



Indian Port Rail Corporation Ltd.

(A Government of India Enterprise)

Creating Seamless
Connectivity



SAGARMALA
PORT-LED PROSPERITY



Shri Nitin Gadkari,
Hon'ble Minister of
Road Transport, Highways &
Shipping, Govt. of India

Sagarmala Programme aims to bring Port-led prosperity to the nation. Port connectivity and evacuation infrastructure is critical to the success of Sagarmala Programme for reducing logistic costs to support "Make in India".

Realizing the importance of a focused approach on improving port connectivity infrastructure, Indian Port Rail Corporation Limited (IPRCL) has been established in 2015. This Company will primarily undertake rail connectivity projects for major as well as non-major ports, modernizing the rail infrastructure within major ports, and operate and manage internal port railway system.

It is expected that this Company, dedicated for port connectivity, will bring about technology upgradation, innovation, best project management practices resulting in efficient movement of cargo from hinterland to ports and vice versa, leading to reduction of both logistic cost and time.

I wish the Company all success in the challenging task that lies ahead. I am sure infrastructure developers will partner with this Company to accomplish the objective of the Government.

About IPRCL

IPRCL, a first of its kind Joint Venture Company (JVC) between the Major Ports under the Ministry of Shipping and RVNL with the objective to provide efficient rail evacuation systems to Major Ports for enhancing their capacity and throughput. The company was registered on 10th July, 2015 as a Public Limited Company under the Companies Act, 2013.

Some of the key accomplishments of IPRCL during its first year of operations are:

- During the financial year 2015-16, 20 railway projects have been taken up across eight (8) Major ports. Out of this eleven (11) works (Total Project Cost : ₹ 7636.15 Crores) were for preparation of Feasibility and Detailed Project Report (DPR) and nine (9) works (Total Project Cost : ₹ 643.77 Crores) were for Project Management Consultancy (PMC).
- IPRCL has completed the pre-feasibility study of a heavy haul rail corridor from Ib Valley-Talcher to Paradip and Dhamra to evacuate coal from mines of Mahanadi Coalfields Ltd (MCL) for coastally shipping them to the southern states of India. On this corridor IPRCL is taking up the third and fourth line from Salegaon to Paradip that will be dedicated to freight. The development of this project will give a major fillip to the Government's initiative to promote multi-modal logistics and coastal shipping.
- The company has also taken up the task of preparation of DPR for Rail and Road connectivity of the proposed Major Port at Colachel (Enayam) in Tamil Nadu.
- In the coming years, IPRCL, as a dedicated SPV will continue to develop railways as a mode of transport in the Port sector and will pave the way for seamless integration of Port -railway System with the Indian Railway network.

Sagarmala, the flagship programme of Ministry of Shipping has four pillars namely:-



- Port Modernization
- Port connectivity and evacuation
- Port led industrialization
- Coastal community development.

➤ IPRCL will strengthen second pillar of port connectivity and evacuation of the Sagarmala programme through its various dedicated port connectivity projects.

Vision Statement

To emerge as an efficient Rail Infrastructure Service provider Company with sound financial base by adopting best Global Project Management and Operation & Maintenance Practices to bring down the Unit Logistic Cost to the best in the world.



Mission Statement



IPRCL is committed to Technology Upgradation, Innovation and adopting best Project Management Practices to execute the Rail Infra Projects at and in connection with Major Ports of India.

IPRCL is committed to provide best possible Rail Infrastructure Services for optimizing the commercial development of all Major Ports in India by ensuring the provision of infrastructural, technological and human resources necessary for the profitable pursuit of port and marine-related activities.

IPRCL shall also fill the communication gap between Port and Railway Authorities for efficient Rail network so as to reduce UNIT cost of Cargo handling at Major Ports.



Foundation Stone Laying Ceremony of

Integrated Common Rail Yard Facility at JNPT Connecting 4th Terminal of JNPT with Rail Jasai-JNPT 3rd Railway Line

By **Shri Nitin Gadkari**

Union Minister of Shipping, Road Transport & Highways

DEVELOPMENT OF INTEGRATED COMMON RAIL YARD FACILITY AT JNPT

Jawaharlal Nehru Port (JNPT) is a major Container & Cargo Handling Sea-Port established in May 1989 under Ministry of Shipping, Govt. of India. The port was created to relieve pressure on Mumbai Port, the pre-eminent port of India.

JN Port is the biggest container handling port in India, handling around 44% of the country's containerized cargo, crossing the historic landmark of 4 million TEUs in container throughput consecutively for the last five years. In its coveted role as the Hub Port on the West Coast of India, JNP is ranked 31st among the top 100 Container Ports in the world.

To achieve a long-term goal of achieving 10 million TEUs by the year 2020-21, addition of two more Terminals, viz. 4th Container Terminal (Port of Singapore Authority) and a Satellite Port at Vadhvan Point have been planned by JNPT in that pursuit. Accordingly, rail and track network is being augmented to carry the additional traffic to and from the port.

Each of the operational Container Terminals have independent Rail Yards, which handle regular container trains. The maximum trains handled on a daily average are about 8 per day mainly to North India.

JNPT now wishes to handle containers through Dedicated Freight Corridor (DFC) rakes which are longer in length (1500 m) and can handle double stack containers. Since, it is not possible to upgrade the current rail yards of different terminals to handle DFC rakes, it is proposed that well-equipped common rail yard for handling rail traffic of all the three container terminals provided to be managed by a common operator.

At present, The Road Over Bridge (ROB) near Karalphata at Central Gate Complex is narrow and there is no clearance for passage of double stack trains. ROB has to be widened and raised to facilitate DFC double stacked trains entry at exit to the Port Rail handling yard.

- **COST OF PROJECT :** INR 250 Crores
- **SCOPE OF WORK :** 10 Track Km Concrete Embedded track + 5 KM Concrete Road + One 6-lane ROB
- **NATURE OF WORK :** Development of DFC compliant Common Rail Yard & Modification to the existing ROB
- **STATUS:**
 - ❖ Tender finalized and Letter of Acceptance issued on 31.03.2017 to M/s. Man Infraconstructions Ltd
 - ❖ Work to commence soon
- **TARGET DATE:**
 - ❖ Phase- 1 (Common rail yard) 2018-19
 - ❖ Phase-2 (Work of 6 lane Road Over Bridge) 2019-20



RAIL CONNECTIVITY TO 4TH TERMINAL (Being developed by BMCTPL/PSA)

The first phase of 4th Terminal at JNPT is scheduled for commissioning in December 2017. The Connectivity to the terminal is planned from the Holding yard by constructing the 3rd line from Jasai to Holding Yard to deal with the anticipated increase of traffic.

DFC yard is targeted for opening in December 2019. During the interim period before DFC is commissioned, a 432 metres rail spur is planned to give rail connectivity to the Terminal from the existing Holding Yard so that rail facility is available right from the initial stage.

- **PROJECT COST:** Project Cost INR 100 Crores
- **SCOPE OF WORK :** 5 km Track KM + one Railway Bridge + Signalling work
- **STATUS:**
 - ❖ Preliminary site preparation works commenced
 - ❖ Executing Agency M/s.Man Infraconstructions Ltd.
 - ❖ PMC - RITES
- **TARGET DATE:** December 2017



CONSTRUCTION OF 3rd LINE FROM JASAI TO JNPT HOLDING YARD

To provide dedicated access to 4th terminal of rail network, a third railway line has been planned between Holding Yard and Jasai Yard. The existing rail lines will be used beyond Jasai yard towards Panvel. This dedicated railway line from Holding Yard to Jasai Yard will help avoid traffic congestion in these two yards for Cargo movement by rail from fourth Terminal. The provision of third line is part of concession agreement between JNPT Port and PSA for development of the Fourth terminal.

- **PROJECT COST:** Project Cost INR 150 Crores (Approx.)
- **SCOPE OF WORK :** 14 Track KM + Signalling work + OHE Work
- **STATUS:**
 - ❖ Executing Agency: M/s Thakur Infra Projects Limited (TIPL) started mobilizing its machinery for commencement of works.
 - ❖ Project Management Consultancy by RITES and Central Railway.
- **TARGET DATE:** 2018-19 (Duration of work 15 months)



JASAI YARD



IPRCL Works at a Glance as on 15/05/2017

Sr. No.	Particulars	No. of Works	Track Km	Cost (approx) INR Crores
A	Works Already Commenced	12	75 Km	591
B	DPRs Finalized, Bids Under Process	3	35 Km	206
C	DPRs Submitted, Works Under Review	2	Signal + OHE	40
D	Works Under Planning and Development	10	1045 Km	15026
E	Rail Connectivity to Non-Major Ports Under Development	5	160 Km	2400
F	ROB/RUB Works under Setu Bharatam	9	-	900
	Total	41	1315 Km	19163

List A - IPRCL Works in Progress

Sr. No.	Name of Project	Port	Cost in Lakhs INR
1	Upgradation of the Track Nos. 10,12,14, 16, 18,19,20,21, 22 and 23 at EJC Yard (10 Km)	Kolkata Port Trust	3500
2	Modernization and up-gradation of the existing Railway network (4 Km)		900
3	Providing Railway track between Marshalling Yard and Hare Island (12 Km)	V.O. Chidambaranar Port Trust	7200
4	Laying of new Railway track at west of Western Yard-I and laying paving block loading Platform (6 Km)	Chennai Port Trust	1300
5	Providing direct connection between OEC and Western sector joining at NAD curve from E. Co. Railway (6 Km)	Visakhapatnam Port Trust	1750
6	Connection of dead-end line at North of R & D Yard to Eastern Grid (Third Line) from East Coast Railways (4 Km) Port Trust	Visakhapatnam	950
7	Up-gradation of Platform No.2 & 3 in the Port Marshalling Yard (CTR= 3 Km)	New Mangalore Port Trust	900
8	Up-gradation of Railway Line 1 & 2 (CTR-3 Km)		
9	Rail Connectivity to 4th Terminal being Developed by BMCTPL (PSA) (5 Km)	Jawaharlal Nehru Port Trust	10000
10	3rd Line between Jasai and JNPT (12 Km)	Jawaharlal Nehru Port Trust	15000
11.1	JNPT: Part-I Development of DFC Compliant Common Rail Yard (8 Km)	Jawaharlal Nehru Port Trust	12500
11.2	JNPT: Part -II Development of DFC Compliant Common Rail Yard; Modification to ROB	JNPT	11000
12	Additional Line No. 1 E on the eastern side of the R & D Yard (2 Km)	Visakhapatnam Port Trust	1500
	75 Km	Total	66500

List B - Works for which Bids are Under Process

Sr. No.	Name of Project	Port	Cost in Lakhs INR
1	Doubling of Railway Line from Durgachak to Haldia Dock Complex. (20 Km)	Kolkata Port Trust	7950
2	Rail connectivity to Berth No. 13, 14, 15 & 16 from take-off point to west end of berth (10 Km)	Kandla Port Trust	10850
3	Extension of line No.11 to 15 to full length at R&D Yard (5 Km)	VPT	1800
	35 Km	Total	20600

List C - DPR Prepared: Scope of Work Under Review

Sr. No.	Name of Project	Port	Cost in Lakhs INR
1	Various Signaling works at VPT	Visakhapatnam Port Trust	2000
2	Electrification of VPT Railway Line 45.143 TKM	Visakhapatnam Port Trust	2000
		Total	4000

List D - Projects Under Planning and Development

Sr. No.	Name of Project	Port	Cost in Lakhs INR
1	Providing Railway connectivity from the Port to the Power Plants (20 Km)	V.O. Chidambaranar Port Trust	20000 (Approx)
2	Last Mile Rail/Road Connectivity for Development of Enayam Port in Kanyakumari District. (30 Km)	Colachel Port	30000 (Approx)
3	Northern Rail Link from Minjur Station (30 Km)	Kamarajar Port	30000 (Approx)
4	Augmentation/Doubling of Southern Connectivity to KPL (10 Km + Major Bridges)	Kamarajar Port	15000
5	KPT: Development of Railway Network north of Oil Jetty No. 7 and near Jafrabadi (15 Km)	Kandla Port Trust	150,00 (approx.)
6	Heavy Haul Corridor for Salegaon to Paradip Port Trust. (200 Km)	Paradip Port Trust	Option-I - 3200,00 Option-II - 800,00
	If approval is granted by PPT and MoS, Land Acquisition Process can be initiated in July 2017 Bids for Flyovers/Bridges (Where RoW is in Govt Land) can be invited in Sept 2017		
7	Indore-Manmad-JNPT (370 Km)	JNPT	100,00,00
8	Jaisalme - Bhabhar (Kandla Port) Rail Connectivity (340 Km)	Kandla Port	26,00,00
9	Direct connectivity to Mindi Yard from E.Co. Railways/SC Railways (20 Km)	Visakhapatnam Port Trust	276,00
10	Rail Connectivity to Wardha Dry Port (5 Km)	JNPT	100,00
11	Rail Connectivity to Jalna Dry Port (5 Km)	JNPT	15000
	1045 Km	Total	15026,00

E: Rail Connectivity to Non-Major Ports under planning

Sr. No.	Name of Project	Port	Cost in Lakhs INR
1	Kodinar-Chhara Port Rail Connectivity	Chhara Port	600
2	Bhilad/Sanjan to Nargol Port Rail Connectivity	Nargol Port	400
3	Bhadrak-Dhamra Port 2nd line connectivity	Dhamra Port	500
4	Chhatarpur to Gopalpur Rail Connectivity	Gopalpur Port	300
5	Rail Connectivity to Karwar Port	Karwar Port	300
6	Rail Connectivity to Inland Waterway Terminals : Sahibganj and Haldia	IWAI	300
		Total	2400

F: ROB/RUB Works under Setu Bharatam

Setu Bharatam

The Setu Bharatam programme aims to make all National Highways free of railway level crossings by 2019. This is being done to prevent the frequent accidents and loss of lives at level crossings. The Minister informed that 208 Railway Over Bridges (ROB)/Railway Under Bridges (RUB) will be built at the level crossings at a cost of ₹ 20,800 crore as part of the programme.

Ministry of Road Transport & Highways desired to convert all Level Crossings on National Highways to ROB/RUBs in a phased manner in time bound period.

Indian Port Rail Corporation Ltd is committed to Technology Up-gradation, Innovation and adopting best Project Management Practices to execute the Rail Infra Projects in connection with Major Ports of India and looking to this strategy for improving rail connectivity of the ports.

IPRCL having experts from Indian Railways is in the process of discussion for allotment ROB/RUB works for execution in the coastal states on national highways in the vicinity of Ports. Nine such ROB works costing ₹ 900 crores have been transferred to Ministry of Shipping from the Ministry of Road Transport & Highways.



Objectives of IPRCL

- To provide, develop, design, construct, operate and maintain effective, efficient and competitive rail evacuation systems to Ports in India and in particular the Major ports by way of creating last mile connectivity of the ports
- Modernization of the rail infrastructure at ports (Major); creating and managing the internal port railway system;
- Creation of new and enhancement of capacity in embedded hinterland connectivity.
- To create, develop, construct, procure railway infrastructure at Major Ports and other designated areas including land, building, locomotives and maintenance facilities for achieving the main objects mentioned above.
- To acquire, own, hold, possess, finance, manage, supervise, organize, develop, and construct areas and sites whether for construction or development of rail or any other purpose for attainment of the objectives of the company.
- IPRCL may also take up critical road connectivity projects.



Indian Port Rail Corporation Ltd.

CIN No: U60300DL2015GOI282703

Registered Office : 1st Floor, South Tower, NBCC Place, Bisham

Pitamah Marg, Lodhi Road, New Delhi - 110 003.

Corporate Office : 4th Floor, Nirman Bhavan,

Mumbai Port Trust Building, M.P. Road, Mazgaon (E), Mumbai - 400 010.

Tel.: 022-66566335, Fax No. : 022-66566336



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