

Government of India (Bharat Sarkar)  
Ministry of Railways (Rail Mantralaya)  
(Railway Board)

No. 2012/LRDSS/Dankuni-Sonnagar/PPP Projects New Delhi, dt. 3.8.2012

To  
The Managing Director,  
DFCCIL, 5<sup>th</sup> Floor,  
Pragati Maidan,  
New Delhi.

Sub : Progress of DFC from Dankuni to Sonnagar.

Dankuni - Sonnagar, 534 Km double line is a sanctioned project of DFCCIL on Eastern Corridor. The funding of this patch of Eastern corridor is approved under PPP mode. Since the work on other patches of Eastern Corridor is considerably in advance stage, it is essential to expedite Dankuni Sonnagar patch also. To take the project forward so that consultation/discussion can be done fruitfully with the prospective investors the following needs to be expedited.

1. Splitting of Technical report, estimate, traffic projection and financials in two sections, Gomoh - Dankuni and Sonnagar - Gomoh.
2. Finalisation of technical standards and specifications.
3. Drafting of concession Agreement.
4. Acquisition of land.

The progress of this project is crucial for commissioning of DFC Eastern corridor, which is also been monitored by Hon'ble MR, therefore, the above works may be expedited and progress on the same may be appraised to Board.

*(R.K. Jain)*  
Adviser/Infrastructure  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2010/Infra/6/1

New Delhi, dated 7.09.10

Managing Director,  
DFCCIL,  
5<sup>th</sup> Floor,  
Pragati Maidan Metro Station Building complex,  
New Delhi-110001.

**Sub:- Implementation of Dankuni-Sonnagar section of Eastern DFC through PPP mode – Decisions on key issues referred by DFCCIL to Railway Board.**

Kindly refer to key issues on implementation of Dankuni-Sonnagar of Eastern DFC through PPP mode, referred by DFCCIL for decision of Railway Board (copy enclosed).

2. Board has decided that the basic structure of the PPP model for Dankuni-Sonnagar should be adopted with the following features –

- \* Design\*, Build, Finance, Maintain (non-safety assets\*\*) and Transfer.  
(\* Specifications of essential parameters will have to be given to the concessionaire)  
(\*\* In line with the provisions in the proposed PPP model for doubling/new lines)
- Operation to be entirely with the MoR/DFCCIL.
- Return on investment through annuity.

3. As regards other specific issues, the decisions are as under –

- (i) Follow RITES alignment between Gomoh-Sonnagar i.e. parallel to GC
- (ii) DFCCIL will be authorised through concession agreement to sub-grant the concession and implement this work. Authority of DFCCIL will be within the boundaries of its concession from MoR. DFCCIL would not charge any fee from MoR for managing the concession by mark up on annuity.
- (iii) There will be no obligation of IR/DFCCIL to take over manpower of the concessionaire. Concession agreement should clearly specify the state of the assets to be transferred at the end of the concession period. Suitable provisions can be made to undertake O&M of the assets after expiry of concession period

सहसंचालक / सम्बन्ध  
GENERAL MANAGER / Co-ordination  
डिपार्टमेंट ऑफ इन्फ्रास्ट्रक्चर कॉर्पोरेशन ऑफ इंडिया लि.  
Dedicated Freight Corridor Corporation of India Limited  
भारत सरकार (रेल. मंत्रालय) का उपक्रम  
A Govt. of India (Ministry of Railways) Enterprise  
कोलकाता / KOLKATA

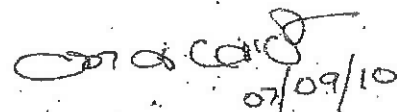
- (iv) Any accident which invites provisions applicable for CRS enquiry, the existing laid down mechanism for CRS enquiry will be followed. For the other cases, a system of joint investigation by representatives of Railways, DFCCIL (and Concessionaire, if necessary) can be instituted. In case the joint investigation fails to reach a consensus, the matter may be referred to an Independent Safety Commissioner (ISC) to be appointed on the pattern of independent engineer can be thought of. In case the recommendations of the ISC are not accepted by the party held responsible, Dispute Resolution Mechanism shall apply.
- (v) Ministry of Railways should not provide any VGF. The model can be structured as to come within the eligibility norms of VGF scheme of Ministry of Finance, Government of India.
- (vi) Right-sized project packaging is needed. While DFCCIL would be free to decide on project packaging, too many concessionaires will be difficult to manage. Ideally, one or maximum two concessionaires can be thought of, subject to a more rigorous analysis by the consultants.

4. Board has directed that the alignment of the route should be frozen by 10.9.2010 and action should be initiated immediately for finding a PPP partner. Board has also directed that standard Bid documents and Business Plan should be prepared in a time-bound manner and the proposed timelines for various activities/stages of the project be prepared and advised.

5. Necessary action for implementing Dankuni-Sonnagar on PPP mode as per the above guidelines may please be taken. The proposed timelines mentioned in para-4 above may please be advised by 14.9.2010.

This has the approval of the Board.

DA: Key Issues referred by DFCCIL (10 pages)


  
07/09/10

(R.N. Bartarya)

Adviser (Infrastructure),  
Railway Board.

Copy to:-

- ✓ 1. Director (PP), DFCCIL
2. Director (Finance), DFCCIL
3. Director (Op&BD), DFCCIL

  
महाप्रबंधक / सम्न्वय  
GENERAL MANAGER / Co-ordination  
डेडीकेड एंड एन सीएस कॉर्पोरेशन ऑफ इंडिया लि.  
Dedicated Freight Corridor Corporation of India Limited  
भारत सरकार (रेल मंत्रालय) का उपक्रम  
A/Govt. of India (Ministry of Railways) Enterprises  
कोलकाता / KOLKATA