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**Press Release**

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**CORE : Marching ahead despite Corona**

Indian Railways is moving closer towards the goal of complete electrification by December 2023. Pursuing same, the Railway Electrification, Ahmedabad under Central Organisation for Railway Electrification at Prayagraj has achieved yet another milestone in connecting first Port of Gujarat by introducing 25 KV AC Electric Traction fit for running Double Stack Container(DSC) which is first of its kind and a proud moment for our nation.

Electrification of Savarkundla - Pipavav commissioned on 21<sup>st</sup> February 2021. Its electrification will ease for introduction of 25 KV Electric traction from Palanpur-Surendranagar-Pipavav section, making a first step in Western Railway to move closer to complete electrification of Western Railway. The High-Rise OHE route opened for Freight traffic after a mandatory and intense Safety Inspections by Chief Commissioner of Railway Safety(CCRS) and his valuable technical suggestions as regards human and system safety during the inspections were also complied with.

On 03.03.21, first electric Goods train was flagged off from Dhola to Pipavav port thereby completing the last mile connectivity of DFC route from Palanpur to Pipavav port on Electric traction.

Shri Y. P. Singh; General Manger of Central Organisation for Railway Electrification, has expressed his pleasure on this historical milestone despite the toughest challenges of new HIGH RISE OHE and has appreciated entire team of Railway Electrification Ahmedabad Unit for timely execution as well as quality work. The commendable feat was achieved by the team of Railway Electrification, Ahmedabad unit.

This is the first time in entire world for success running of double stack container with Electric traction, which will also boost the ambitious mission of GREEN INDIA as a latest green Initiative over Indian Railway. The benefits of early completion of Railway Electrification are manifold from environmental and financial point of view and will reduce carbon footprint by reducing dependency on Diesel locomotive. It is expected to save approximately Rs 75,000-80,000 per train, which will reduce financial pressure on the Fiscal Deficit.

Earlier, OHE was designed suitably at a height of 5.8m for conventional OHE to meet existing demands of Indian Railway. However, an increasing demand on Goods train felt to run Double stack container DSC suitably at same Line capacity and thereby increase in hauling capacity in same infrastructure. In order to facilitate Electrification of DSC routes, new OHE system for high rise was in development which was quite challenging as there was no such design available for running Electric traction at OHE height 7.57 metre in all over the world. Successfully, introducing indigenous High-Rise OHE design by RDSO, which made it really possible to construct the High-Rise OHE and therefore the work of High-Rise OHE was carried out in very precise and accurate manner.

The electrification with High Rise OHE had its fair share of technical problems as regards Operational issues with existing Electric Locomotives and also negotiating existing over line structures suited for conventional OHE. The Over line structures in the form of Foot Over Bridges, Road Over Bridges and Extra High-Tension lines which were required to be modified and required high level coordination with NHA I & State R&B departments and GETCO. The timely modification of Over line structures to suit High Rise OHE involved several statutory approvals of State & Central Govt. agencies which was duly executed well in advance. Further, the Signalling system were required to upgraded for making it compatible for Electrified section involving high level of precision for ensuring safety.

For completing the project from Palanpur to Pipavav Port, total 414 km by Railway Electrification team of Ahmedabad, overall, 17901 m<sup>3</sup> of Concrete, 6196.5 MT of steel, 715 MT of copper conductor & 93 Nos of Bridge masts have been used for construction of High-Rise OHE, with an approximate cost of Rs 385 Crores for Electrical, Civil and Signalling & Telecom works. Accordingly, 04 Traction sub-station, one at Dharewada, one at Botad, one at Savarkundla and one at Surendranagar have been Commissioned whose power supply arrangement has been provided in coordination with GETCO, as per latest Long-term Open access guidelines by CEA. Further, first time in the history of CORE, a gigantic task of commissioning of 10 UFS Block Instruments (consisting of 6 stations) along with BP Axle counters has been completed on 30.12.2020 in Savarkundla-Pipavav section (RE Group 223), in a single disconnection block of about 5 Hrs making the section fit for Electric traction. FOBs at Sidhpapur, Mahesana, Katosan, Viramgam and Surendranagar were raised to suit high rise OHE fit for plying of Double stack container. In this context, some FOBs at Mahesana were dismantled. Similarly, ROB at Savarkundla and Rajula were suitably raised to meet high rise OHE demand fit for introduction of 25 KV Electric traction.

The importance of the section from **Palanpur to Pipavav** can be summarised as only and major connectivity from Rajasthan to Pipavav port (Gujarat). Pipavav Port is Known for India's first port build in Public Private Partnership model and a gateway port on the west coast India

for handling containers, bulk cargos & Ro-Ro cargos. Having easy access to Rail network at Pipavav port provides logistical advantage connecting the port to critical markets in the northwest part of India.

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