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CILT Newsletter

The Chartered Institute of Logistics and Transport-India

TOP NEWS

India's Civil Aviation: Progress, Challenges, and the Path Ahead

Blockchain for Ethical and Transparent Supply Chain in Circular Economy

SHETKARI SAMRUDDHI VISHESH RAIL - A train with a twist

Logistics Transformation through development of Multi Modal Logistics Parks (MMLPs)

Lyrical Logistics

Experience plus AI makes supply chains tight!

TABLE OF CONTENT

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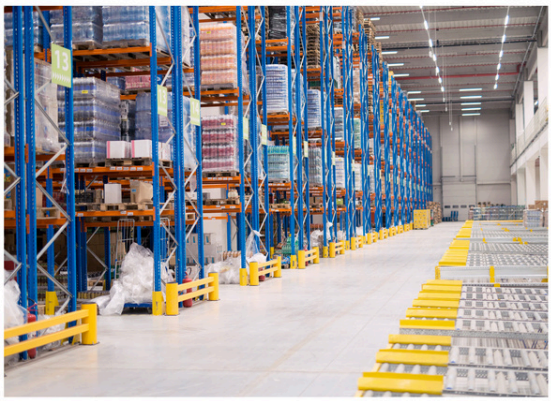

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Unpacking the container shortage story: Key factors, strategic insights and lessons learned

The ongoing shortage of marine containers emerged as a pressing challenge in the global shipping landscape. This situation was significantly exacerbated by the strains on the supply chain in recent years, first due to the COVID-19 pandemic and subsequently through disruptions like the Suez Canal blockage and the recent crisis in the Red Sea. These events intensified the marine container scarcity, creating a ripple effect throughout global trade.

To comprehensively understand the marine container shortage story, it is essential to consider four key factors:

1. Global Container Ownership

Container capacity is typically measured in twenty-foot equivalent units (TEUs), with an estimated 30 million TEUs currently in service worldwide. Ownership of these containers is distributed among various stakeholders in the export-import (EXIM) trade supply chain, including shipping lines, shippers, non-vessel operating common carriers (NVOCCs), and container leasing companies.

A significant portion of global marine containers is concentrated among two primary stakeholders. Approximately 48% are owned by shipping lines, while 52% are owned by container leasing firms, which lease their containers to shipping lines, shippers, and NVOCCs.

For shipping lines, owning containers offers several advantages. Containers are considered secondary assets to the primary vessels, enabling shipping companies to control ship capacity utilization effectively and reinforcing their brand presence. The largest shipping lines globally—such as Mediterranean Shipping Company (MSC), Maersk, CMA CGM, Hapag-Lloyd, and COSCO—dominate container ownership.

Container leasing companies are also pivotal, as they capitalize on a robust market for leasing. In 2023, the global container leasing market was valued at approximately USD 6.3 billion and is projected to grow to around USD 9 billion. Major players in this market include Triton International (7.1 million TEUs), Textainer (4.4 million TEUs), Florens (3.9 million TEUs), Sea Cos (2.4 million TEUs), and Beacon International (1.8 million TEUs). Since leasing companies primarily sub-lease their containers to shipping lines, these lines exert significant control over container management and repositioning, directly influencing shortages or surpluses.

2. Global Container Manufacturing

China plays a dominant role in the global container manufacturing sector, accounting for approximately 95% of all marine containers produced. Key manufacturing hubs are located in cities such as Shanghai, Qingdao, and Ningbo, which also host some of the busiest ports worldwide. This concentration of production in China is logical, as the country is often referred to as the "factory of the world." Major manufacturers include China International Marine Containers (CIMC), Dong Fang International Container, and CXIC Group.

The concentration of container manufacturing in China significantly impacts global container availability. Exporters in China benefit from having ready access to containers that can be shipped worldwide, with these containers often being repositioned to various trade lanes once the cargo is offloaded.

3. World Trade Imbalance

The concept of global trade imbalance refers to the ongoing disparity between total exports and imports among countries. This imbalance is characterized by some nations consistently achieving trade surpluses while others experience deficits. For example, in 2023, the United States faced a trade deficit of approximately USD 770 billion, whereas China maintained a trade surplus of around USD 820 billion. Additionally, Europe's trade deficit with China reached about USD 300 billion in the same year.

This scenario highlights the challenges faced by countries like China, which generates a substantial amount of export cargo requiring a large number of containers. Even with local container manufacturing, many containers must be returned to China from various global locations to facilitate ongoing exports from Chinese suppliers.

4. Supply Chain Disruptions

Since the onset of the pandemic, the supply chain has faced numerous disruptions, such as the Suez Canal blockage, which has increased the time marine containers spend in transit. The recent geopolitical tensions affecting the Red Sea have further extended shipping times, adding approximately two weeks to the transit from Asia to Europe and vice versa. Consequently, containers are spending more time at sea, leading to a decrease in the availability of empty containers as they take longer to complete the export-import cycle.

Conclusion

In light of the container shortage in India, many industry stakeholders advocated for establishing container manufacturing facilities within the country. However, several challenges are to be addressed to make this feasible.

Firstly, containers manufactured in India must be purchased and owned, which necessitates that their production costs be competitive with those in China. Currently, manufacturing a 40-foot dry container in India costs 1.8 to 2 times more than that in China, creating a significant financial hurdle.

Secondly, India faces a considerable merchandise trade imbalance. In FY 2022-2023, India's merchandise imports exceeded exports by about 10%. This gap raises concerns that manufacturing excess containers could lead to an oversupply within India when global supply chain disruptions are resolved.

Lastly, even if manufacturing costs in India were to align with those in China—potentially through government subsidies—shipping lines and container lessors would still prefer sourcing from China if the total cost (including the cost of repositioning empty containers back to China) is lower. This is due to India's trade dynamics, where imports significantly outpace exports. There is uncertainty regarding the immediate utilization of domestically manufactured containers and hence shipping lines will look for guaranteed utilization of the container which means repositioning empty containers back to China.

Despite these challenges, there are potential strategies to alleviate the container shortage. For instance, shipping lines could waive container storage charges for extended periods following the unloading of cargo, encouraging them to park empty containers at facilities such as ports or inland container depots (ICDs). This approach would increase the availability of empty containers for future shipping cycles.

Second would be, improving visibility of empty container inventories across various ICDs, container freight stations (CFSs), and ports in India would enhance operational efficiency. Currently, shipping lines often keep container availability opaque, tying exporters to specific lines and complicating access to empty containers. A centralized platform for visibility would allow exporters to connect with the nearest available empty containers, thereby fostering competition and optimizing resource allocation.

While these measures might not be a sufficient remedy, they could significantly improve the situation going forward.

Looking ahead, the container shortage is expected to intensify in the coming months, particularly due to the potential repercussions of the U.S. elections. With Donald Trump's return to office, protectionist trade measures have intensified, contributing to increased unpredictability in international commerce. The introduction of additional tariffs and shifts in sourcing

approaches continue to affect container availability, highlighting the necessity for companies to expand their supply networks and prioritize localized production.

Moreover, the ongoing geopolitical instability affecting the Red Sea maritime route poses an additional risk, further extending transit times and contributing to the global container shortage. As the industry navigates these challenges, proactive strategies will be crucial in mitigating the impacts on marine container availability.

Author : Ankur Kumar is a seasoned consultant in logistics and infrastructure, with more than a decade of experience delivering strategic insights and solutions in logistics and trade facilitation

CILT India Felicitates Women Achievers in Rail Operations

★★★★★

Women in Logistics and Transport India (WiLAT India), the women wing of The Chartered Institute of Logistics and Transport India (CILT India) has organised an interactive session with "Women Achievers in Rail Operations" at National Rail Museum, New Delhi on March 21, 2025.

The opening remarks was made by Ms. Ragini Yechury, Chairperson – WiLAT India and thereafter, a detailed address about the event was deliberated upon by Dr. Monica Agnihotri, Vice Chairperson – WiLAT India.

Subsequently, Shri Sanjiv Garg, Secretary General – CILT India, addressed the gathering and emphasised upon the importance of diverse work force in enhancing the productivity of any organisation and thus the necessity of adoption of diversity and inclusion.

Thereafter, the following women achievers in Rail Operations were felicitated by the office bearers of CILT India, which included Shri Vinod Asthana, Vice Chairman – CILT India, also:

1. Sarita, SM/LPNR - Year of appointment- 2021 - Panel operation, diversion of trains, management and grievances of passengers
2. Pushpanjali, Tech-I/DSL/TKD -Year of appointment -2014 - Electric Loco Operations, Software update and safety measures.
3. Nidhi Madhesia, Sr. ALP/TKD – Year of appointment -2021 (MB) Joined DLI 2022 - Goods train operations between TKD-NDLS
4. Swati Chaurasia, Sr. ALP/SSB – Year of appointment -2016 (NCR) joined NR in 2018. Passenger trains between DLI to Rewaari section
5. Neetu Singh, Sr. TE/MTC Year of appointment- 2005 (Chennai) Joined NR in 2018 Working in Squad a

Each of the above women achievers has shared their experiences to the gathering. The event finally concluded with a vote of thanks by Dr. Veni Mathur, Vice Chairperson – CILT India.

SHETKARI SAMRUDDHI VISHESH RAIL

A train with a twist

By Ms Ity Pandey, DRM, Bhusaval, Central Railway

Innovation involves findings new and better ways to solve problems or meet others needs. It requires critical thinking and a willingness to take risks. How can we inspire this way of thinking especially when it largely requires team members to think outside the box and step out of their comfort zone.

The Ministry of Railways took this initiative by launching the Shetkari Samruddhi Vishesh Rail.

In a remarkable stride towards rural prosperity, the Shetkari Samruddhi Vishesh Rail has emerged as a lifeline for farmers and passengers in the Nashik region and beyond. This innovative train service, blending passenger coaches with parcel vans, has not only revolutionarized agro-logistics but also ensured seamless travel for thousands, making it a runaway success for Indian Railways. The Shetkari Samruddhi Vishesh Rail is a one-of-its-kind initiative of Indian Railways and the first-ever Kisan parcel-coaching mixed train, seamlessly integrating passenger services with agricultural logistics to support farmers and travellers alike. Its primary objective is to rapidly transport Maharashtra's farm produce to other states across India, providing farmers with better market access.

A Visionary Initiative for Farmers

Launched on October 15, 2024, by Hon'ble Minister of Railways Shri Ashwini Vaishnaw, the Shetkari Samruddhi Vishesh Rail (Train No. 01153) operates

every Saturday from Devlali to Danapur, halting at Jabalpur, Satna, Prayagraj, Ara, Buxar, and Danapur. Designed to bridge the gap between rural producers and urban markets, this Kisan parcel-coaching mixed train carries both passengers and agricultural produce, providing small and marginal farmers with a cost-effective alternative to road transport. Farmers from

Devlali, Nashik, Lasalgaon and Manmad can now send their produce to Bihar at a highly affordable rate of just ₹4 per kg. The Parcel rate per kilogram per kilometre for the 1,515 km journey from Devlali to Danapur is less than 28 paise, making it an economical solution for perishable transportation.

With a capacity of 10-12 parcel vans (each holding 23 tonnes) alongside 9 general passenger coaches, the train has significantly eased the transport of perishable goods like vegetables, fruits, and flowers, ensuring faster and safer delivery to distant markets. This special Kisan Rail not only helps in delivering farmers' products on time but also provides a new travel option for workers and common people, further enhancing its social and economic impact.

This Special Train stands as a symbol of progress, empowering farmers while enhancing connectivity and economic growth in the region and bridges the gap between remote farmers and consumers across various regions.

Impressive Performance: Transforming Rural Logistics

The Shetkari Samruddhi Vishesh Rail has demonstrated remarkable growth in revenue generation from perishable and hard parcel consignments reflecting its increasing efficiency and demand. In its first trip, the service generated a revenue of ₹23,534, which saw a significant jump of 967% leading to revenue of ₹2,51,075 in the second trip. This upward trajectory continued as the revenue further surged upto ₹4,93,381 in the third trip, marking a 96.5% increase from the second trip. The steady and exponential rise in revenue highlights the growing confidence of farmers and traders in the Shetkari Samruddhi Vishesh Rail as a reliable and efficient transportation solution for perishable goods and parcels.

This Vishesh Rail has not only seen a remarkable rise in Parcel revenue but has also witnessed a significant increase in passenger occupancy. The number of passengers grew steadily from 207 in the first trip to 519 in the second trip, marking a 150.7% rise, and further surged to 1,455 in the third trip, reflecting a 180.3% increase. This surge in occupancy also translated into a substantial rise in fare revenue, which jumped from ₹39,465 in the first trip to ₹1,21,635 in the second—an impressive 208.3% growth. The momentum continued in the third trip, with fare earnings reaching ₹4,06,080, a 233.9% increase from the second trip.

In just five months, from October 15, 2024, to March 15, 2025, the Shetkari Samruddhi Vishesh Rail has achieved remarkable success, transporting a total of 13,675 passengers and generating ₹30,73,288 in passenger revenue. Simultaneously, it has facilitated the movement of 2,135 tonnes of perishables, contributing ₹76,48,734 in earnings, along with 1,787 tonnes of hard parcels, which generated ₹64,18,226. This brings the total parcel revenue to ₹1,40,66,960, and when combined with passenger earnings, the total revenue stands at an impressive ₹1,71,40,248. With each trip witnessing a steady rise in both tonnage and earnings, the train has firmly established itself as a game-changer in agro-logistics, providing farmers with a cost-effective and efficient alternative to road transport while simultaneously enhancing passenger convenience.

This initiative has fulfilled the long-standing demand of Maharashtra's farmers and has helped increase their

income by ensuring better prices in the market for their produce. Additionally, due to rising passenger and farmer demand, the train services have been extended, and two additional halts at Kasbesukene and Lasalgaon stations have been introduced to further improve accessibility.

This train is an innovative initiative of Indian Railways, boosting both passenger services and agricultural logistics, benefiting farmers by providing faster and more economical options for perishable transportation across vast distances. The strategic shift to the Rail transport not only supports consumers by stabilizing prices but also provides farmers with a cost effective alternative to road transport, reinforcing the ability to deliver bulk quantities quickly and economically.

A Festival-Time Boon & Economic Catalyst
The train has been a boon for passengers and farmers, especially during festive seasons like Diwali, Chhath Pooja, and Maha Kumbh, when the demand for both passenger travel and agro-produce had peaked. It has provided an affordable and reliable solution for farmers in Nashik and nearby regions, boosting their income and enabling them to tap into larger markets without involving any middlemen. Additionally, by ensuring the timely movement of essential goods, the train has helped stabilize market prices for consumers while enhancing logistical efficiency. The smallest of small farmer can come and load their produce directly in the Parcel Van. This provides a level playing field to the entire rural community.

Strengthening Bhusaval Division & Indian Railways

This initiative stands as a milestone for Indian Railways and Bhusaval Division, proving how strategic railway interventions can uplift rural economies. The Shetkari Samruddhi Vishesh Rail does not just provide farmers with new markets but also offers workers and mobile labour force an affordable and convenient means of travel, further reinforcing its dual benefit.

In view of its popularity and overwhelming response from the public, Central Railway has extended the periodicity of the train, introducing more weekly trips. There are also plans to operate this special train on a bi-weekly basis in the near future.

By offering an efficient alternative to road transport, this initiative has not only benefited consumers by stabilizing prices but has also empowered farmers by ensuring bulk transportation at economical rates. As the train continues its journey, it reinforces Indian Railways' commitment to nation-building, bridging the gap between rural producers and urban consumers, and setting a benchmark for future innovations in passenger and Parcel services. This Shetkari Samruddhi Vishesh Rail acts as a beacon of hope for agro markets to merge with commercial centres in coming times.

India's Civil Aviation: The Road to 2032 and Vision 2047 -Progress, Challenges, and the Path Ahead

Ms Jivisha Joshi Gangapodhyaya IRTS,
Director in DPIIT, Ministry of Commerce and Industry, Govt. of India

As India aims to establish itself as a global aviation powerhouse, the ambitious targets set for 2032 serve as a guiding framework. However, with Vision 2047 now shaping long-term goals, India's civil aviation sector has a more expansive roadmap. This article compares the progress towards 2032 with the evolving targets of Vision 2047 to assess achievements, challenges, and what remains to be done.

Background: The Rakesh Mohan Committee & Vision 2047

The Rakesh Mohan Committee, officially known as the National Transport Development Policy Committee (NTDPC), was established in 2010 under Dr. Rakesh Mohan's chairmanship. The committee released The India Transport Report: Moving Towards 2032 in 2014, outlining a 20-year roadmap for India's transport infrastructure. More recently, Vision 2047 has set new milestones, aiming to transform India into a global aviation hub by increasing the number of airports to 350 by 2047, expanding infrastructure, and enhancing connectivity.

Progress So Far

The Rakesh Mohan Committee projected that air cargo traffic would reach 11.86 million metric tonnes by 2030-31. However, according to the Ministry of Civil Aviation (MoCA), Indian airports handled 3.36 million metric tonnes in 2023-24, and MoCA now aims to achieve 4.6 million metric tonnes by 2030-31, significantly lower than the original projection. While dedicated cargo terminals and freight-focused airports were recommended, their implementation remains limited. The National Civil Aviation Policy (NCAP) 2016 projected 10 million metric tonnes of cargo volume by 2027, which appears challenging given current trends. Meanwhile, Vision 2047 aims for sustained

cargo capacity growth through new airports and enhanced logistics hubs.

Regional connectivity has seen substantial progress, particularly with the UDAN scheme, which has operationalized 619 routes and connected 88 airports, including two water aerodromes and 13 heliports. While this aligns with the original target of expanding air connectivity to remote regions, infrastructure at Tier-II and Tier-III airports still requires investment in night-landing facilities and enhanced passenger amenities. Vision 2047 aims to further strengthen regional connectivity with a focus on hinterland airports and additional routes to promote economic development in remote areas.

The Indian Maintenance, Repair, and Overhaul (MRO) sector was estimated to reach USD 4.0 billion by 2031, but progress has been stunted due to high taxation, which has made Indian MRO firms less competitive globally. A revision in taxation policies is urgently needed. Looking ahead, Vision 2047 envisions India becoming a global MRO hub, requiring significant policy support and investment.

Ground handling and slot management have also seen some regulatory improvements. The Airport Authority of India (AAI) introduced ground handling regulations in 2018 to improve efficiency, and gradual revisions in slot management have been made since 2007. However, the envisioned trading of slots among airlines, a globally adopted practice, is yet to be implemented in India. Vision 2047 proposes introducing global best practices to optimize airport operations.

The goal of expanding airport capacity to handle 1,150 million passengers annually by 2031-32 remains a major challenge. India has invested over ₹91,000 crore from FY20 to FY25, achieving 91% of its planned infrastructure goals as of November 2024. However, continued investment in new airports and infrastructure upgrades is essential to meet growing passenger demand. The Vision 2047 roadmap expands this target by aiming to increase the number of operational airports to 350, ensuring broader connectivity and infrastructure improvements.

Challenges and What Needs to Be Done

While India has made significant strides, several roadblocks remain. High taxation continues to hold back the growth of the MRO sector, making it uncompetitive against global players. There is a pressing need for policy reforms to bring taxation levels in line with international standards. Additionally, India still relies heavily on foreign pilots, highlighting the urgent requirement for expanding pilot training institutes, particularly for civil helicopter pilots.

The continued expansion of regional connectivity remains vital. While UDAN has been successful, more low-cost regional airports and heliports need to be developed to sustain long-term connectivity goals. Improving air traffic control (ATC) training is also essential, and partnerships with international ATC training institutes and the Indian Air Force should be explored to develop the next generation of air traffic controllers. Lastly, a country-specific aviation forecasting model is needed to aid infrastructure planning, route expansion, and regulatory decision-making for long-term strategic growth.

Conclusion:

India's civil aviation sector has made notable progress toward its 2032 aviation goals, particularly in regional connectivity and cargo expansion. However, the Vision 2047 plan requires even greater infrastructural growth, workforce development, and regulatory reforms. With sustained investments, policy changes, and the adoption of international best practices, India can position itself as a global aviation leader by 2047, ensuring that its civil aviation sector remains a critical driver of economic growth and connectivity in the decades to come.

Blockchain for Ethical and Transparent Supply Chain in Circular Economy

By: Tarun Rana, Pranay Prince and Hrishika Sahani [MBA-L&SCM]
[Chitkara University]

ØKnowing about the blockchain:

Blockchain is decentralized and a digital ledger that records the transactions in a transparent, secure and a tamper-proof manner. Consumers, industries, and governments require transparency, ethical sourcing, and sustainability, and are nudging industries for the transition towards a circular economy model. With the world gravitating towards ethical and transparent sourcing as the new normal, supply chains are being tested like never before.

A circular economy promotes waste avoidance, recycling, and reusing resources in an environmentally sustainable way to extend the life of products. The inability to have transparency and traceability in linear supply chains that is hindering its introduction. Blockchain is then the game-changer by developing decentralized and traceable records that will make players in the field of logistics and supply chain accountable.

In recent years, logistics leaders in several industries have sought applicable use cases for this technology in their supply chains. Some logistics service providers, including DHL and Maersk in partnership with IBM and others, launched their own blockchains. However, in Q1 2023 Maersk and IBM decided to discontinue their blockchain-enabled shipping solution as it “has not reached the level of commercial viability necessary to continue work and meet the financial expectations as an independent business.”

There are different perspectives on market growth within this trend. The global blockchain funding market, worth US$ 9.2 billion in Q1 2022, dropped to $6.5 billion by Q2 2022 – a quarter-on-quarter decrease of 29%. But market intelligence company Fortune Business Insights projects blockchain industry growth from $17.57 billion in 2023 to $469.49 billion in 2030, a compound annual growth rate (CAGR) of 59.9%.

Here, we discuss how blockchain is helping open, ethical supply chains to be set up and how blockchain is also affecting the circular economy.

What the Circular Economy is?

A circular economy is a sustainable-in-kind economic model, which helps to reduce waste by reusing, recycling, and regenerating products instead of using the linear "take-make-dispose" strategy.

Circular Economy Principles

1. Waste designed out – Product designing so that they are repairable, recyclable, and biodegradable.
2. Material in use preserved – Reuse, refurbishment, and re-manufacturing so that material life cycles are extended.
3. Natural systems regenerated – Ecologically sound production and not resource-depleting.

One of the biggest challenges to the realization of a circular economy, however, is tracing materials from cradle to grave. Businesses are faced with the challenge of ensuring sustainable sourcing, tracing waste reduction, and equitable labour practices. That is where blockchain technology comes in as a solution.

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Blockchain in Circular Economy Supply Chains:

1. Source of Raw Material and Waste Reduction: Blockchain follows raw material origin, processing, and recycling and thereby enables companies to make products meet the circular economy requirement.

Example: Apparel companies (like Nike, Levi's and H&M) using blockchain technology to indicate whether recycled material in product comes from environmentally sustainable sources.

2. Efficient Recycling and Re-Use of Resources: Blockchain (as noted elsewhere) allows state-of-the-art closed-loop systems to be designed, in which companies monitor in real time how a product is recovered, refurbished, or routed.

Example: Coca-Cola utilized blockchain to track and recycle the plastic bottles.

3. Extended Producer Responsibility (EPR) is one of the policies that may be introduced by the government or regulatory bodies where the responsibility for recycling the products falls on the producer. Blockchain tracks the end-of-life of the product for the companies.

4. Carbon Footprint Tracking and Greenhouse Gas Reduction: Companies may track and verify the energy consumed and carbon emissions on blockchain to ensure higher environmental alignment.

Example: IBM blockchain-enabled carbon tracking allows companies to track their carbon offsets and credits.

Traditional Supply Chain Challenges:

1. **Lack of transparency:** Most supply chains are isolated and distinct and unverifiable records are with manufacturers, retailers, and suppliers. It is an inefficiency source, greenwashing—companies making false claims to be sustainable—and fraud.
2. **Unethical Labor Practice:** Practices like discriminatory wages, forced labour, and child labour are common in most industries, especially in the developing world. Ethical sourcing cannot be achieved without verifiable records.
3. **Counterfeit Goods and Fraud:** Counterfeit goods in industries like pharma, high-end, and electronics harm industries and consumers. Businesses need an avenue to confirm product genuineness along the supply chain.'
4. **Impact on the Environment:** Businesses do not know their product's carbon footprint, waste level, and compliance with sustainability regulations. Without an open system to use as a template, greenwashing is a monumental issue.

How Blockchain Makes It More Transparent and Ethical

Blockchain is an electronic ledger where data is kept in unchangeable, irreversible blocks. That's why it is such a wonderful solution for supply chain traceability and ethical sourcing.

Major benefits of Blockchain in Supply Chains:

1. **End-to-end tracking of Products:** Companies can track raw materials, manufacturing, and shipping in real-time with blockchain. Regulators and consumers can ask whether a product was made fairly and sustainably or not.
2. **Immutable and Tamper-Proof Records:** Blockchain transactions are irreversible and cannot be altered and therefore offer accountability and certainty. It eliminates corruption, reporting, and supply chain fraud.
3. **Smart Contracts for Ethic Compliance:** Smart contracts are agreement provisions that are able to execute automatically, which is instant compliance with sustainable laws. A coffee firm can, for example, use smart contracts to automatically pay cash to fair-trade growers after the ethical test of their harvest.
4. **Proof of Ethical Sourcing:** Blockchain allows for the validation of whether or not products such as organic produce, fair-trade cotton, or eco-friendly mined diamonds are real. Consumers can scan the QR code of a product and view its whole supply chain background.
5. **Tokenization towards Incentivizing to Sustainability:** Companies utilize blockchain tokens to encourage individuals to recycle or return used products. A business may give consumers virtual tokens when they recycle outdated electronics, which can be used to gain a discount.

Applications and Examples in Real Life

1. **Star Agri [Integrated Agri-tech solution company]:** Star Agri implemented blockchain technology to its Collateral Management Systems (CMS) and Warehouse Receipt Financing (WRF) business in 2023. It makes supply chains of farm produce more traceable and transparent, commodities authentic, and reduces fraud opportunities.
2. **Connect2India [An international trading platform for MSME's]:** Connect2India uses blockchain technology combined with GPS, RFID, and IoT to remove global trade frauds. It authenticates products, gives visibility to supply chains, and facilitates ethical trade.
3. **Mahindra Group:** Mahindra Agribusiness has used blockchain to map the history of its products from the fork to the farm including inbound and outbound logistics. This ensures the transparency in supply chain, where the customers can now verify the original source and quality of goods, that helps in improving ethical sourcing and sustainability.
4. **Tata Steel:** Tata Steel has also undergone through the various applications of the blockchain technology in their operations to track raw material origin and logistics. Using blockchain technology for the same purpose provides sustainable sourcing and increased supply chain transparency, all aligned in terms of the circular economy principles.
5. **Hindustan Unilever Limited [HUL] :** HUL has also attempted blockchain initiatives to monitor its tea supply chain such that the tea is produced sustainably and ethically. By the implementation of this application boosts transparency and allows fair trade practices.
6. **H&M and Ve-Chain [Blockchain for Organic Cotton] :** H&M then follows organic cotton in its sustainable apparel with Ve-Chain's blockchain. Consumers are able to scan QR codes and authenticate product sustainability and genuineness.
7. **IBM Food Trust:** IBM Food Trust utilizes the technology of blockchain for monitoring their real-time food supply chains to increase the transparency and reduce the wastage of food. Companies like Walmart and Nestlé uses this system to track organic and sustainably sourced products.

MARCH 13, 2025 — In a groundbreaking initiative, an Army Reserve officer has created and implemented a blockchain-enabled solution to enhance and upgrade the supply chain management in the Department of Defence for the first time in a live Army environment. Maj. Matthew Goyette, an innovation officer with Support Group, 75th U.S. Army Reserve Innovation Command, led the pilot program under Army Material Command's Operation Mission Truth to respond to a critical discovery about the audibility of Presidential Drawdown Authority missions.

The solution, which is still in the making and in progress, aims to offer commanders timely and accurate information about the military assets so that better decisions can be made. With the use of this technology of blockchain's security and transparency features, the Army can enhance accountability, simplify logistics and improve overall operational efficiency.

Issues and Challenges in Using Blockchain:

1. Scalability and Energy Demand: Public blockchains are highly energy-intensive, and this is putting a strain on the environment. other blockchains like Hedera are under investigation for utilization in sustainability.
2. Compatibility with Existing Systems: Legacy IT infrastructure still exists in most companies and therefore blockchain integration is costly and time-consuming.
3. Industry Partnership Challenge: Open supply chain requires industry partnership. Firms do not want to partner and exchange information because of competitive purposes
4. Regulatory and Data Privacy Challenges: There should be clear regulations on blockchain by the government in order to get supply chain openness uniformity. Data protection regulations such as GDPR (General Data Protection Regulation) needs to be kept in mind while disseminating blockchain-based supply chain data.

Future Vision and Conclusion:

Blockchain can transform circular economy green, ethical, and transparent supply chains to an enormous degree.

Future Developments:

- Blockchain data will be shown in real time on waste monitoring smart sensors, carbon footprint, and ethical accreditation.
- Government Policies – Developing countries will have blockchain-based traceability legislation for sustainability reporting.
- Green Cryptocurrencies Receive Boost – Blockchain green tokens will power ecologically sustainable business.

Conclusion:

With the joining of blockchain and the circular economy, companies will be able to build trustworthy, open, and accountable supply chains. From tracking recycled inputs through to ethical responsible sourcing, blockchain will redefine future sustainability.

Blockchain will revolutionize sustainability by allowing visible, ethical, and responsible supply chains. It will promote tracked recycled content, fair-trade guarantees, and mitigated environmental impacts, and trigger a new revolution in sustainable business practices. Through industries, governments, and buyers calling for certifiable sustainability, blockchain will act as a pivot point in future eco-friendly worldwide trade.

LOGISTICS TRANSFORMATION THROUGH DEVELOPMENT OF MULTI MODAL LOGISTICS PARKS (MMLPS)

Shri Gaurang Garg, Deputy Manager/ OSD to CEO
National Highways Logistics Management Limited

India's logistics sector is undergoing a significant transformation, driven by strategic infrastructure development as part of Amrit Kaal under the PM GatiShakti National Master Plan. This encompasses marquee programs such as Bharatmala Pariyojana, Sagarmala, and UDAN, which has collectively improved logistics efficiency across the country.

According to the World Bank's Logistics Performance Index, India has enhanced its ranking from 54th in 2014 to 38th in 2023 among 139 countries. This improvement is attributed to the development of High-Speed Expressways & Access Controlled corridors, Dedicated Freight Corridors, and modernized ports. However, challenges persist, particularly regarding the unfavourable modal mix of transport – where road transport constitutes 60% of total freight movement in India - poor fleet efficiency characterized by smaller, less efficient trucks with low payload carrying capacity, and under-developed material handling infrastructure marked by numerous small and unorganized warehouses. Multi Modal Logistics Parks (MMLPs) are set to address these challenges and enhancing India's position on the Logistics Performance Index.

Multi Modal Logistics Cost (MMLPs) serve as integrated logistics hubs that facilitate seamless connectivity across various modes of transport—road, rail, and waterways. They are designed to be one-stop solutions for logistics activities, encompassing the movement, storage, and distribution of goods.

The Ministry of Road Transport and Highways has identified 35 strategic locations across India for MMLP development, which collectively account for over 50% of the nation's road freight movement. Some of the key benefits from the development of MMLPs are as follows:

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Enhanced Efficiency: MMLPs will enable a shift from traditional point-to-point logistics to a more efficient hub-and-spoke model. This transformation will help streamline operations by facilitating freight aggregation and multimodal transport.

Cost Reduction: By integrating different transport modes, MMLPs are expected to lower logistics and storage costs significantly.

Environmental Impact: The transition to more efficient transport modes will contribute to reduced congestion and lower carbon emissions, aligning with India's net-zero targets.

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- **Environmental Impact:** The transition to more efficient transport modes will contribute to reduced congestion and lower carbon emissions, aligning with India's net-zero targets.

National Highways Logistics Management Limited (NHLML), 100% owned company of NHAI is spearheading the development of these parks via public-private partnerships (PPP) Model. Concessionaires are tasked with designing, building, financing, and operating MMLPs over a concession period that typically spans 45 years. Upon completion of this period, these facilities will be transferred back to NHLML. Currently, 06 MMLPs are under various stages of implementation viz. Chennai, Nagpur, Jogighopa, Indore, Bengaluru, and Jalna.

The development of MMLPs is a cornerstone of India's Vision 2047 initiative aimed at creating a comprehensive and integrated logistics network. By investing in innovative transport solutions like MMLPs, the government is poised to unlock significant economic potential across the country.

In conclusion, as India strives towards becoming a $5 trillion economy by 2025, the successful implementation of MMLPs will be crucial in achieving logistical efficiency and economic growth. The commitment from both public and private sectors will be essential in realizing this vision and transforming India's logistics landscape for the better.

CILT India Team Meets with Industry Experts Shri Anil Kumar Gupta & Mr. Krishnan Subramaniam On 24 March 2025

The CILT India team recently met with two prominent figures in the logistics and transportation sector: Mr. Krishnan Subramaniam, Strategic Advisor at Transworld Group, and Shri Anil Kumar Gupta, Advisor for Logistics and Former CMD of CONCOR (Container Corporation of India).

During the meeting, the team engaged in insightful discussions on key challenges and opportunities facing the logistics industry. The meeting proved to be a fruitful exchange of ideas and set the stage for future collaboration between CILT India and industry experts in shaping the growth of logistics and transportation.

Experience plus AI makes supply chains tight!

A Poem by Mr. Pankaj Shrivastav

(Scene 1: The Veteran's Pain)

For twenty long years, I ruled this chain,
Forecasting shipments through sweat and strain.
Through market swings and demand's wild tide,
I kept the wheels turning with foresight and pride

Spreadsheets stacked, forecasts refined,
Midnight alarms—no deadlines declined.
Firefighting crises before they'd ignite,
Navigating chaos with seasoned insight.

I knew each vendor, each freight's delay,
Tracked lost pallets the old-school way.
But now they whisper, "He's too slow...
Give AI the wheel—just let him go."

(Scene 2: The Fresh Face & The Algorithm Ace)

Enter Gen G, just two years in,
Armed with tech and a confident grin.
"Let AI predict, let data decide,
Why stress, old man? Just enjoy the ride!"

Click, click—boom! The dashboard glows,
Anomalies spotted before chaos grows.
"Reroute that freight, the model's precise!"
I'm still on email—he's rolling the dice.

But while he trusts what machines convey,
I see the gaps they overlook each day.
Because when numbers glitch or logic bends,
Who cleans it up? Guess that depends...

Contd...

Lyrical Logistics

Experience plus AI makes supply chains tight!

(Scene 3: The Showdown at the Boardroom)

The numbers flash, the charts look grand,
AI's in charge—supply's in demand.
Gen G presents with a confident flair,
"Efficiency's soaring—we're beyond compare!"
The bosses nod, they like what they see,
"Efficiency's up—thanks to AI and Gen G!"
Gen G grins, the data's so clean,
But when it misfires? I step on the scene.
The system stumbles, numbers go blind,
Guess who they call? The one left behind.
My instinct still beats the algorithm's guess,
Experience sees what data suppresses.

Yet, they won't admit, they won't believe,
That wisdom's a skill AI can't retrieve.
Until the system breaks once more,
Then guess who's walking through the door?

(Scene 2: The Fresh Face & The Algorithm Ace)

Enter Gen G, just two years in,
Armed with tech and a confident grin.
"Let AI predict, let data decide,
Why stress, old man? Just enjoy the ride!"

Click, click—boom! The dashboard glows,
Anomalies spotted before chaos grows.
"Reroute that freight, the model's precise!"
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But while he trusts what machines convey,
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Because when numbers glitch or logic bends,
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Lyrical Logistics

Pankaj Srivastava, FCILT (Life Member)
A seasoned Logistics and Supply Chain Professional

New Individual Life Members (January - March 2025)

S. No.	Name & Designation	Membership
1.	Sailen Mohapatra, CMILT AKA Logistics Pvt Ltd.	LM-1386
2.	Shri Umesh Sahai Bhanot, CMILT APL Logistics	LM-1387
3	Shri Vineet Abhishek, CMILT Western Railway (India Railway)	LM-1388
4	Shri David Golianpianga, CMILT Planning & Programme Implementation Department- Govt. of Mizoram	LM-1389
5	Shri Bhanu Prakash Nookala, CMILT Indian Maritime University	LM-1390
6	Shri Debasish Mishra, CMILT Visiting Faculty at DSEU & IIFT	LM-1391
7	Shri Arun Kumar, CMILT Insynergy Supply Chain Solutions Pvt Ltd	LM-1392
8	Shri Sunil Shambhulal Agarwal, CMILT Madhav Agencies	LM-1393
9	Mr Shaukath Ali Bakshumian, CMILT CONCOR	LM-1394
10	Shri Sagar Kadu, CMILT DPIIT, Ministry of Commerce & Industry,	LM-1395
11	Shri Devpal Menon, CMILT Mercargo Logistics Pvt Ltd	LM-1396
12	Shri Vinoj Kurian, CMILT Black Box Network Service Pvt. Ltd.- Bangalore	LM-1397

CILT INDIA - 2025-26

UPCOMING Events

April	**Training Program for Chitkara University Students** Training session for students on Logistics and Multimodal Terminal Management	Oct	**Training on Rail Logistics & Terminal Management (Hybrid Mode)** Hybrid training on rail logistics and terminal management
April	**TM Training** Extensive training on Terminal Management with practical and theoretical lessons.	Oct	**Talk Series** Series of talks on emerging trends and challenges in logistics and transport.
May	**CEO Conference** Conference for CEOs to discuss the future of logistics, transport, and supply chain management.	Nov	**Annual Conference** Flagship event with keynote speakers, panel discussions, and networking opportunities.
June	**WILAT Interaction** Round-table discussion on current issues and trends in the logistics industry.	Dec	**Round Table Discussion with CEOs (Ports)** Discussion with CEOs from the port industry on logistics, supply chain management, and port ops.
July	**Round Table Discussion/Talk** Round-table discussion on current issues and trends in the logistics industry.	Dec	**TM Training (Terminal Management)** Another session of terminal management training.
August	**TM Training** Training on Terminal Management, focusing on best practices and challenges in logistics.	Jan	**Yet to be announced**
Sept	**WILAT Interaction** WILAT interaction on gender diversity, inclusion, and leadership in logistics and transport.	Feb	**Talk Series** Continuation of the talk series, focusing on different aspects of logistics and transport.

For, more information, please visit www.ciltindia.in

CILT Diary

January 17 Friday

17th Services Improvement Group (SIG) meeting under the chairmanship of Joint Secretary, DPIIT on 17th January 2025 at 11:00 AM in Vanijya Bhawan, New Delhi, with Discussion on Framework Guidelines for Multi-Modal Logistics Parks.

January 21 Tuesday

- Northern India Multimodal Logistics Awards 2025 - Jury Meeting as Chairman in New Delhi.
- ICC National Railway Committee meeting

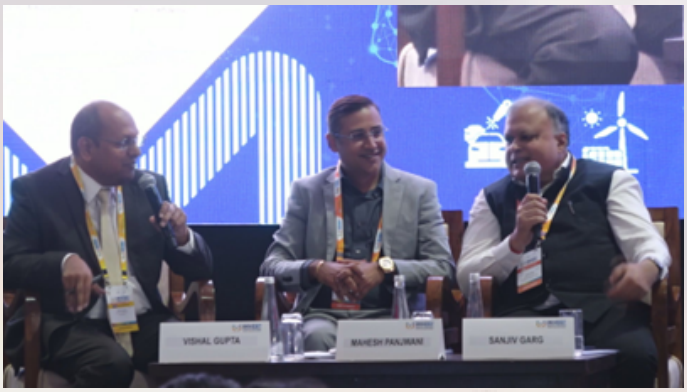
February 07 Friday

Shri Sanjiv Garg, Secretary General, CILT-India participated as Chairman of the Awards Jury in 16th Edition of CONquest 2025 – Business Forum on Cargo, Infrastructure & Logistics, along with the Northern India Multimodal Logistics Awards 2025 on Friday - 7th February, 2025 at New Delhi.

February 25 Tuesday

Shri Sanjiv Garg, Secretary General, CILT-India was invited as 'Guest of Honour' and a distinguished speaker at the thematic session titled “Logistics: Connecting MP to the World” at the Global Investors Summit 2025, 25th February, 2025, during the "Invest Madhya Pradesh - Global Investors Summit 2025" heldat Indira Gandhi Rashtriya Manav Sangrahalaya, Bhopal, organised by Government of Madhya Pradesh, with the Confederation of Indian Industry (CII) as the Industry Partner. The session explored key opportunities and innovations in logistics, with a special emphasis on Madhya Pradesh's strategic potential.

CILT Diary



March 06 , Thursday

Mr. Sanjiv Garg, Secretary General, CILT-India Delivered a speech titled 'Navigating the Future: Multimodal Ecosystem in India' at the conference organized by the Indian Chamber of Commerce (ICC) at the IHC, New Delhi.

March 03 , Monday

Shri Sanjiv Garg IRTS (Rtd.), CMILT, Secretary General - CILT India, took a session of Indian Railway Management Service (IRMS) probationers, at Gati Shakti Vishwavidyalaya, Vadodara. He shared his experience on Logistics with the bright young batch of IRMS probationary officers at Gati Shakti Vishwavidyalaya, Vadodara, on March 03, 2025.

NAVIGATING THE FUTURE:
MULTI-MODAL ECOSYSTEM IN INDIA
Business Session-1

CILT Diary

March 07 , Friday

Lecture on Metro Rail Safety to Management and Staff of DMRC, by Secretary General of CILT India, during Safety Awareness Week celebrated by DMRC.

March 24 , Monday

The CILT India team met with two prominent figures in the logistics and transportation sector: Mr. Krishnan Subramaniam, Strategic Advisor at Transworld Group, and Shri Anil Kumar Gupta, Advisor for Logistics and Former CMD of CONCOR and exchanged ideas on cooperation between CILT and Transworld Group for training on shipping logistics. The collaboration would explore adding industry-led training programs for corporates and academic institutions to ensure right-skilling and up-skilling on a continuous basis.

March 26 , Wednesday

Shri Sanjiv Garg IRTS CMILT, Secretary General of CILT India delivered a lecture on "Ethical Challenges & Response Options" to the IRMS Probationary Officers in a Program conducted by IC Centre for Governance at Asia Plateau, Panchgani, Maharashtra during March 25-29, 2025. during this programme.

CILT Diary

March 27 , Thursday

Shri Sanjiv Garg, Secretary General, CILT contributed to the Panel Discussion on 'GLOBAL SUPPLY CHAIN ISSUE - Solutions for a Complex World' during the Business Session of the Aerospace & Défense MRO South Asia Summit 2025, 6th MRO South Asia Summit 2025, Co-located with MRO XPO India & Aircraft India 2025 at IICC Yashobhoomi, New Delhi. Sesson answered the questions of industry stakeholders on challenges and newer technology that will streamline activities throughout the supply chain.

March 29 , Thursday

AlgosQuest'24 envisioned and organised by iSOURCE for development of AI Platforms for Logistics and E-commerce solutions, at Radisdon Blu, Dwarka. Dr. Veni Mathur, Vice Chairperson, CILT-India was invited as Chief Guest and Jury Head of a panel discussion that helped bridge the gap between industry expertise and fresh perspectives, and turned the event into a springboard for a future driven by technology, creativity, and transformative solutions.

CILT INDIA
Committed to Logistics

Professional Certificate Program in

Terminal Management

Course Commencing: April 12,2025

CILT INDIA
Committed to Logistics

Professional Certificate Program in

Terminal Management

Two Months Weekend (On-Line Program) from April 12, 2025

OBJECTIVE

The **Professional Certificate Program on Terminal Management** is designed and developed by The Chartered Institute of Logistics and Transport, India **(CILT INDIA)** for aspiring and in-service professionals to equip them with the necessary skills to leverage the current and emerging patterns. The objective of the program is to provide an excellent understanding of entire activities related to Policy, Plan & Design, Construct and operate various types of existing & futuristic terminals in a safe & environment friendly manner for efficient handling & movement of all types of goods.

This course is taught by India's best transportation experts and leading industry stalwarts covering all aspects related to different type of Terminals (Multimodal Logistics Parks, Ports, Rail and Road). It will also provide a networking opportunity among participants from multiple industry domains.

WHO SHOULD ATTEND?

(a) **WORKING PROFESSIONALS:** The course is designed for all professionals directly or indirectly associated with planning and management of transportation of all types of goods. This Programme on Terminal Management aims to create talents prepared for taking responsible assignments in Terminals, enhance vertical growth in professional hierarchy and gain real-life experience to the next generation of high-potential employees.

The program will be of great importance for Operations, Commercial, IT and Management professionals working in Logistics Companies, Container Train Operators, Ports & Inland Waterways, MMLP, PFT, ICD, CFS, NHAI, NICDC and other bulk manufacturing and trading companies viz: Steel, Aluminum, Other Metals & Minerals Processing Industries, Cement Industry, Chemical & Fertilizer plants, Coal, Paper & Pulp Industry, Automobiles, Food Grain Logistics, POL Manufacturing & Distribution Companies and other similar industries.

(b) **STUDENTS:** Gaining Certification of this program by students shall bring substantial value addition and will widen their employment opportunity. In addition to the existing operational terminals of various kinds, hundreds of Terminals of various types are planned to be established in the coming years due to implementation of **PM Gati Shakti Mission** (A National Master Plan for Multi-Modal Connectivity). Students from any stream are encouraged to take up this course as it would provide an opportunity of entering this expanding sector. Concession in fee for joining this Programme by students can be considered.

PROGRAM COVERAGE:

CONTENT	MODULES
Transportation Systems and Multimodal Transport	• Transportation Systems & Conceptual Framework • How to organize Multimodal Transport • Multimodal Transport & Indian Railways • Gati Shakti Policy & Dedicated Freight Corridor • Prevailing Multimodal Scenario with various modes of transportation
Need & Type of Terminals	• Overview of Indian Freight • Freight Generators & Transportation • Transportation Mode & Type of Terminals • Terminal Planning (Traffic Projection, Location, Layout) • Terminal Activities
Planning, Design and Construct various type of Terminals (including PPP mode)	• Land acquisition, Master Plan & Layout • Project Planning, Monitoring, Evaluation & Execution • Regulatory Approvals

	• Relevant State & Union Laws • Manpower Needs • Business Commercials & Taxations
Terminal Management & Operations	• Operations Fundamentals of Terminal • Composite Terminals for Freight and Passengers – Rail Stations • Petroleum, Oil & Lubricants (POL) and LPG/CNG Gas handling Terminals • Management of Major Freight Terminals
Telematics	• Introduction to Telematics • Telematics in Passenger Business • Telematics in Freight Business • Role of ICT • Role of CRIS
Safety & Security aspects of Terminal	• Identification of Hazards • Terminal Fire Protection System • Security of Passenger & Goods • Various Codes of Safety, Security, and it's Audit

MODE OF INSTRUCTIONS: English in **ON-LINE** mode through video conferencing.

COURSE DURATION: 08 Weeks. (12 April 2025 – 01 June 2025)

There will be a session of three to four hours each on every Saturday & Sunday comprising a total of 16 Days. Link for joining the training program will be sent in advance to all the participants.

PROGRAMME FACULTY:

This course will be taught by India's best logistics & transportation experts. Some of the faculty members include:

Sanjiv Garg	Secretary General – CILT India, Former Managing Director – Pipavav Railway Corporation Ltd. & Former Additional Member, Railway Board
Vinod Asthana	Former Managing Director – CRWC, Vice Chairman – CILT, India & **Course Director**
Sachin Bhanushali	Former CEO, Gateway Distriparks Limited
Dr. Veni Mathur	Visiting Faculty – IIT Delhi, Vice Chairman – CILT India & **Associate Course Director**
N. K. Tuli	Former Vice Chairman – Railway Claims Tribunal
Amitabha Chaudhuri	Former Managing Director – Arshiya Rail Infrastructure Ltd.
Manish Puri	Managing Director – Rail Runner Innovations & President – ACTO
Naresh Kumar	Managing Director – Kalyani Cast Tech Pvt. Ltd.
Rajesh Nigam	Former Executive Director – Indian Oil Corporation Ltd.
Aseem Dar	Managing Director – APL INDIALINX
Ms. Reshma Yousuf	Director CLLB, Malaysia
Amit Kumar Jain	Director (Operations & Services), Delhi Metro Rail Corporation Ltd.
Manas Kumar Ganguly	Former COO, Balmer Lawrie Logistics
Vanish Ahluwalia	Group Vice President, Seahorse & Visiting Faculty – IIFT, New Delhi
Dalbir Singh	VP (Finance & Marketing), Pipavav Rail Corporation Ltd.
Rajiv Kochhar	Ex-GM (CONCOR) & Ex-GM (Adani Logistics)
Sachin Garg	Associate VP, Adani Ports & SEZ
Girish Acharya	Asst. VP (Sales & Marketing), The Thar Dryport Ltd.

COURSE CO-ORDINATOR: Rajesh Jha, GM – CILT India, (+91 9818231883) / rjha.ciltindia@gmail.com

CERTIFICATION:

The training program will have periodic evaluation system and on successful completion, Certificate of Proficiency & Certificate of Participation will be awarded to the participants.

REGISTRATION FORM

Professional Certificate Program in TERMINAL MANAGEMENT

(Two Months Weekend On-Line Programme)

(Commencing from: 12 April 2025)

Prior Registration for this program is mandatory.
Sponsoring Organizations may please fill the details of participants

PARTICIPANT NAME	DESIGNATION / STUDENT ID NO	CONTACT NO.	EMAIL ID

NAME OF THE INDIVIDUAL / ORGANIZATION: _____

ADDRESS FOR COMMUNICATION: _____

_____

PARTICIPATION FEES:

Category	Fees per Participant
Standard Fees	INR 15,000.00 + Applicable GST
(Students can be considered for concession in fees)	
Multiple Nomination Discount	**10% discount shall be applicable, in case of 3 or more nomination from the same organization in working professional's category**
Life Member & Corporate Members	**10% discount shall be applicable for participation by Life Members & nominations received from Corporate Members of CILT India**

Note: Certificate and Study Material will be provided after completion of Training Program

Payments can be made by cheque / DD favoring **"The Chartered Institute of Logistics and Transport India"** payable at New Delhi or through IMPS/NEFT/RTGS at **State Bank of India, Vasant Vihar Branch**, New Delhi **Account Number: 31672940608**, **IFSC Code: SBIN0001604**.

Please note, our GST No. **07AABAT7910J1ZC &** PAN Number is **AABAT7910J**

AMOUNT (IN WORDS): RUPEES _____

DATE OF TRANSFER: **CHEQUE / DD / UTR NUMBER:** _____

NAME OF BANK & BRANCH DETAILS: _____

_____

(SIGNATURE)
NAME:
PHONE NUMBER:
EMAIL ID:

(PLEASE SEND A SCAN COPY OF THIS FILLED-IN REGISTRATION FORM AT THE BELOW MENTIONED EMAIL ID FOR REGISTRATION CONFIRMATION)

The Chartered Institute of Logistics and Transport – INDIA Headquarters (www.ciltindia.in)
3 Palam Marg, 3rd Floor, Vasant Vihar, New Delhi, 110057; Mob: +91-8368108840
Email- usha.ciltindia@gmail.com, vicechairman.ciltindia@gmail.com, managercilt@gmail.com

The Chartered Institute of Logistics and Transport

Who we are

As a leading authority in logistics and transport excellence, the Chartered Institute of Logistics and Transport (CILT) India embodies a vibrant community of industry leaders and professionals. Our organization unites experts from various transportation sectors, including rail, road, maritime, air, and inland waterways.

Our vision is to become the preferred professional body for individuals in the supply chain, logistics, and transport sectors nationwide, while also serving as a premier platform for knowledge sharing in supply chain, logistics, and transport management.

Contact us

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CILT (India) provides
Connection || Professional Voice || Professional Recognition || Personal Development