

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1552
ANSWERED ON 31.07.2026

STATUS OF EASTERN AND WESTERN DEDICATED FREIGHT CORRIDORS

1552 DR. ASHOK KUMAR MITTAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current completion status and total operational length of both the Eastern and Western Dedicated Freight Corridors;
- (b) the quantifiable impact of these exclusive freight lines in decongesting the passenger rail network and improving average train speeds;
- (c) whether Government has recorded a significant modal shift of heavy industrial cargo from road transport to these railway corridors;
- (d) the details of the massive multi-modal logistics parks being constructed along these routes to facilitate seamless door-to-door freight delivery; and
- (e) the measures implemented to rapidly construct the remaining delayed segments?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) : Ministry of Railways had taken up the construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed and commissioned.

On average, about 443 trains are operated per day on DFCs. The Dedicated Freight Corridors have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network

The Dedicated Freight Corridor project is expected to strengthen the competitiveness of rail transport by enabling cost-effective, efficient and sustainable freight movement across the country. It is envisaged to facilitate a gradual modal shift of long-haul bulk commodities, container traffic and industrial freight from road to rail, thereby reducing overall logistics costs, improving supply chain efficiency and supporting economic growth.

To increase the freight handling capacity in Indian Railways, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) (including 7 on DFCCIL corridors) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.
