



142 Operational Gati Shakti Cargo Terminals Reducing Logistics Costs and Strengthening Rail Freight Movement for Cement, Steel, Power and Agriculture Sectors

Warehousing, Cold Storage and Modern Rail-Linked Cargo Facilities Under GCT Policy Boost Opportunities for Farmers, Industries and Local Businesses

Existing Gati Shakti Cargo Terminals Provide 224 MTPA Freight Handling Capacity; ₹10,000 Crore Private Investment Mobilised Through GCTs

310 More GCT Approved to Expand Rail Freight Infrastructure

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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.

Andhra Pradesh : GCTs commissioned – 05

SN	Serving Station/location	District
1	Nakanadooddi	Nakanadooddi
2	Tummalacheruvu	Guntur
3	Krishnapatnam	Nellore
4	Jaggayyapet	Krishna
5	Sanjamala	Nandyal

In addition to above, In-principle approvals (IPAs) for 14 locations have been given.

In Palnadu district of Andhra Pradesh one GCT has already been commissioned at Tummalacheruvu on 31.01.2023. Traffic handled at this location during 2025-26 is 1.214 MT. Further, one more GCT is under construction in the region. These terminals will improve freight handling capacity of industry and enable efficient transportation of bulk cement, clinker, minerals, industrial goods and other commodities from Palnadu district, Andhra Pradesh by facilitating efficient, reliable and economical movement through rail mode to various destinations across India and promote regional economic development.

Rajasthan : GCTs commissioned – 10

SN	Serving Station/location	District
1	Kairla	Pali
2	Marwar Mundawa	Nagaur
3	Khemli	Udaipur
4	Bhupal Sagar	Chittorgarh
5	Sonu	Jaisalmer
6	Hanwant	Jodhpur
7	Sundlak	Baran
8	Mandalgarh	Bhilwara
9	New Saradhana	Ajmer
10	Hirnoda	Jaipur

In addition to above, In-principle approvals (IPAs) for 15 locations have been given.

Odisha : GCTs commissioned – 12

SN	Serving Station/location	District
1	Paradeep	Jagatsinghapur
2	Paradeep	Jagatsinghapur
3	Between Kechobahal-Laikera	Jharsuguda
4	Jajpur keonjhar Road	Jajpur

5	Brajrajnagar	Jharsuguda
6	Machapar	Cuttack
7	Barpali Road	Sundargarh
8	Sogra	Sambalpur
9	Brundamal	Jharsuguda
10	Jakhpura	Jajpur
11	Bondamunda Jn.	Sundargarh
12	Paradeep	Jagatsinghpur

In addition to above, In-principle approvals (IPAs) for 36 locations have been given.

In Keonjhar Lok Sabha Constituency, one proposal for development of a GCT at Porjanpur (PRNR) is under consideration.

Bihar : GCTs commissioned – 05

SN	Serving Station / location	District
1	Barauni-Garhara	Begusarai
2	Khudiram Bose Pusa	Samastipur
3	Jogiyara	Darbhanga
4	Pashraha	Khagaria
5	Chausa	Buxar

In addition to above, In-principle approvals (IPAs) for 08 locations have been given.

At present, no proposal of GCT at Narkatiaganj has been received from the industry.

Madhya Pradesh: 5 GCTs have been commissioned in Madhya Pradesh. In-Principle Approvals (IPAs) have been granted for the development of GCTs at 19 locations in Madhya Pradesh.

At present, no proposal to set up Gati Shakti Cargo Terminal in Chhindwada district has been received from industry.

Karnataka: The details of GCTs commissioned and additional In-Principle Approvals (IPAs) given in the State of Karnataka are as under:-

S.No.	State Name	GCTs commissioned so far	Additional In-principle Approvals (IPAs) given
1	Karnataka	04	18

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 development of GCTs has enhanced rail freight movement through faster and more efficient loading/unloading, reduced first-mile and last-mile logistics costs, improved wagon turnaround, and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, 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. This has enhanced the competitiveness of local industries and farmers while generating employment and promoting regional economic development.

This information was provided by the Union Minister for Railways, Information & Broadcasting and Electronics & Information Technology, Shri Ashwini Vaishnaw, in a reply to questions in the Lok Sabha on Wednesday.

Dharmendra Tewari/ Dr. Nayan Solanki/ Ritu Raj/ Manik Sharma

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