



FREIGHT BUSINESS

(As on 01.01.19)

Pune Division comprises of urban stretch between Malavli to Pune and the hilly parched terrain of western ghats from Sasvad to Jarandeshwar & the fertile plains of western Maharashtra from Satara to Kolhapur. The Division is not bestowed with any major industries / mines or collieries and hence the freight traffic principally is dependant upon the sugar which are cultivated in the western region of Maharashtra of Baramati, Satara, Sangli & Kolhapur districts, which has well cultivable land with abundance of water from river Krishna & Koyna. This has made the region the sugar belt of Maharashtra. As a result of such sugar cultivation, the government of Maharashtra (The then Bombay state government) in 1954 encouraged establishing of farmers managed co-operatives sugar mills with a capital contribution of 10 Lakhs. These factories largely contribute to the freight traffic of the Division. Sugar being a controlled commodity, the transportation is governed by various policy decisions of the Union of India. Prior to 1st October 2011, it was mandatory for all co-operative sugar factories to sell 40% of the sugar to the Central Government under the levy sugar quota for distribution in PDS. On 25th November 2011, a notification was issued reducing the quantum to 10%, due to restriction of the sugar sale through PDS at fair price only to BPL families. As a result, levy sugar transportation by rail was adversely affected and with the availability of more sugar in the open market the levy sugar traffic got converted to free sale sugar. However, with no programmed movement, the transportation by rail became dependent on local and international market dynamics, demand, production etc.

The second Principle commodity of the Division is POL, which is loaded from a distribution terminal located at Loni where refined petroleum products are received through pipeline from refineries located in Trombay, stored at Loni and supplied to various depots through Rail. HPCL depot of Loni in the recent past had laid at a pipeline to Pakni via Bhilavadi through which diesel is supplied to Bhilavadi and Pakni depots. Therefore, rail movement of diesel to Bhilavadi and Pakni was lost. The transportation of POL products through rail is dependant on factors like demand availability and functioning of its loading machineries and dynamics of international crude of market. Instances of pipelines being damaged for receipt of POL products from Trombay and periodical maintenance of machineries at Loni terminal also plays a role in the POL traffic offered from Loni.

The Principle inward traffic are Cement, Fertilizers, Salt, Pig Iron and Food grains. Fertilizers are received in the Western region on Goods Sheds like GRMT, Satara, Karad, Sangli and Baramati to meet the agricultural needs of the region and hence is largely dependant on the monsoon. Cement traffic received from the manufacturing units at Malkhed, Sedam, Wadi, Hotgi which are on Solapur and Nanded Divisions to meet the needs of the construction sector in urban conglomerate of Pune, Kolhapur, Sangli and Satara regions

The Division has a total of 31 Freight terminals:

Goods Sheds	Sidings		ICD	CRWC	Total
	Private	Defense			
13	8	7	2	1	31

**a. Goods Depots : (13)**

SN	Depot	Group	Working Hours	Principle Commodity	
				Outward	Inward
1	Pune	I	RTC	-	Cement
2	Khadki	II	06-22	Sugar	Cement
3	Chinchwad	III	06-22	NMG, Containers	Containers
4	Gur Market	I	RTC	Sugar, Bauxite, Molasses	Fertilizer, Cement, Food grains
5	Miraj	I	RTC	Sugar, Molasses	Fertilizer, Cement, POL
6	Sangli	I	RTC	Sugar	Fertilizer, Salt
7	Loni	I	RTC	-	Cement, Steel coils
8	Baramati	II	RTC	Sugar, Molasses	Fertilizer
9	Saswad Road	I	RTC	-	Fertilizer, Salt, Food grains
10	Jejuri	III	06-22	-	Pig Iron
11	Satara	II	06-22	Sugar	Fertilizer, Cement, Food grains
12	Karad	II	RTC	Sugar	Fertilizer, Food grains
13	Lonand	II	06-22	Sugar, Pig Iron	Food grains, Iron Ore

b. Defence Sidings: (7)

SN	Sidings	Served by	Outward commodity	Inward
1	Khadki Vehicle siding, (KVSG)	Khadki	-	Vehicles, Tanks
2	Khadki Arsenal Siding (KKSG)	Khadki		
3	Dehuroad Ammunition Siding (DASG)	Dehu Road	Ammunition & military stores	Military stores
4	Central Ordinance depot (CMSG)	Dehu Road	No traffic	No traffic
5	Ordinance depot siding (CPSG)	Dehu Road	No traffic	No traffic
6	Dehu Road Vehicle depot Siding (DSSG)	Dehu Road	No traffic	No traffic
7	Engineer stores depot siding (ESSG)	Dehu Road	No traffic	No traffic

c. ICD Depots : (2)

S N	Depots	Serving station	Commodity	
			Outward	Inward
1	Miraj	Miraj	Molasses	-
2	Chinchwad	Chinchwad	General Goods	General Goods

d. Railside Ware Housing Complex : (1)

S N	Sidings	Working Hours	Commodity	
			Outward	Inward
1	Saswad	RTC	-	Cement

e. Private Sidings: (8)

S N	Sidings	Served by	Working Hours	Commodity	
				Outward	Inward
1	Bharat Forge Siding,	Hadapsar	06-22	-	Furnace oil
2	Hindustan Petroleum Oil Siding.	Loni	RTC	POL	POL
3	CWC Siding.	Miraj	06-22	FG	Food grains
4	Hindustan Petroleum Oil Siding	Bhilavadi	06-22	-	POL, LPG
5	Grain depot Siding.	Ghorpuri	06-22	-	Food Grains
6	Ultra Tech Cement Ltd Siding	Uruli	RTC	-	Cement in Bulk
7	Penna Cement Siding	Patas	RTC	-	Clinker
8	Kiloskar Brothers siding.	Kirloskarwadi	Applied for closure. However during the process of closure the siding owner has given application for revival of siding.		