

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO.216
ANSWERED ON 19.12.2025

CHANGES IN FREIGHT STRUCTURE FOR BULK TRANSPORTATION OF CEMENT

*216. DR. SUMER SINGH SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the changes in the freight structure for bulk cement transportation through containers;
- (b) the broad features of the revised rate system;
- (c) whether any measures have been introduced to promote the use of tank containers and bulk cement terminals; and
- (d) if so, the expected impact of these initiatives on transportation costs, logistics efficiency and environmental sustainability in bulk cement movement?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 216 BY DR. SUMER SINGH SOLANKI ANSWERED IN RAJYA SABHA ON 19.12.2025 REGARDING CHANGES IN FREIGHT STRUCTURE FOR BULK TRANSPORTATION OF CEMENT

(a) to (d) With a focus on the housing requirements of the poor and middle-income families, Indian Railways has undertaken rationalisation of the freight structure for bulk cement transportation in tank containers. The new policy is expected to facilitate increase in rail modal share, improve logistics efficiency and promote sustainable transportation. The freight charges for transportation of commodities in containers are determined by Container Train Operators (CTOs) based on market conditions. Indian Railways levies only the haulage charges for movement of the Container trains.

The new policy which intends to reform the cement transportation and its logistics has the following broad features:-

1. A specially designed tank containers developed as a 'Make in India' product has been introduced for transportation of bulk cement from the production centres to consumption hubs across the country covering larger distances. This enables low cost transportation of cement to major cities, towns and rural blocks.
2. Transportation of bulk cement on tank container ensures the ready availability of cement at construction site/ Ready Mix Concrete plants. The cement transported in bulk can also be bagged for further distribution to other interior locations.
3. This reform aims at a shift from the traditional movement of cement in bags to a container based rail logistic providing end-to-end pollution free handling, eliminating dust emissions, damages and spillages associated with bagged cement. Tank containers ensures mechanised loading and unloading of cement eliminating material losses, packaging wastes and reducing carbon footprints.
4. The new bulk cement policy supports long distance transportation by introducing a Gross Tonne Kilometer (GTKM) based flat rate removing various distance and weight slabs and enabling charging on actual booked distance. This enables efficient multi modal logistics and planning of handling terminals at appropriate locations.

Through this policy, Indian Railways intends to promote innovation in the container sector for transportation of commodities, with Indian Railways emerging as a cleaner, safer, cost effective and more sustainable logistics provider in India.
