

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION No. 247
TO BE ANSWERED ON 03.08.2022**

GATI SHAKTI CARGO TERMINAL AT RAFALESHWAR

***247. SHRI MOHANBHAI KALYANJI KUNDARIYA :**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has considered a Gati Shakti Cargo Terminal (GCT) at Rafaleshwar, Morbi to provide logistic advantage to ceramic industries, which would also create avenues as well as freight volume for Railways;**
- (b) if so, the details thereof along with the features of the said terminal; and**
- (c) the time by which the said terminal is likely to be operationalized?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF
STARRED QUESTION NO. 247 BY SHRI MOHANBHAI KALYANJI
KUNDARIYA TO BE ANSWERED IN LOK SABHA ON 03.08.2022
REGARDING GATI SHAKTI CARGO TERMINAL AT RAFALESHWAR**

(a): Under the Gati Shakti Cargo Terminal (GCT) policy, a proposal for development of Cargo Terminal at Makansar station near Rafaleshwar in Morbi District has been received. On the basis of application submitted by the applicant, In-Principle Approval (IPA) has been granted on 04.02.2022.

(b): The land identified for the proposed Cargo Terminal at Makansar belongs to the Government of Gujarat. The applicant has initiated process for procurement of this land. The proposed terminal will be connected with the Down Loop line at Makansar station and will consist of three (03) handling lines of full rake capacity. Once commissioned, this terminal is expected to bring 15,000 TEUs per month cargo traffic from ceramic industry, which is presently moving via road, to Railways.

Salient features of GCTs developed under Gati Shakti Cargo Terminals policy are as under –

- Simplified application and approval process, for quick and hassle-free approvals.**
- No departmental charges levied on the applicant.**
- No Land License Fees charged for the Railway land used for connectivity.**
- No cost of commercial staff charged.**
- The Capital cost of all common-user traffic facilities at the serving station, Signal & Telecom works and modification to existing OHE borne by the Railway.**

- **For Terminals giving 1 MT or more outward traffic, cost of mid-section Block Hut/ Block station reimbursed as 10% freight rebate.**
- **Maintenance of all assets (track, signalling, OHE) by Railway at its own cost, excluding the yard and loading/unloading lines.**
- **Railway reserves the right to grant connectivity to another Terminal(s) from such portions of track being maintained by Railway.**

(c): As per GCT policy, the construction for a new terminal is to be completed by the applicant within twenty-four (24) months of the approval.
