

# India's Dedicated Freight Corridor Program: Progress and Prospects

April 8, 2024   Posted by **India Briefing**   Written by **Archana Rao**   Reading Time: 7 minutes

*Indian Railways has operationalized over 90 percent of its Dedicated Freight Corridor (DFC), covering a distance of over 2,800 kilometers. Utilizing the advantages of this freight-focused infrastructure, India intends to build more DFCs connecting important sites.*

*It is anticipated that the widespread use of DFCs will improve rail-freight logistics in India and give rail a competitive advantage over other modes of transportation.*

The establishment of Dedicated Freight Corridors, or DFCs, is expected to lower logistics costs through the use of higher axle load trains, Double Stack Container trains (DSC), and enhanced access to the Northern hinterland via Western Ports. Additionally, it is anticipated to stimulate the development of new industrial hubs and **Gati Shakti** Cargo Terminals.

## India's dedicated freight corridors: Status of the EDFC and WDFC

India's Ministry of Railways has undertaken the construction of two DFCs, namely the Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (**JNPT**) to Dadri (1506 km). The construction of EDFC has been fully completed, while 1220 km out of 1506 km of WDFC has been completed, accommodating more than 300 trains daily in the country. The total expenditure for making this network operational amounts to INR 1240 billion (approx. US\$14.87 billion).

Efforts are currently in progress to extend the operational route coverage of WDFC to beyond 95 percent by the conclusion of April this year. Trains are achieving speeds ranging from 50 to 60 kilometers per hour (kmph), with the potential to reach up to 100 kmph, significantly surpassing the average speeds of goods trains on regular Indian railway tracks, which typically range from 20 to 25 kmph.

However, there are pending inspections and trials along a recently commissioned 138-kilometer section. It is anticipated that by the end of April 2024, the 138-kilometer stretch between Sanand and Makarpura will also get operationalized.

### What is the route of the Western Dedicated Freight Corridor?

The Western Dedicated Freight Corridor stretches over 1,506 kilometers, connecting the JNPT port in Mumbai to Dadri, and traversing through the states of Maharashtra, Gujarat, Rajasthan, Haryana, and Uttar Pradesh.

Currently, WDFC operational routes cover 938 kilometers from Dadri to Sanand, 244 kilometers from Makarpura to Gholvad, and 77 kilometers from Gholvad to Vaitarna; the 138-kilometer Sanand-Makarpura segment is on the brink of operationalization.

Work is ongoing along the 110-kilometer stretch between Vaitarna and JNPT port, with completion expected within a year, subsequently enabling the entire WDFC to be operational, currently serving 100 trains.

### What is the route of the Eastern Dedicated Freight Corridor?

The entire 1,337-kilometer Eastern Dedicated Freight Corridor is already operational, with routes from Sahnewal to Khurja (401 km), Khurja to Bhaupur (351 km), Bhaupur to DDU (Deen Dayal Upadhyay junction, formerly called Mughalsarai) (402 km), DDU to Sonnagar (137 km), and the Khurja to Dadri section (46 km).