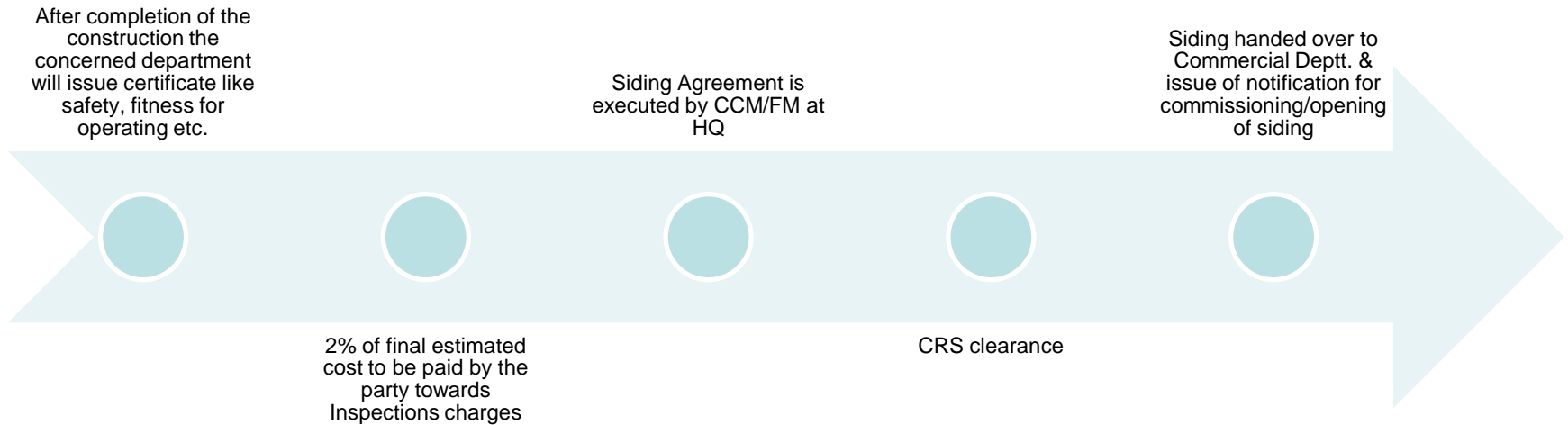
Necessary changes are suggested to the party

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)

Flow chart for construction of new sidings



Flow chart for construction of new sidings



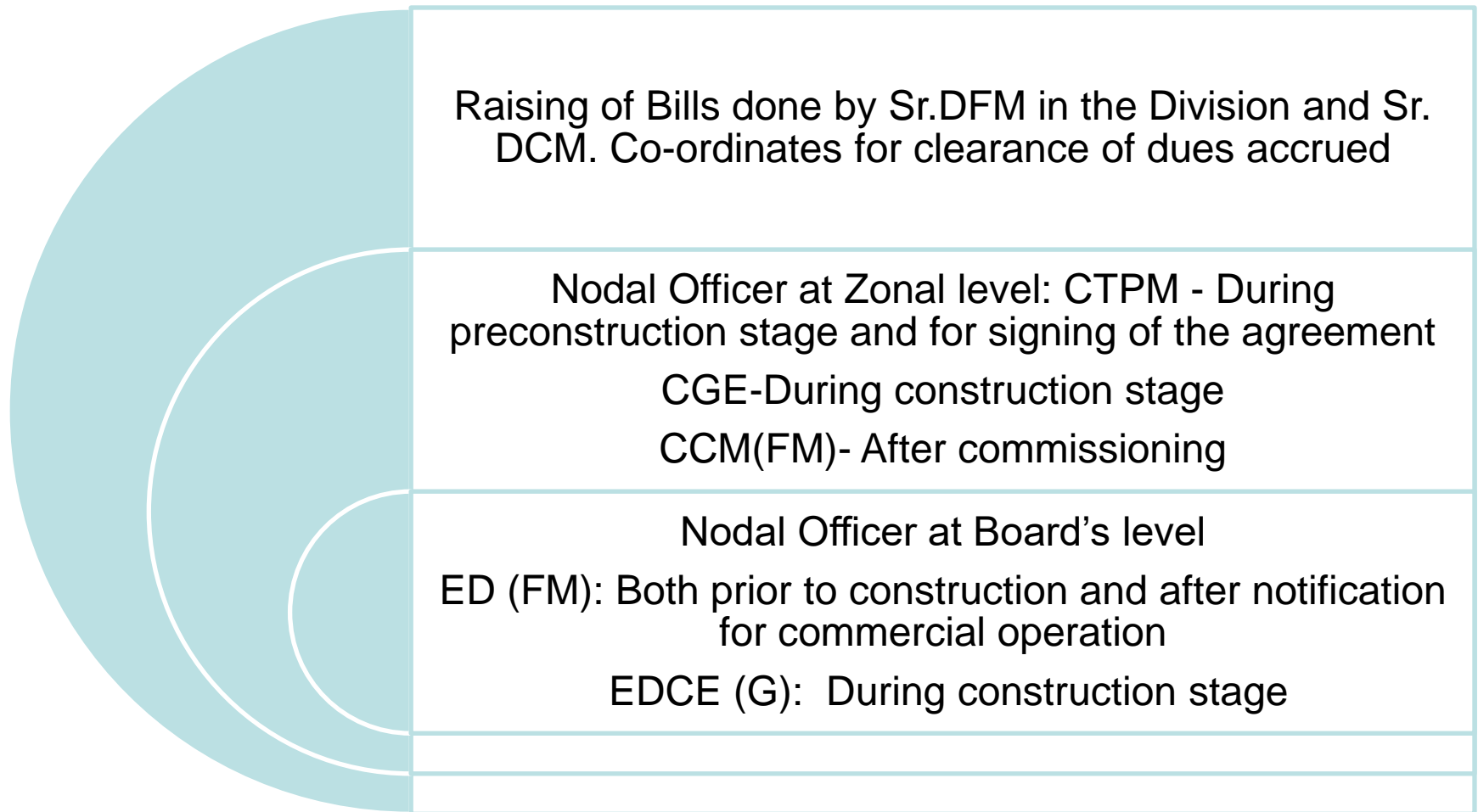
Flow chart for construction of new sidings

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

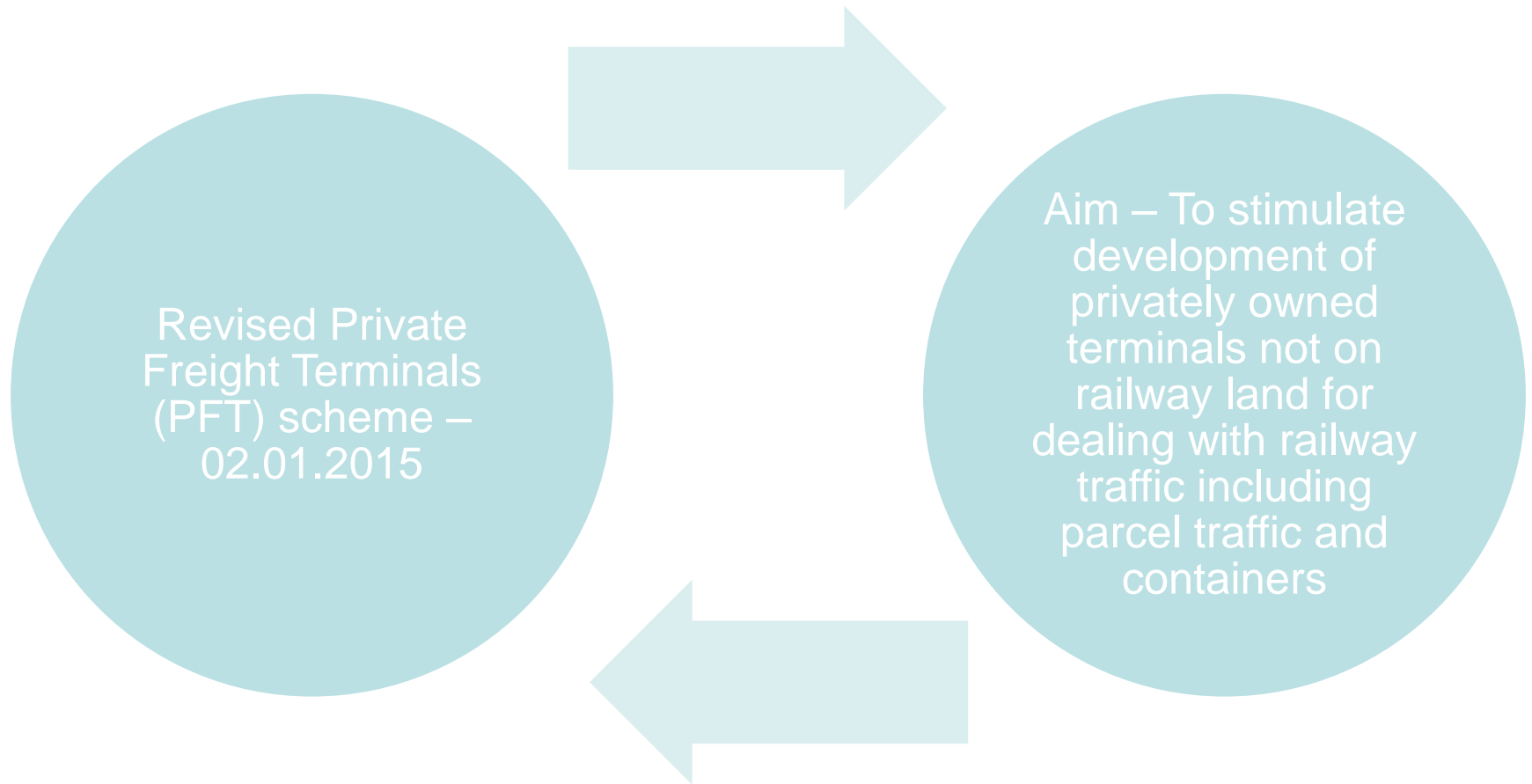
The work will be executed after approval of ESP and SIP from HQ office

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



Private Freight Terminal



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

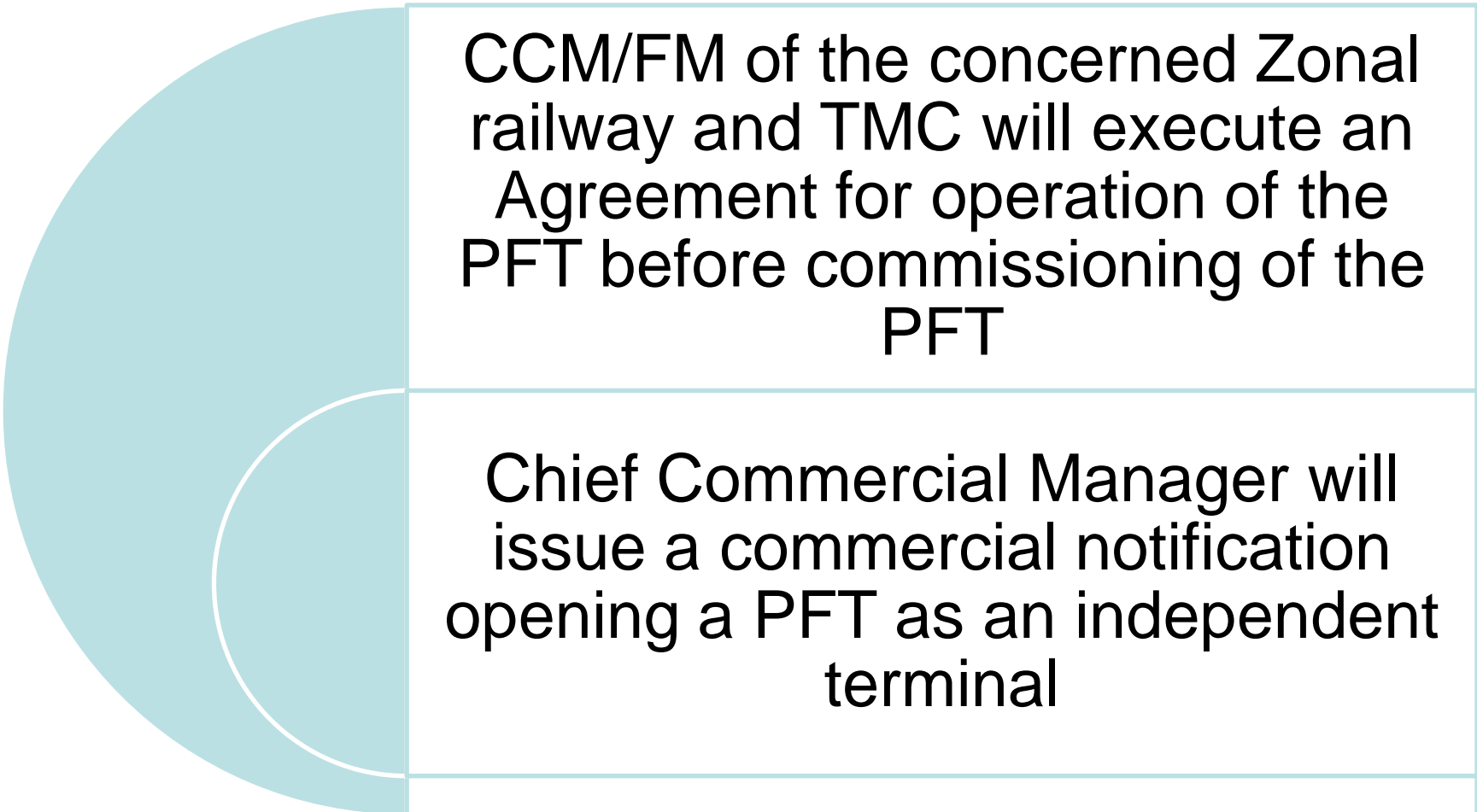
DPR approval by Zonal railway

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

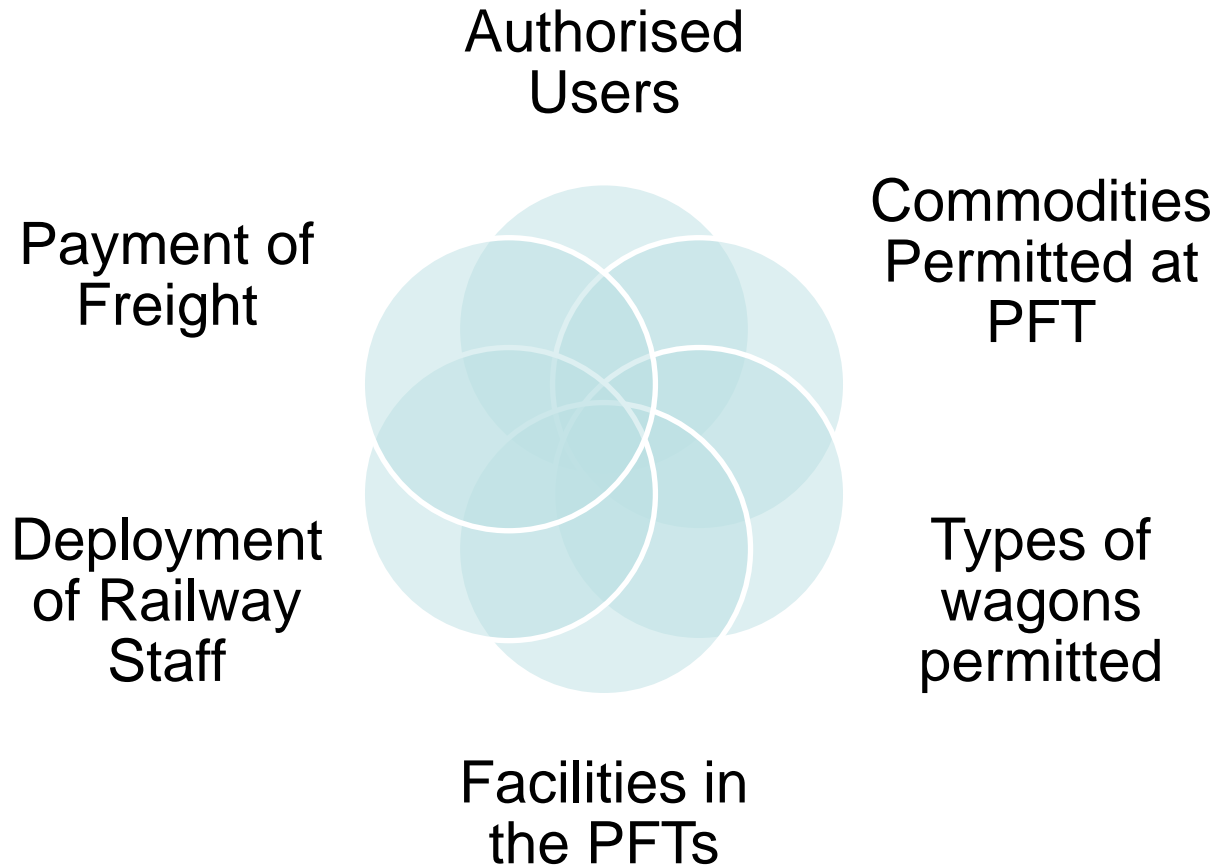
PFT



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

PFT



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 Codal Charges deposited by party

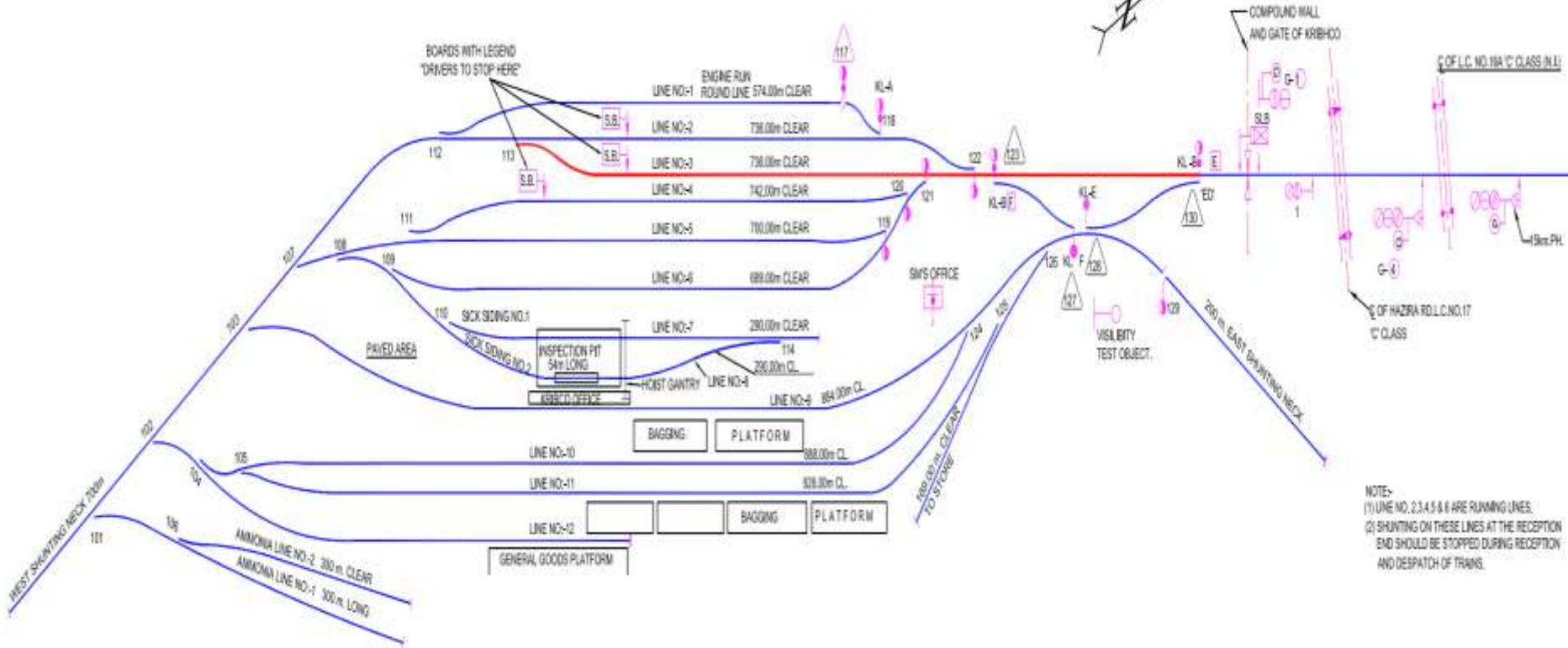
Monitoring of Proposal at a glance

Online summary and status reports

KRIBHCO TERMINAL YARD (KBCS)

NON - INTERLOCKED.

TO KOSAD JN. CABIN.
(KAWAS JN. CABIN :3.6km)



NOTE:-
 (1) LINE NO. 2,3,4,5 & 8 ARE RUNNING LINES.
 (2) SHUNTING ON THESE LINES AT THE RECEPTION END SHOULD BE STOPPED DURING RECEPTION AND DESPATCH OF TRAINS.

KRIBHCO Yard/ KRIL - PFT



3/20/2017

21

KRIL - PFT



KRIL - PFT



3/20/2017

23

KRIL - PFT



3/20/2017

KRIL - PFT



3/20/2017

25

Planning – Traffic

Pink Book

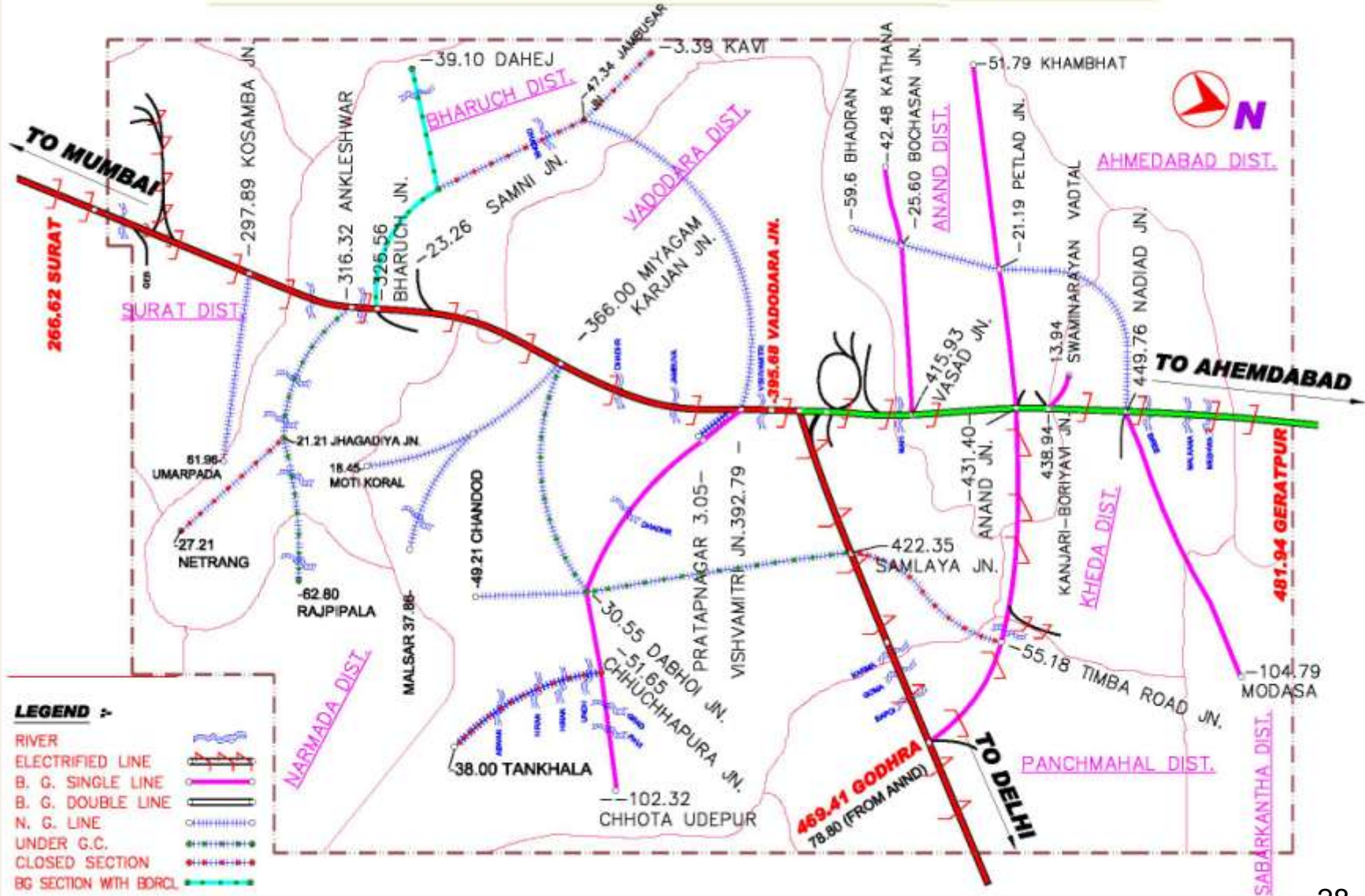
Law Book

Mini Law Book

Vadodara Division

**Major works for
capacity augmentations**

WESTERN RAILWAY SYSTEM MAP OF VADODARA DIVISION (AS ON 05.08.2013)



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

List...

- 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

List...

- 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

TRAFFIC FACILITY WORKS UNDER PLAN HEAD-16

S. No	Description	Last sanctioned cost	Current cost	Expenditure up to March-16	Expenditure in 2016-17	Outlay proposed 2016-17	Expenditure up to date	Balance till date	Remarks
1	BRC - Provision of platform & line No.7 with 2nd entry towards west side & conversion of line No.2 as up main & line No.4 as down main line(PB 2006-07)	243128	244128	240313	0	1000	240313	2815	Phase-I: Work completed Dec.2010. Phase-II work:- Plan approved on 03.01.13 & the scope of Phase-II have been changed and not covered in the main & revised estimate. The re-revised estimate for S&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
2	Anand:-Direct Placement and Removal at goods Shed(LB-2015-16)	9795	9795	611	1400	5500	2011	4100	Work completed on 13.09.16 and balance of Rs. 37.82 is required for financial closure. Sr.DEN/N-9724091202
3	BRC: Shifting of running room from BRCY to BRCP(LB 2017-18)	3071	3071	0	0	1500	0	1571	ESP is under approval at Division.
4	ATS/BRCY:Improvement in Area Training School(MLB 2014-15)	1475	1475	136	356	100	492	256	Work completed on 26.11.16. DEN/E- 9724091204
5	GER-Shifting of Starter Signal towards VTA yard(MLB 2014-15)	1181	1181	0	17	1000	17	181	Work completed on 30.05.16. Sr.DEN-N-9724091202
6	NIU: Providing shunting neck of 60 mts. by extending dead end of line No. 4(MLB 2015-16)	1427	1427	0	8	200	8	0	DE sanctioned. The work clubbed with other CTYR work. Tender awarded on 23.11.15. CRS sanction received. DEN(S)-9724091201.
7	Improvement of lighting arrangement in Goods Shed ND and RNO(MLB 2015-16).	600	600	0	0	200	0	200	LOA issued on 19.10.15. Sr.DEE/P-9724091300
8	Remodelling of control office (MLB 2016-17)	1455	1455	0	0	200	0	1255	ESP is under preparation.

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