

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1574
ANSWERED ON 12.12.2025

POLLUTION FREE CLEAN LOGISTICS POLICY IN RAILWAYS

1574. DR. SIKANDER KUMAR :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has launched any new policy and simplified freight rates to cut cement cost and boost clean logistics;
- (b) if so, the details thereof;
- (c) whether the Ministry has taken any initiative to sustain India's position as the world's second-largest freight carrier including the impact of recent increase in rail-network expansion from 4 km/day (2004-14) to 12-14 km/day and near 100 per cent electrification of the broad-gauge network; and
- (d) the concrete steps being taken to ensure the tank-container model delivers an end-to-end, pollution-free logistics solution especially in terms of loading/unloading and modal integration?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) : In order to facilitate the movement of bulk cement via rail and with a view to increase the IR modal share of cement, policy guidelines for Bulk Cement Handling Terminal have been launched on 18.11.2025. In addition, a rationalized and simplified Gross Tonnes (GTKM) based rate for haulage of bulk cement in tank containers has been introduced. This new rate structure is without distance slabs and weight, and enhances the ease of doing business.

Transportation of bulk cement in specialized tank containers provides end-to-end pollution free intermodal logistics. Further, new initiatives of Railway for development of Bulk Cement Handling Terminal with facilitation of handling specialized tank wagons (BCFCM, BCCW etc.) suitable for transportation of bulk cement will also help Rail transport emits less CO₂ and particulate matter per tonne moved than trucks.

Further, Indian Railway has taken several measures during the last few years to enhance the freight loading and revenue which includes:

- To increase the network capacity, rail network expansion has been taken up in a big way by construction of new lines, multi tracking of existing lines and gauge conversion of existing lines. The details of new tracks laid during the 10 years are as under:

Period	New track Commissioned
2009-14	7,599 Km
2014-25	34,428 Km

Further, as on 01.04.2025, there are 431 (154 New Line, 33 Gauge Conversion and 244 Doubling) projects sanctioned. The summary of which is as under:-

Category	No of Projects	Total Length (km)	Length completed till Mar'25 (Km)	Balance length (Km)	Cost (Cr.)
New Lines	154	16,142	3,036	13,105	3,77,389
Gauge Conversion	33	4,180	2,997	1,183	43,820
Doubling / Multi tracking	244	15,644	6,736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

- Removing bottlenecks in operations by yard remodelling, construction of bypass / chord lines, rail flyovers etc.

- The construction of Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational.
- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometer
Before 2014	21,801
2014-25	46,900

- Procurement of Wagons and Locomotives : To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility
- Industry participation in investment in General Purpose Wagons, Special Purpose/ High-Capacity wagons and Automobile carrier wagons for cement, oil, steal, fly-ash, automobile etc. So far, around 240 rakes of special purpose wagons, 374 rakes of general-purpose wagons and 48 rakes of automobile wagons have been inducted.
- Under the ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy so far, 118 new GCTs have been commissioned, with an estimated traffic capacity of 192 million tonnes per annum (MTPA). In addition, for improvement of freight and parcel terminals from the financial year 2023-24 onwards, an amount of Rs. 14,500 crore has been allocated.
- A “Bulk Cement Terminal Policy” for setting up terminals on Railway land has been launched recently as part of Railway reforms for facilitating Bulk Cement transportation.
- Ensuring increased availability of rakes / wagons against demand.
- Increasing the loadability for carrying additional traffic per wagon. Length of freight trains has also been increased to increase throughput per train.

- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horsepower locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.

Because of the above measures, the freight loading has increased from 1,233 MT in 2020-21 to 1,617 MT in 2024-25. During 2024-25, IR transported 1,617 MT thus becoming second largest freight carrying Railways in the world.
