ENROUTE®

TCI
LEADERS IN LOGISTICS

Dedicated Freight Corridors: Accelerating India's Multimodal Growth.

December 2025

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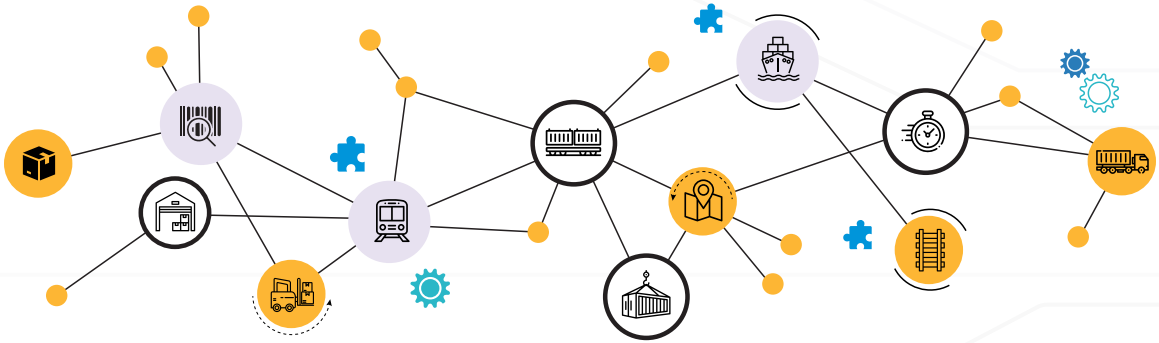
Editorial

Dear Readers,

Welcome to a new edition of Enroute, your trusted window into the dynamic world of logistics, multimodal transportation and supply chain transformation.

In this issue, we spotlight one of India's most ambitious and game-changing infrastructure developments: the **Dedicated Freight Corridors (DFCs).** More than just high capacity railway lines, the Eastern and Western DFCs symbolize India's accelerated march toward efficiency, sustainability and global competitiveness. They are not merely corridors of steel; they are **corridors of speed, certainty and economic momentum.**

Built to move freight **faster, safer and greener**, the DFCs bring a paradigm shift to how industries transport goods across the country. With **double-line electrified routes, 20–25 tonne axle-load capacity, train speeds up to 100 km/h,** and **seamlessly integrated multimodal terminals,** the corridors deliver a logistics backbone designed for the next generation of Indian industry.



From manufacturing, FMCG and e-commerce to agriculture, pharmaceuticals and heavy engineering, businesses today demand **reliability, predictability, scale and multimodal access—** needs that the DFC ecosystem is uniquely positioned to fulfill. Its operational precision and enhanced throughput offer unprecedented advantages, driving reduced transit times, minimized dwell, and improved turnarounds.

In this edition, we can explore how the DFCs are reshaping freight movement at scale, supported by sectoral insights, static data highlights and on-ground developments that reveal the corridor's true potential. Through our thoughtfully curated case studies, we uncover how leading enterprises leverage this transformational rail infrastructure, to unlock new efficiencies, overcome bottlenecks and build integrated, future-ready supply chains.

These stories demonstrate the powerful convergence of **robust infrastructure, smart planning and multimodal logistics design—**a combination that is rewriting the rules of freight movement in India.

Do not miss the Corporate Updates section, where we share recent milestones across the TCI Group as we continue to strengthen our rail, road, sea and integrated supply chain capabilities.

We hope this edition inspires new perspectives and encourages you to reimagine what's possible in the world of freight movement.

Happy reading and happy exploring!

This publication is a part of KNIT, a knowledge dissemination initiative of TCI Group. We believe in sharing insights and knowledge with the industry, to encourage best practice replication.

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Cover Story

The Dedicated Freight Corridor — India's Rail Freight Revolution

Strategic Importance of the DFC

The Indian logistics sector stands at a pivotal juncture. For decades, the freight transport system has operated an s shared infrastructure passenger and goods trains ran on the same congested rail lines. This mixed-traffic model inevitably led to delays, unpredictable schedules, capacity constraints and elevated logistics costs—challenges that have intensified with India's steady rise in industrial output, trade volumes and consumer demand.

As the world's fifth-largest economy and one of the fastest-growing manufacturing hubs, India urgently requires a resilient, high-capacity and future-ready freight network. The **Dedicated Freight Corridor (DFC)** emerges as the decisive answer to this long-standing need.

The DFC is among the boldest and most transformative rail infrastructure initiatives in independent India. Conceived as a pair of exclusive, **freight-only,** electrified, double-line corridors—the **Western DFC (WDFC)** and **Eastern DFC (EDFC)—**the project is engineered to move high-volume freight trains at **up to 100 km/h**, with **25-tonne axle loads,** over routes designed for uninterrupted, long-haul operations.

By segregating freight movement from passenger traffic, the DFC aims to decongest the existing mixed-use rail network, dramatically accelerate transit times, reduce operational bottlenecks and significantly lower logistics costs for businesses across sectors. It is not merely an infrastructure addition; it is a structural correction to the country's logistics backbone.

For a nation of India's scale and potential, the DFC is more than rails and tracks—it is a **strategic enabler of economic expansion, industrial competitiveness and multimodal connectivity.** Its ripple effects extend across manufacturing clusters, consumption centres, ports, inland terminals, warehousing ecosystems and cross-border trade routes.

In essence, the DFC represents a paradigm shift—ushering in a predictable, high-speed and cost-efficient backbone for freight movement. Its impact will be far-reaching: reshaping distribution models, compressing supply chain lead times, boosting export competitiveness and powering India's ambitious transformation into a global manufacturing and logistics hub.

Overview of the DFC: Scope, Corridors & Key Design Elements

At its core, the **Dedicated Freight Corridor (DFC)** is a purpose built network of exclusive freight railway lines, engineered to fundamentally transform how cargo moves across India. Unlike traditional mixed-use rail routes—where freight trains must often yield to passenger services—the DFC network is designed for **uninterrupted, high-capacity, long-distance freight movement.**

Optimized for heavy haul operations, the corridors support:

- Double-stack container trains (on WDFC)
- Higher axle loads
- Longer, faster, and heavier freight trains
- Superior throughput with fewer operational constraints

These design choices collectively deliver a step-change in speed, reliability and logistics efficiency.

The Two Core Corridors of the DFC Network

1. Western Dedicated Freight Corridor (WDFC)

Stretch : 1,506 km

Route : Dadri (Uttar Pradesh) - JNPT (Jawaharlal Nehru Port), Mumbai

Focus :

- Containerized export–import cargo
- Double-stack capability
- Connectivity to key industrial belts in Haryana, Rajasthan, Gujarat and Maharashtra

Widely regarded as the backbone for port-led and manufacturing-driven freight.

2. Eastern Dedicated Freight Corridor (EDFC)

Stretch : 1,337 km

Route : Ludhiana (Punjab) - Dankuni (West Bengal)

Focus :

- Bulk commodities (coal, steel, food grains, minerals)
- Seamless freight flow through Punjab, Haryana, Uttar Pradesh, Bihar, Jharkhand and West Bengal
- Linking power plants, steel hubs and eastern ports

- This corridor strengthens India's traditional industrial and mining heartland.

Total Network Scale

Combined length : 2,843 km

Operational : 2,741 km (based on completed stretches)

This constitutes one of the largest freight railway construction programs in the world.

More Than Just Track: Advanced Design for Modern Logistics

The DFC is engineered as a high-performance freight ecosystem, not merely a long rail line. Key design innovations include:

1. **High-Capacity Freight Operations**

- 25-tonne axle load (upgradable)
- Longer trains (up to 1.5 km in length)
- High-speed freight movement up to 100 km/h
- Double-line, fully electrified routes for decongested, high-throughput flow

2. **Container & Commodity Flexibility**

- Double-stack container capability on WDFC
- Efficient handling of bulk, break-bulk and containerized cargo
- Enhanced payload per train - lower cost per tonne-km

3. **Integrated Freight Infrastructure**

- Modern freight terminals, sidings, container yards, and logistics parks
- Direct connectivity to ports, industrial clusters, manufacturing zones, and inland terminals
- Automated signalling and advanced traffic control

4. **End-to-End Logistics Enablement**

- Reduced transit times
- Higher schedule reliability
- Lower operating costs for shippers
- Improved multimodal linkages (rail–road–port)

DFC Progress: From Concept to Implementation

Decades ago, the vision for the Dedicated Freight Corridor (DFC) was born out of necessity, a bold response to rising congestion on mixed-use rails, unpredictable freight schedules, escalating logistics costs and the growing demands of India's expanding economy. What began as a far-reaching plan in the early 2000s is now a powerful reality.

Milestones That Mark the Journey

- **Eastern DFC (EDFC):** Fully commissioned and operational.
- **Western DFC (WDFC):** ~93–94% complete, final stretch nearing commissioning.
- ~300–325 freight trains now run daily across the DFC network representing a capacity increase of roughly 60% over pre-DFC volumes.
- From April to October 2024 alone, net tonne-kilometres (NTKM) surged sharply across newly commissioned stretches, reflecting dramatically increased freight movement.
- **In fiscal year 2024-25:** corridor usage spiked by 48%, with an average of 381 freight trains per day, translating into tens of millions of cumulative tonne-kilometres hauled.
- **A defining milestone:** the operation of India's longest freight train the 4.5 km "Rudrashtra" rake, with 354 wagons and seven locomotives symbolising the majestic scale that DFC infrastructure now enables.

This isn't vision anymore. It's infrastructure. It's throughput. It's the new rail freight backbone underpinning India's supply-chain transformation.

Key Benefits of the DFC: Advantages & Efficiency Gains

The value proposition of DFC stems from several major advantages over conventional freight transport by rail (and over road transport).

a. Faster Transit, Higher Speed & Reliability

- Freight trains on DFC corridors run at average speeds between 50–60 km/h, significantly higher than ~20–25 km/h typical on mixed use routes.
- With dedicated tracks and priority to freight, there is reduced risk of delays due to passenger train congestion.
- Larger, heavier, longer freight trains — including double stack container trains and heavy haul rakes — allow more cargo per trip, improving throughput and economies of scale.

b. Higher Volume Capacity & Freight Share

- DFC today handles **over 10% of Indian Railways' total freight traffic**, a share achieved by just ~4% of track length (i.e. DFC vs entire railway network) — a testament to its high efficiency and utilization.
- The enhanced capacity helps shift freight from roads to rail, easing highway congestion, reducing carbon footprint, and lowering wear & tear on roads.

c. Lower Logistics & Freight Costs — Impact on Economy

- One of the most important outcomes of DFC — from the perspective of industry and national economy — is cost savings. According to a study by researchers at the University of New South Wales (UNSW) that analysed DFC's impact:

- Commodity prices have reduced by up to 0.5% because of lower freight costs and faster transit times5.
- The DFCs contributed 2.94% of the growth in total revenue of Indian Railways between FY 2018–19 and FY 2022–23 — signalling improved profitability and utilization6.
- More broadly, the DFC network is estimated to contribute about ₹ 16,000 crore to national GDP — reflecting its macro economic impact7.
- By lowering logistics costs, DFC enhances competitiveness for industries — be it manufacturing, cement, steel, coal, power, ports, or exports/imports — and thereby supports industrial growth, supply chain efficiency, and better price stability for commodities.

d. Enhanced Port Connectivity & Trade Facilitation

- Particularly for the Western DFC (WDFC), the corridor connects industrial zones and production hubs in the hinterland to major ports (like JNPT), greatly enhancing port connectivity and export/import logistics.
- Double-stack container trains and high capacity freight flows via DFC make it easier to transport containers swiftly between ports and industrial regions, reducing dwell time at ports, cutting detention/demurrage costs (very relevant for exporters/importers), and improving turnaround times.

e. Decongestion, Better Network Utilization, and Passenger Rail Relief

- By shifting a large portion of freight traffic to dedicated tracks, DFC helps decongest conventional rail lines that were burdened by mixed traffic.

This not only improves freight operations, but also enhances the reliability and punctuality of passenger train services on the conventional network — a benefit for overall rail users across India's vast population.

f. Economic & Regional Development, Equitability & Industrial Growth

- The economic benefits of DFC extend beyond freight companies or rail revenues. As the UNSW study shows, regions — especially in western India near DFC — have enjoyed larger welfare gains thanks to lower freight costs and better connectivity.
- In addition, industrial units, manufacturing clusters, ports, mining and raw material hubs, logistics parks and container terminals stand to benefit from efficient rail freight. This can trigger fresh investments, job creation, and growth in ancillary sectors (warehousing, loading/unloading, distribution, multi modal logistics) across states along the corridor.

Snapshot of key data and performance metrics that underline DFC's growing impact (as of 2024–2025):

Metric / Indicator	Latest Value / Status
Total DFC network length	Approx. 2,843 km (with ~2,741 km operational)
WDFC length	~1,506 km from Dadri to JNPT (93–94% complete)
EDFC length	~1,337 km (fully operational)
Daily freight trains (DFC)	~300–325 trains/day (recent years); in FY 2024 25 average ~381 trains/day
Year-on-year growth in freight traffic on corridors (2024)	NTKM traffic roughly doubled compared to previous year, after commissioning additional stretches.
Contribution to Indian Railways' revenue growth (FY 2018–19 to 2022–23)	2.94% attributed to DFC operations by study.
Estimated GDP contribution (national economy)	~₹ 16,000 crore.
Reduction in commodity/freight related costs (estimated)	Up to 0.5% reduction in commodity prices because of lower freight costs via DFC.

These numbers — especially when one considers that DFC constitutes only a small fraction of total rail network by track kilometers — speak volumes about its efficiency, utilization, and transformative potential.

Strategic, Economic and Environmental Implications of the DFC

The Dedicated Freight Corridor is far more than a logistics project. It is a strategic national asset, one that elevates India's economic capabilities, enhances global competitiveness and strengthens the country's long-term sustainability goals. Its impact radiates across policy, industry, regional development and the environmental landscape, making the DFC a transformative piece of national infrastructure.

Reducing National Logistics Costs

India has long struggled with high logistics costs as a share of GDP, often higher than global benchmarks. A key reason: the heavy dependence on long-haul road transport and the inefficiencies of mixed-use rail networks.

With the DFC enabling a structural shift from road to cost-efficient, high-capacity rail for long-distance freight, India stands to benefit from:

- **Lower end-to-end logistics spend**
- **Greater price stability for commodities**
- **Improved global competitiveness for Indian exports**

Boost to Exports & Trade Integration

The DFC strengthens India's integration with global value chains by linking major production clusters directly with key ports through **fast, predictable, high-throughput corridors.**

Benefits include:

- Faster EXIM cargo movement
- Reduced port dwell times
- More reliable export-import schedules
- Improved container turnaround cycles

The result is a more competitive and globally connected Indian manufacturing ecosystem.

Industrial & Regional Development

The DFC's presence acts as a powerful economic catalyst for regions along its length, particularly in western, central and northern India.

Its downstream impacts include:

- Emergence of **logistics parks, warehousing hubs and multimodal terminals**
- Attraction of **manufacturing investments** near high-speed rail access
- Job creation in ancillary sectors
- Urbanisation of infrastructure clusters
- Balanced regional development across states

Environmental & Sustainability Gains

Rail freight is significantly more energy-efficient and low-emission than road transport on a per tonne-kilometre basis. By shifting heavy cargo off trucks and onto electrified freight rail:

- **Carbon emissions are reduced**
- **Road congestion decreases**
- **Highway wear-and-tear is lowered**
- **Fuel consumption drops,** reducing dependence on fossil fuels

The DFC thus directly contributes to India's broader sustainability and clean-energy objectives.

Modernising India's Rail Infrastructure

The DFC has also become the blueprint for India's next-generation rail infrastructure.

Key advancements include:

- Heavier axle-load tracks
- Fully electrified double-line operations
- State-of-the-art freight terminals

- Double-stack container capability
- High-speed (up to 100 km/h), long-haul freight trains

Collectively, these innovations elevate the national rail system to global standards and lay the foundation for an integrated, future-ready logistics backbone.

Challenges & What Lies Ahead

- **Completion of Remaining Sections:** As of now, WDFC still has ~102 km pending (link to JNPT) — the full potential of port connectivity and seamless freight movement will be realized only after full commissioning.
- **Last Mile Connectivity & Multi Modal Integration:** Freight trains need effective integration with road transport (for pickup/delivery), warehousing, and ports. Logistics players need to ensure robust last mile connectivity, cargo terminals, container handling equipment, and coordination between modes.
- **Utilisation & Demand Prediction:** While DFC has impressive volumes now, sustained high utilisation depends on demand pipelines — industrial growth, export/import volumes, balanced freight generation across regions. Over-dependence on a few commodities (like coal or containers) may risk underutilization if demand shifts.
- **Coordination, Regulatory & Operational Readiness:** Efficient operations require coordination between railways, freight operators, terminals, ports, and customers. Timely scheduling, cargo consolidation, loading/unloading, customs/port clearances for inter-modal freight need to be streamlined.
- **Awareness & Adoption by Industry:** Not all manufacturers or shippers may yet be aware or comfortable with shifting to rail freight via DFC — shifting from road based logistics (which offers flexibility) to rail requires mindset change, planning, and longer term logistics alignment.

Opportunities Imperatives

Given the current trajectory and momentum, the DFC is poised to reshape India's freight and logistics landscape over the next decade. Here are some strategic predictions and opportunities:

- Once fully operational (especially WDFC's final link to JNPT plus associated cargo terminals), DFC could carry **a significantly larger share of national freight —** perhaps targeting 30–40%+ of long haul bulk and container cargo, shifting large volumes away from road transport.
- Growth of **multi modal logistics hubs** along the corridor (rail + road + warehousing + port connectivity) — enabling end-to-end supply chain solutions that are faster, cheaper, and more reliable.
- Surge in **exports and import linked freight** driven by faster container transport to ports — helping companies meet global trade demands and just in time supply chain requirements.
- Increased **industrial investment & manufacturing** in regions along the corridors — as logistics becomes efficient, cost effective, and scalable, industries (cement, steel, heavy manufacturing, consumer goods) may expand operations along these corridors to leverage efficient freight.
- Logistics companies will have expanded scope: bulk freight handling, long haul container trains, warehousing and distribution centers, value added services (packaging, consolidation, cross docking), export/import logistics, etc.

Case Study: 01

Transforming Bulk Material Movement for a Large Industrial Customer (EDFC)

When Speed Meets Scale — Supply Chains Transform.

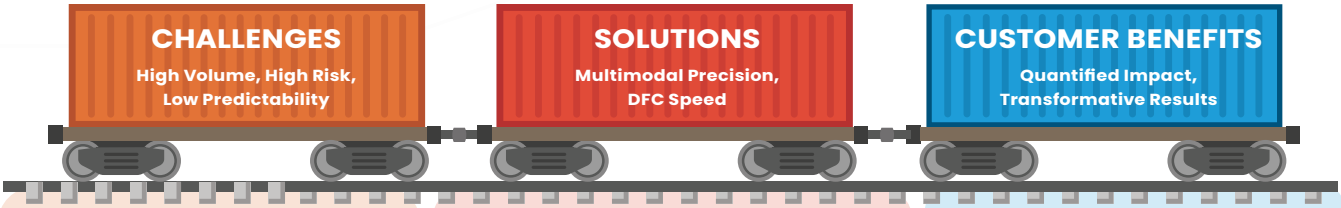
Background - A Conglomerate Confronts a Logistics Bottleneck

A leading Indian industrial conglomerate, manufacturing steel and construction materials was grappling with persistent challenges in moving bulk raw materials from remote mining belts to its key manufacturing plants.

For years, the company depended heavily on long-haul road transport and conventional mixed-use rail networks. But with both systems stretched and congested, the consequences were costly, inbound materials were delayed, production, logistics costs, delivery cycles were unpredictable.

This is where TCI stepped in with an integrated solution powered by the Eastern Dedicated Freight Corridor (EDFC) and a multimodal operations blueprint.

Scan this QR code to watch the full video



- Chronic delays due to conventional rail congestion and overloaded highways
- Rising freight expenditure impacting profitability
- Limited capacity to move large volumes of raw materials
- Unpredictable schedules disrupting production planning
- Losses due to pilferage and damage on long-distance road routes

- Integrated the customer's bulk movement with EDFC high-capacity rakes and terminals
- Shifted majority of raw material freight from road to DFC-enabled rail, reducing transit variability
- Introduced advanced scheduling, real-time tracking, and predictive planning
- Ensured seamless last-mile movement from DFC terminals to manufacturing units through TCI's road fleet and terminal network
- Optimized rake loading plans to maximize payload and minimize overall trips

- 40–50% reduction in transit time, leading to dependable material flow
- 20% reduction in logistics costs, driven by scale efficiencies and fewer delays
- Highly reliable supply-chain rhythm through predictable arrivals
- Drastic improvement in safety and reduced damage/pilferage
- A scalable rail-led model that supports future production expansion

Case Study: 02

Efficient Containerized Transport for a Major FMCG Customer (WDFC)

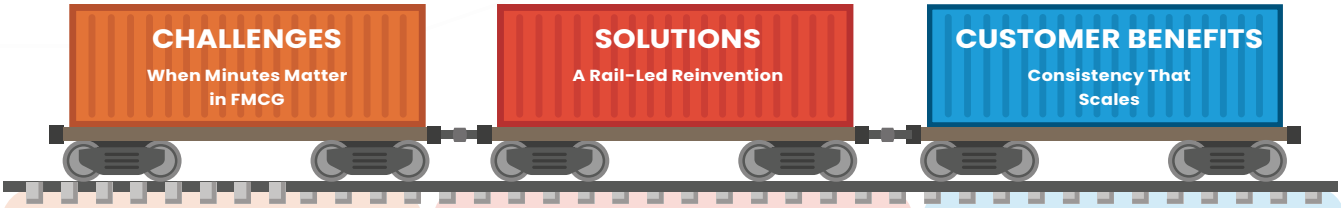
Putting Speed Into Every SKU

Background – Moving Fast in a Fast-Moving Industry

A leading FMCG company in India faced challenges transporting containerized goods efficiently from manufacturing hubs to distribution centers and ports. Conventional networks were prone to delays during peak seasons, causing stock-outs and higher costs.

TCI offered an integrated solution leveraging the Western Dedicated Freight Corridor (WDFC). TCI coordinated containerized rail movements, terminal operations, and last-mile road delivery, enabling the FMCG customer to shift high-volume shipments from road to rail while ensuring predictable schedules and cost-effective distribution.

Scan this QR code to watch the full video



- Delays and congestion on traditional rail and road routes.
- High transportation costs for containerized goods.
- Inconsistent delivery times affecting distribution centers.
- Limited capacity to handle growing volumes during peak demand.
- Need to maintain product integrity, especially for perishable items.

- TCI integrated containerized shipments with WDFC terminals to leverage high-capacity, double-stack trains.
- Coordinated end-to-end multimodal logistics from manufacturing units to distribution centers.
- Scheduled shipments to optimize train utilization and minimize delays.
- Implemented advanced tracking systems for real-time visibility and operational control.
- Developed contingency plans for seasonal surges using TCI's logistics network.

- Reduced transit times by 35–45%, ensuring timely deliveries.
- Lowered logistics costs by 15–20% through rail efficiencies.
- Improved supply chain reliability and predictability.
- Enhanced product safety and quality during transit.
- Scalable logistics framework to manage peak demand efficiently.

Case Study: 03

Streamlined Coal and Energy Freight for a Large Energy Producer (EDFC)

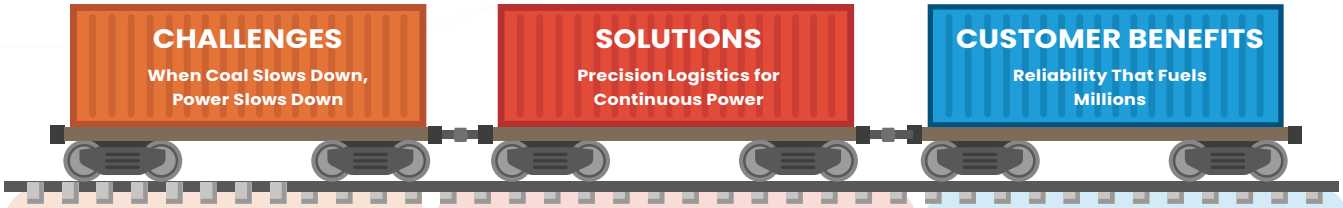
Fuel That Moves on Time. Power That Never Stops.

Background – When Coal Slows Down, Power Slows Down

A large energy producer relied heavily on coal and other raw materials for power plants. Traditional rail and road networks struggled to meet high-volume demand, causing operational delays, higher fuel costs, and inefficiencies.

TCI, leveraging its multimodal logistics expertise and the Eastern Dedicated Freight Corridor (EDFC), provided a reliable solution for bulk coal movement. TCI managed end-to-end coordination of heavy-haul trains, terminal operations, and road transport to power plants, ensuring continuous fuel supply and operational efficiency.

Scan this QR code to watch the full video



- Inconsistent delivery schedules from conventional freight routes.
- Limited capacity for heavy bulk loads.
- High costs associated with long-haul road transport.
- Seasonal fluctuations in supply creating operational risks.
- Difficulty tracking multiple shipments across regions.

- TCI shifted bulk coal and raw materials to EDFC's heavy-haul train services.
- Optimized scheduling for predictable supply and mitigated seasonal fluctuations.
- Provided centralized tracking and operational control for better visibility.
- Managed unloading at strategically located EDFC terminals for minimal turnaround time.
- Applied load optimization strategies to maximize train utilization and efficiency.

- Ensured uninterrupted fuel supply with predictable schedules.
- Reduced freight costs by 20–25%.
- Increased operational efficiency at power plants.
- Improved inventory management and planning.
- Scalable solutions for growing energy demand.

Case Study: 04

Rapid Industrial Exports for a Large Manufacturing Exporter (WDFC)

Moving India's Engineering Excellence to the World — Faster Than Ever.

Background – When Time-to-Port Becomes a Global Commitment

A large industrial exporter faced challenges transporting high-value machinery and components to ports for international shipping. Conventional networks could not guarantee timely delivery, causing demurrage charges and strained global client relationships.

TCI leveraged the Western Dedicated Freight Corridor (WDFC) to provide high-speed, predictable, and cost-effective freight movement. TCI managed end-to-end coordination of rail, port terminals, and last-mile delivery to ensure seamless export operations.

Scan this QR code to watch the full video

- Delays causing missed shipping deadlines.
- High demurrage charges at ports.
- Risk of damage to high-value goods during transit.
- Limited capacity to meet growing export volumes.
- Lack of integration between inland transport and port operations.

- TCI utilized WDFC high-speed rail for direct movement to ports.
- Coordinated multimodal logistics connecting manufacturing units, WDFC terminals, and port operations.
- Scheduled shipments to align with international shipping timelines.
- Implemented robust packaging and handling protocols for high-value goods.
- Provided advanced freight tracking for real-time visibility and operational control.

- Reduced transit time by 40%, ensuring timely port delivery.
- Lowered export logistics costs by 15–20%.
- Minimized demurrage and penalties at ports.
- Improved product safety and reduced transit damage.
- Enhanced international customer satisfaction and stronger business relationships.

Conclusion

DFC: Where India's Freight Future Finds Its Fast Track

India's Dedicated Freight Corridors stand as one of the nation's most transformative logistics breakthroughs—a bold leap toward a **high-performance, high-efficiency, and future-ready freight ecosystem.** By separating freight trains from passenger traffic, the DFCs have not just expanded capacity; they have redefined the very **physics of freight movement.** Longer, heavier, faster trains, predictable schedules, seamless terminal interfaces and a decongested rail network together they mark a new era in Indian logistics.

As industries begin embracing this new ecosystem, their supply chains are undergoing a **structural shift.** The case studies in this edition echo the same story: whether it is

- a manufacturer needing predictable inputs,
- an FMCG major chasing rapid downstream delivery, or
- an engineering giant moving heavy cargo with uncompromising safety

each business is discovering how DFC-enabled freight unlocks reliability, speed, and cost efficiency at scale.

Despite varied challenges, visibility gaps, capacity constraints, multimodal integration complexities, network disruptions, DFC's capabilities consistently create opportunities to design smarter, more resilient logistics models. **The corridor is more than infrastructure; it is an enabler of strategic transformation.**

Yet, the DFC story is incomplete without recognizing the importance of capable logistics partners. Infrastructure alone cannot transform a supply chain; execution is the multi-

plier. Multimodal logistics service providers play a decisive role in bridging rail capacity with first- and last-mile operations, orchestrating real-time visibility, optimizing load patterns, and ensuring the operational discipline needed to fully utilize this world-class corridor.

DFC + Execution Excellence = Supply Chain Advantage.

This formula is now powering India's next wave of logistics modernization.

Ultimately, the evolution of the DFC marks a defining moment for India's freight landscape. It enhances national competitiveness, accelerates the transition to sustainable transport, and sets a global benchmark for next-generation logistics infrastructure. With strong collaboration between the rail ecosystem, industry, and integrated logistics providers, the Dedicated Freight Corridors are doing far more than shortening transit times

they are reshaping how India plans, moves, and grows.

"The DFC is not just a corridor—it is the new highway of India's economic ambition"

Corporate Updates

Achievements & Recognitions

Mr. Vineet Agarwal, MD – TCI, appointed as Vice President of AIMA

At the 11th SIAM Automotive Logistics Conclave, TCI Supply Chain Solutions was honored with the SIAM Logistics Excellence Award 2024–25. This recognition highlights TCI's commitment to delivering innovative, efficient, and sustainable logistics solutions for the automotive sector.

Urban Infra Logistics Solution Leader of the Year

TCI has been awarded the prestigious Urban Infra Logistics Solution Leader of the Year at the 5th Edition of RailTrans Expo 2025. This esteemed recognition highlights TCI's pioneering efforts in delivering seamless, smart and scalable logistics solutions that are driving India's infrastructure and economic progress. Through a strong focus on innovation, multimodal efficiency and customer-centric services, TCI continues to set new benchmarks in the logistics industry.

SIAM Logistics Excellence Award

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TEMT Adopted by DPIIT: A Major Milestone for TCI–IIMB Lab

The Transportation Emission Measurement Tool (TEMT), developed by the TCI–IIMB Supply Chain Sustainability Lab, has been formally adopted by the Department for Promotion of Industry and Internal Trade (DPIIT) and is now live on their official website.

This recognition follows nearly two years of close collaboration with DPIIT, marking a significant achievement for the Lab. With both DPIIT and ULIP adoption, TEMT becomes the only Government of India–endorsed tool aligned with ISO 14083 standards, reaffirming TCI's leadership in sustainable logistics and emissions transparency.

Direct Link: https://dpiit.freightemissions.com/

Rajasthan Business Award 2025

TCI EXPRESS has won the prestigious Rajasthan Business Award 2025 for Best in Logistics. This recognition by The Economic Times reinforces our position as a leader in express delivery services across the region. It highlights our commitment to service excellence, customer satisfaction, and efficient express delivery solutions.

Iconic Brand of India 2025

TCI EXPRESS has once again been recognised as the Iconic Brand of India 2025, marking its third consecutive win. This honour reflects the company's unwavering commitment to trust, reliability, and excellence in express delivery solutions, reinforcing its position as a market leader setting benchmarks in the express delivery industry.

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Annoucement of Q2 FY 26 Financial Result

TCI delivered steady Q2 FY2026 results with consolidated revenue rising to ₹12,174 Mn, up 8% year-on-year. EBITDA grew 7% and PAT increased 6% to ₹1,135 Mn.

Strong demand in auto, FMCG and consumer durables, along with ongoing investments in warehousing, automation and multimodal logistics, contributed to this performance. TCI also advanced its sustainability initiatives, with the Transportation Emissions Measurement Tool (TEMT) developed with IIM Bangalore being formally adopted by DPIIT.

New and Media Coverages

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Interaction with CNBC TV 18 On Q2 FY26 Results

Mr. Vineet Agarwal, MD – TCI, in conversation with CNBC TV18, shared that the company delivered a steady performance in H1 with 8% revenue growth, and remains on track to close FY26 with its 10–12% revenue and profit growth guidance, supported by a stronger second half.

He highlighted continued progress in the LTL (Less-than-Truckload) freight business, which has increased from 36% to 38% and is targeted to reach 40–42% by FY26. The Seaways division recorded strong EBIT margins of ~37%, driven by lower bunker fuel prices and full capacity utilisation, with two new ships expected next year to further enhance capability.

Scan this QR code to watch the full video

Interaction with BT TV On Q2 FY26 Result

Mr. Vineet Agarwal, MD – TCI, in conversation with CNBC TV18, shared that the company delivered a steady performance in H1 with 8% revenue growth, and remains on track to close FY26 with its 10–12% revenue and profit growth guidance, supported by a stronger second half.

He highlighted continued progress in the LTL (Less-than-Truckload) freight business, which has increased from 36% to 38% and is targeted to reach 40–42% by FY26. The Seaways division recorded strong EBIT margins of ~37%, driven by lower bunker fuel prices and full capacity utilisation, with two new ships expected next year to further enhance capability.

Scan this QR code to watch the full video

The India Opportunity Show Podcast

Mr. Vineet Agarwal, MD – TCI, shared his insights in an interaction with Business Today on the recently announced GST slab revisions, emphasizing their potential impact on the logistics and transportation sectors. He highlighted how the revised structure is expected to streamline business operations, improve compliance, and drive greater efficiency across the supply chain.

His perspective underscored TCI's commitment to staying ahead of policy changes and leveraging them to enhance service delivery and operational excellence.

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Interaction with ET Now on Growth Outlook

In an ETNow interaction, Mr. Mukti Lal, ED & CFO, shared the company's optimistic FY26 outlook, projecting 8–9% volume growth driven by strong demand in electronics, lifestyle, and engineering. He noted that the upcoming GST reset is set to benefit organised logistics, while investments in multimodal networks, cost efficiency, and selective pricing are expected to enhance margins. With festive demand and sectoral recovery likely in the second half, TCI EXPRESS remains committed to operational excellence and sustainable growth across its businesses.

Featured on Cargo Connect Magazine

Mr. Rajkiran Kanagala, President & Chief Business Officer – TCI featured in Cargo Connect magazine, where he shared insights on TCI's festive-season readiness, highlighting demand forecasting, multimodal expansion, tech-driven operations and sustainable practices as key pillars of delivering efficient and reliable logistics during peak demand.

Scan this QR code to watch the full video

Interaction with NDTV Profit

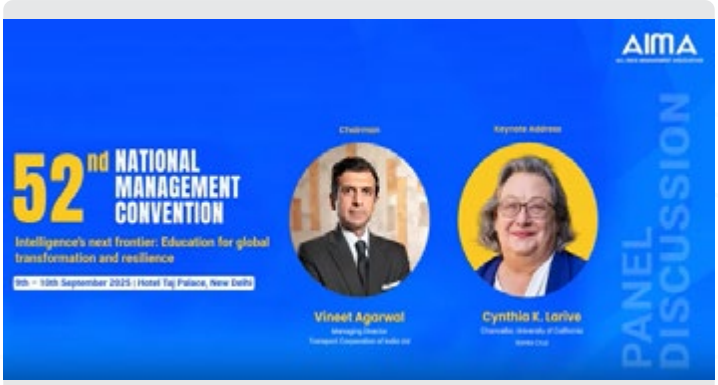
In his interview with NDTV Profit, ED & CFO Mukti Lal shares how TCI EXPRESS is gearing up for the next phase of growth. With GST cuts, festive demand, and rising manufacturing activity boosting the logistics sector, the company is expanding into multimodal services, entering sectors like solar, defence, and lifestyle products, and exploring opportunities in quick commerce. With volumes expected to rise and margins set to strengthen, the second half of the year looks promising for sustained growth and long-term value.

Video Interview with Logistics Insider

Mr. B. Sumit Kumar, CEO – TCI Cold Chain Solutions featured in Cold Chain Change Makers, an exclusive interview series by Logistics Insider. In this episode, he shared insights on India's rapidly evolving cold chain landscape, highlighting the innovations reshaping the sector and the growing role of sustainability in temperature-controlled logistics.

Events Participation

ASSOCHAM's 1st Managing Committee Meeting



52nd National Management Convention hosted by AIMA

3rd Dun & Bradstreet India ESG Leadership Summit 2025

India Maritime Week 2025

India Food & Supply Chain Summit 2025

ET Edge SCM Fest 2025

India Warehousing Show 2025

Semicon India 2025

19th Global Freight Forwarder Conference 2025

11th MSME Trade Fair & Expo

8th Global Pharma Logistics Summit 2025

ET Edge SCM Summit 2025, Mumbai

RAW MAT India 2025

Webinar on Transforming Food Supply Chains by IFCCI

7th Global Sustainability Alliance 2025

CII Automotive Industry 4.0 Summit

Rail Trans Expo 2025

The Battery Show India

India Green Energy Expo 2025

2nd World Cold Chain Expo 2025, Duba

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- Food Grains
- FMCG

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