



Eastern Dedicated Freight Corridor - I (P114338)

SOUTH ASIA | India | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2011 | Seq No: 17 | ARCHIVED on 05-Dec-2018 | ISR34624 |

Implementing Agencies: Dedicated Freight Corridor Corporation of India Ltd., Department of Economic Affairs, Government of India

Key Dates

Key Project Dates

Bank Approval Date: 31-May-2011	Effectiveness Date: 30-Dec-2011
Planned Mid Term Review Date: 08-Jun-2015	Actual Mid-Term Review Date: 08-Jun-2015
Original Closing Date: 30-Jun-2017	Revised Closing Date: 31-Dec-2018

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The development objectives of the project are to: (a) provide additional rail transport capacity, improved service quality and higher freight throughput on the 343 km Khurja and Kanpur section of the Eastern rail corridor; and (b) develop the institutional capacity of the Dedicated Freight Corridor Corporation of India Limited to build and maintain the dedicated freight corridor infrastructure network.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The Development Objectives of the Project are to: (a) provide additional rail transport capacity, improved service quality and higher freight throughput on the Khurja - Kanpur section and the Khurja – Dadri section of the Eastern rail corridor; and (b) develop the institutional capacity of DFCCIL to build and maintain the DFC infrastructure network.

Components

Name

Design, Construction and Commissioning of the Khurja - Kanpur and Khurja - Dadri Sections:(Cost \$1063.50 M)
Institutional Development to assist DFCCIL and MOR to develop their capabilities best utilize heavy haul freight systems.:(Cost \$20.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Unsatisfactory	● Moderately Unsatisfactory
Overall Implementation Progress (IP)	● Moderately Unsatisfactory	● Moderately Unsatisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions



This Implementation Status Report covers findings of the implementation support mission held during October 01 – 11, 2018 . In the Khurja-Kanpur section, land for building the embankment, bridges and track laying is fully available to the contractors(390 km). All major CST works and systems contracts have been awarded and are progressing towards completion, with progress in all lots behind original schedule. In the Dadri-Khurja section, 87% (47 Kms out 54 Kms) of land is available to the Civil contractor for work. Transfer of land from Noida Development Authority at Boraki is uncertain. CST works contract has been awarded and work is in progress, albeit slow. Technical bid for system works in this section has been received by DFCCIL and is under evaluation. Efforts are being made by DFCCIL for establishing the Heavy Haul Research Institute and for developing the five freight terminals to increase Rail freight on DFCCIL routes. DFCCIL needs to focus on the maintenance strategy and the non-discriminatory Track Access Charges report is to be approved by Railway Board. After series of safety incidents last year, both DFCCIL and the contractors have initiated corrective actions at the constructions sites. Installation of noise barriers and resilient fasteners at sensitive locations along the alignment need to be expedited. Both the CST and Systems contractors are continuing to make improvements to their environment management practices. Contractors and PMC are using a 24 point check list to verify environment and safety aspects at project facilities. However, environment management practices at new work fronts requires sustained attention.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Low	● Low
Macroeconomic	--	● Low	● Low
Sector Strategies and Policies	--	● Moderate	● Moderate
Technical Design of Project or Program	--	● Low	● Low
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Moderate	● Moderate
Environment and Social	--	● Substantial	● Substantial
Stakeholders	--	● Low	● Low
Other	--	--	--
Overall	--	● Substantial	● Substantial

Results

PDO Indicators by Objectives / Outcomes

Provide additional rail transport capacity, improved service quality and higher freight throughput				
▶ Additional freight train paths on DFC (pairs/day) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	NA: line not commissioned	NA: line not commissioned	100.00



Date	01-Jun-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
Comments:	Additional freight train paths on DFC			
►Average Speed of freight train (Kmph) (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	25.00	0.00	0.00	60.00
Date	30-Apr-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
►Increased number of express passenger train on section (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	69.00	NA : Line not yet commissioned	--	Not available
Date	01-Jun-2011	28-Sep-2018	30-Jun-2017	31-Dec-2018
►DFC Freight Traffic (GTKM bn ton) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	NA	NA: line not commissioned	NA: line not commissioned	50.10
Date	30-Apr-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
►DFC Freight Traffic (NTKM bn ton-km) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18.00	NA: line not commissioned	NA: line not commissioned	32.50
Date	01-Jun-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
Comments:	DFC Freight Traffic (NTKM bn ton-km)			

Intermediate Results Indicators by Components

Design, Construction and Commissioning of the Khurja - Kanpur and Khurja - Dadri Sections				
►DFCCIL Staff Strength (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	380.00	937.00	937.00	9,800.00
Date	30-Apr-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
►MoR and DFCCIL sign Concession Agreement (Text, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not signed	Agreement signed on 28.02.2014.	Agreement signed on 28.02.2014.	Signed
Date	01-Jun-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
Comments:	Increased number of express passenger train on section.			

Institutional Development to assist DFCCIL and MOR to develop their capabilities best utilize heavy haul freight systems.

►Development of Heavy Haul Systems (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No heavy haul systems in place.	Study completed	Study completed	System in place.
Date	01-Jun-2011	28-Sep-2018	28-Sep-2018	31-Dec-2018
Comments:	Development of heavy haul systems.			

Data on Financial Performance

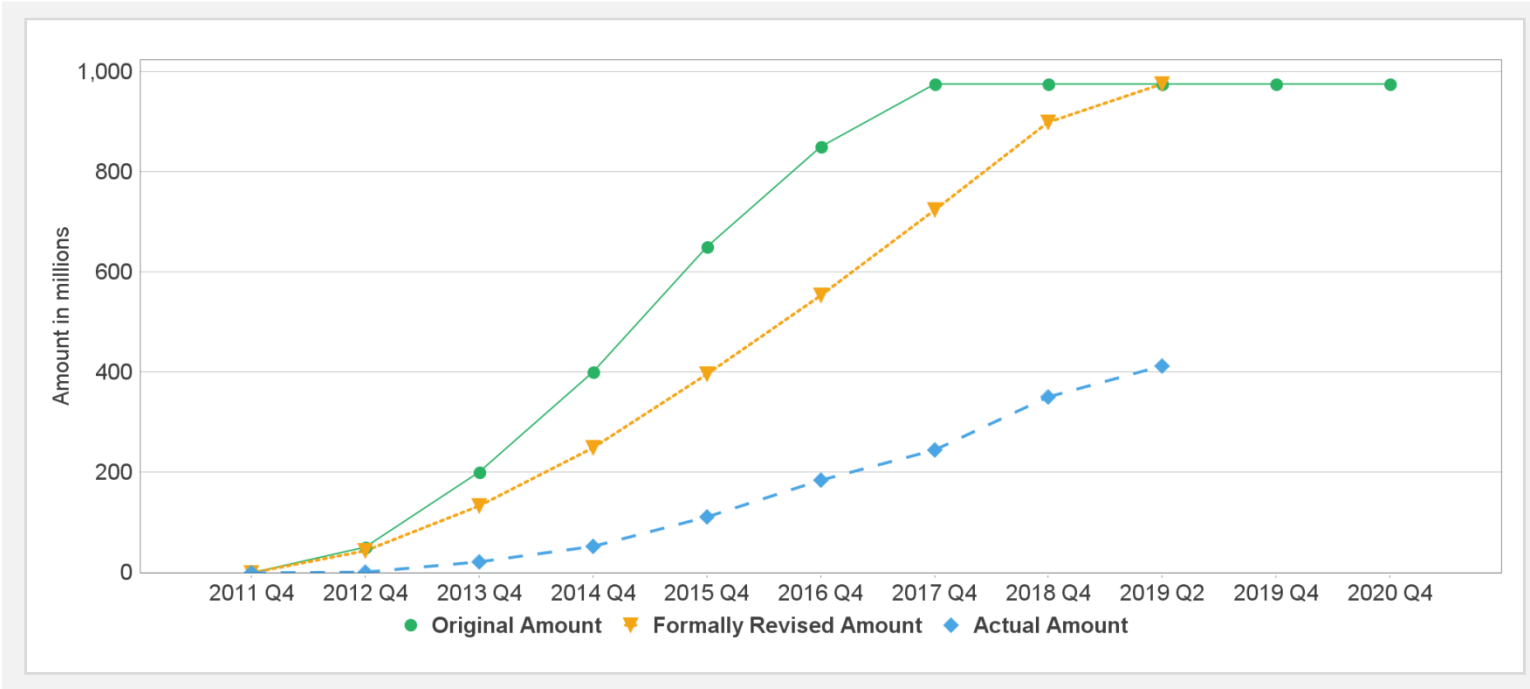
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P114338	IBRD-80660	Effective	USD	975.00	800.00	175.00	413.88	386.12	52%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P114338	IBRD-80660	Effective	31-May-2011	27-Oct-2011	30-Dec-2011	30-Jun-2017	31-Dec-2018

Cumulative Disbursements



Restructuring History

Level 1 Approved on 17-Nov-2015 ,Level 2 Approved on 28-Jun-2017

Related Project(s)

There are no related projects.