

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 758
WWANSWERED ON 24.07.2026

DEVELOPMENT, EXPANSION AND IMPACT OF GATI SHAKTI CARGO TERMINALS

758# DR. SANDEEP KUMAR PATHAK:
SHRI ADITYA PRASAD:
SHRI MAYANKKUMAR NAYAK:
SHRI KESRIDEVSINH JHALA:
SHRI SUBHASH BARALA:
DR. PARMAR JASHVANTSINH SALAMSINH:
SHRI CHUNNILAL GARASIYA:
SHRI MITHLESH KUMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the progress made in the development of Gati Shakti Cargo Terminals so far, including the details of the number of operational and under-construction terminals;
- (b) the commodities and industrial sectors that are benefiting from these terminals;
- (c) whether new locations have been approved for the financial year 2026–27, if so, the details thereof; and
- (d) the impact of these terminals on freight handling capacity, multimodal connectivity and logistics efficiency?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) : In order to encourage setting up of cargo terminals through private investment, ‘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) 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.

The Gati Shakti Cargo Terminals cater to a wide range of commodities including cement, steel, foodgrains, fertilizers, coal, fly ash, minerals, containers, automobiles, agricultural produce and other

bulk as well as non-bulk commodities. The policy has benefited key sectors such as cement, steel, power, mining, agriculture, logistics and manufacturing by providing improved rail connectivity and modern cargo handling infrastructure.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, ports and logistics hubs, thereby improving rail connectivity for local industries, agricultural produce and other commodities. The policy has enabled creation of warehousing, silos, cold storage and other value-added logistics facilities, reducing first-mile/last-mile logistics costs and transit time and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.
