

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1727**  
**ANSWERED ON 13.02.2026**

**PROGRESS IN DEVELOPMENT OF MULTIMODAL CARGO TERMINALS AND  
LOGISTICS PARK**

1727 DR. SIKANDER KUMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether any progress has been made in developing the planned Multimodal Cargo Terminals and logistics parks that serve as the origin-destination nodes for Trucks on Trains service;
- (b) the detail of total estimated carbon emission reduction achieved by the Trucks on Trains service since its inception and manner in which this aligns with the Indian Railways' net-zero target; and
- (c) steps that are being taken to improve terminal infrastructure to facilitate seamless, cost-effective first- and last-mile connectivity for truck operators using the Trucks-on-Trains service?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (c) : To improve the efficiency of rail freight handling at terminals, Indian Railways has adopted a two-pronged approach: (i) encouraging the development of modern rail freight terminals under the Gati Shakti Multi-Modal Cargo Terminal (GCT) policy, and (ii) augmenting and upgrading infrastructure at railway-owned goods sheds. The facilities at such freight terminals are being developed and upgraded in a demand-driven manner, keeping in view the nature of commodities handled in the region and the logistics requirements of users. This includes provision of appropriate terminal infrastructure such as improved approach roads, paved stacking areas, mechanised loading/unloading facilities, adequate lighting, drainage, and safety arrangements, as well as specialised facilities for emerging services like Roll-on Roll-off (Ro-Ro) / Truck-on-Train operations wherever traffic potential exists.

So far, 124 GCTs have already been commissioned with an estimated traffic capacity of 198 million tonnes per annum (MTPA). In addition, for improvement of customer amenities at goods all across the country, an amount of Rs. 14,500 crore has been allocated for the financial year 2023-24, 2024-25 and 2025-26.

The Trucks-on-Trains/Roll on-Roll off (ToT/RORO) service is presently operating on Western Dedicated Freight Corridor network between New Palanpur and New Rewari (636 Km). RORO service is also being operated from Konkan Railway network between Kolad & Verna (417 Km) and

Kolad & Surathkal (721 Km) stations. This integrated road-rail solution enhances transit reliability, shortens turnaround times, and reduces overall logistics costs, while shielding long-haul freight movement from many of the uncertainties inherent in highway transport.

By moving truck traffic to rail corridors, ToT helps improve air quality for communities living along major transport routes. When trucking over Palanpur-Rewari stretch is shifted to rail, it is estimated that around 50,000 trucks are effectively removed from highways for the core journey, and in the process about 90 lakh litres of diesel is saved, resulting in prevention of emission of approximately 2.3 crore kilograms of carbon dioxide (CO<sub>2</sub>).

Further, since inception of ToT/RORO services over Konkan Railway, it is estimated that around 7.23 lakh trucks have been transported on RORO services, resulting in estimated carbon emission reduction equivalent to 35 crore kilograms of CO<sub>2</sub>. These figures demonstrate how corridor-based modal shift delivers measureable environmental and energy benefits at scale.

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