



The Chartered
Institute of Logistics
and Transport

CILT NEWS

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STRONGER TOGETHER

We're the leading national professional body for everyone who works within supply chain, logistics and transport.

editorial board

Dr. Kosana VR Murthy
Editor

Mr. Vinod Asthana

Dr. Veni Mathur

Mrs. Ragini Yechury

Mr. Naveen Shukla

Dear Esteemed Readers,

On behalf of the Editorial team, I have the Privilege of introducing you to the first edition of our Newsletter. We kept the Name simple and christened it as "CILT NEWS". The testing COVID times has shown us the ways to go digital and to reach our target readers through an e-magazine. We have reserved more content to present our readers with few introductory spells of CILT India. We have brought coverage of its activities, Logistics related News and Articles, Events, WILAT and introduction to Leading CILT Members. The initial step was to collect the actuals, and kept our options to go towards analytical news later. In a lighter vein, I recall the words of Mark Twain 'Get your facts first then you may distort them as you please'. We are hoping for huge contribution to this magazine by way of News inputs, pictures and insightful ideas from the universe of Logistics. We aim to complement with 'Letters from the readers' which will help in strengthening the newsletter. You can reach us through email : cilt.vizag@gmail.com. Thank you all who have contributed for the Newsletter.



Kosana V R Murthy

Message from the International President



I welcome the launch today of the new quarterly e-magazine CILT NEWS by CILT India.

As the CILT International President I have been leading the organisation through a difficult period globally. This no doubt is impacting you all too in the logistics and transport environment in India.

In dealing with the issues there also arise opportunities. My message has been that failure is not an option in sorting out the problems and that controlled and collective actions need to be taken. So we have shared best practice and experiences with each other and built solutions together. This new e magazine will join with similar publications by CILT across the world. This will be an important medium to equip our CILT members in India with knowledge to help them lead the profession.

This also leads us to focus on the opportunities and how we will successfully take advantage of this in 2021 and the future. Never has logistics and transport been so critical to the success and well-being on mankind as in this year. We have responsibilities as professionals in providing the best possible input into some very big issues for the world.

To do that we are, in CILT, focusing on key issues in the global supply chain - sustainability and the technology to reduce our impact on the environment, best practice in crisis and risk management and the embracing of digital technology to create effective solutions. We are uniquely placed to help professionals deliver these things as we cover the world and are constantly creating new branches in new regions. We operate with inclusivity caring and supporting our professional members wherever they are with a major focus on supporting our young and female members.

So this new e-magazine I am sure will feature articles on these key issues and areas. We look forward to sharing the magazine across the world with other CILT Members. Similarly, we hope we can provide articles from other parts of the world for inclusion in your new magazine. This is a major part of strategy & our core values as an organisation to equip our members wherever they are with the leading thoughts, ideas and practice in the industry and exchange those freely to help build the strength and effectiveness of our profession.

I look forward to reading your CILT NEWS in the months ahead.

Stronger Together

Dato Ts Abd Radzak Malek FCILT

International President

Message from Patron CILT India



In my capacity as Patron of CILT India, I am happy to announce the e-launch of the magazine - CILT NEWS and wish it success and ever widening readership across the world.

The pandemic of COVID 19 has brought in focus the importance of Logistics and Transport as a critical foundation stone for the success of and growth of economies and well-being of mankind. CILT India needs to take advantage of this huge opportunity and make positive contribution in the formulation of the National Logistics Policy Document.

This new e-magazine should bring out key issues, ideas, opportunities, best practices and experiences to become a major source of knowledge sharing for Transport and Logistics professionals in the coming years.

To do that we are, in CILT, focusing on key issues in the global supply chain - sustainability and the technology to reduce our impact on the environment, best practice in crisis and risk management and the embracing of digital technology to create effective solutions. We are uniquely placed to help professionals deliver these things as we cover the world and are constantly creating new chapters in new regions. We operate with inclusivity, caring and supporting our professional members wherever they are, with a major focus on supporting our young and female members.

So, this new e-magazine I am sure will feature articles on these key issues and areas. We look forward to sharing the magazine across the world with other CILT Members. Similarly, we hope we can provide articles from other parts of the world for inclusion in this new e-magazine. A major part of our strategy and core values as an organization is to equip our members wherever they are with the leading thoughts, ideas and practice in the industry and exchange those freely to help build the strength and effectiveness of our profession.

STRONGER TOGETHER!

I look forward to reading your CILT NEWS in the months ahead.

Suresh Prabhu
Patron CILT India

Message from the National Chairman



CILT (India) has adopted the mission of support government's policy formulation for streamlining the national logistic infrastructure because; logistics infrastructure is a critical enabler of India's economic development. This awareness within the fraternity of the country's economic and development planners is a very welcome development during the recent decades and has resulted in a realization that unless massive investments in the physical infrastructure in general and logistics sector in particular is ensured the high growth rates in terms of GDP achieved in recent times cannot be sustained. The impact of sustained under-investment in these sectors and skewed inter-sectoral planning has already led to serious bottlenecks with deleterious results. The logistics sector is today characterized by high costs and low service levels. In fact, the overall logistics costs for the Indian economy as a percentage of the GDP is 13% against only 9% in most of the developed countries thereby seriously impairing the competitiveness of Indian business and industry in the global marketplace.

For achieving the above objective an integrated approach to energy optimization in the logistics sector, with transportation segment assuming primacy for obvious reasons, becomes imperative since transportation systems promote economic growth by increasing mobility as well as improving physical access to resources and markets. In this context the proposed National Logistics Policy (NLP) being processed by the Logistics Division in the Ministry of Commerce & Industry gains significance.

Transportation systems and the costs that they impose are critical not only in economic terms but also in societal and ecological terms. Therefore, an optimal balance between economic, social and environmental objectives is imperative so that synergy between the demand for economic growth is tempered with the need for energy conservation as well as environmental protection. Technology in the other major plank on which CILT (India) is focusing on.

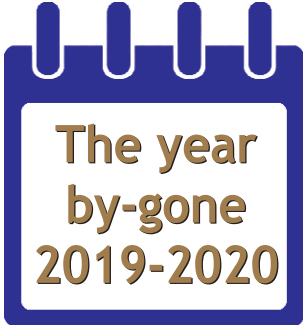
Launch of this e-magazine is one of the initiatives to bring awareness not only in the fraternity of policy makers but also amongst practicing professionals of the Logistics and Transport Industry. We look forward to support and feedback on this venture from our enlightened readership in the days ahead.

The General Budget for the year 2021-22 has brought welcome enhancement in the allocations for the Transportation sector which augurs well for accelerated growth in the Logistics sector. CILT Team India wishes the year 2021 to usher in all-round growth of our logistics industry.

Shanti Narain

National Chairman

ACTIVITIES OF CILT INDIA - THEN, NOW & BEYOND



The year by-gone 2019-2020

The year started on a very positive note, where the efforts of CILT India were recognized by the movers and shakers of the Transport and Logistics industry. The major highlight was the signing of an MOU with the Ministry of Commerce & Industry on 30th April 2019 at Udyog Bhavan, whereby CILT India became a part of the THINK TANK created by the Ministry. At the CILT International Centenary Convention 2019 held in Manchester in June 2019, CILT India was given a special appointment with the CILT International Trustees to make a presentation of the activities. A Round Table Conference for Freight Forwarders was held on 19th July and another Round Table Conference “Enhancing Rail Carrying Share & Assessing Quality of Existing Assets” on 5th November organized as a continuing activity for providing inputs for the draft Logistics Policy and the two conferences were presided by the then Secretary Logistics, Mr. Sivasailam. Another milestone achieved was the commencing of a Training Program for the Logistics Skill Council to train 200 girls as INVENTORY CLERKS for the Warehouse sector. A batch of 50 girls were trained at Manyavar Kashiram Rajkiya Mahavidhyalaya in collaboration with ITI in NOIDA. There was a 100% placement of these trained girls. However, due to COVID Pandemic this activity was curtailed. A CPD training on 'Rail

Siding and Freight Terminal Management' conducted between 26th and 30th August.

Due to the good work done, CILT India was invited for the sixth China International Logistics Development Conference held at Shijiazhuang in China from 15th to 18th October. The year culminated with the major CILT India event - “CILT INDIA EXPO 2019” - which was held at the National Rail Museum, New Delhi on 21st & 22nd November. It was attended by the CILT International President Elect, Dr. Radzak, CILT International Vice President, Mr. Finbarr Cleary, CILT Bangladesh Secretary General, Mr. M. Abdul Kadir and WILAT International representative, Ms. Zawaiah.



The current year 2020-2021

Witnessed the worst lockdowns due to the COVID-19 pandemic but there was a ray of hope wherein it made everyone realize how critical is Logistics & Transport to the growth and well being of mankind and to any Economy. CILT India was able to garner the support of stalwarts of the Logistics industry: Shri Suresh Prabhu consented to become The PATRON for CILT INDIA (23rd September) and Shri. Sivasailam, ADVISOR for the Management Committee and Head of the Regional Chapter in Bengaluru (6th October). As a responsible logistics and professional body, CILT India had organized a number of online trainings and webinars to disseminate best practices and risk management.



Topics covered are -

- Training on “Port Rail” Specially for IPRCL officials - 17th to 18th Jan 2020
- Supported as Associate Partner “Revolutionizing Ports- Integrating India's Maritime Stakeholders” - 17th Jan 2020
- Webinar “Impact of COVID-19 on Indian Logistics Industry & Roadmap to Recovery” Shri. Suresh Prabhu as the Chief Guest on 26th June 2020
- Webinar “Logistics of COVID and Indian Railways”- WILAT - 11th July 2020
- Webinar “Leveraging Technology for Logistics and Transport in post COVID-19”- WILAT Chief Guest: - Mr. Dato Radzak - 26th September
- Online Training on Rail Siding & Freight Terminal Management - 25th to 27th November
- Online Training on Port Management - 21st to 22nd January 2021
- Online Interaction between CILT-India & Ministry of Commerce to discuss the modality of Multi-modal Logistics Parks and use of a Standardized Container, in both of which CILT India is deeply involved.



The Upcoming
events for the
year 2021-2022

are being sketched out with much enthusiasm and positivity as the lessons learnt due to the breakdown of Supply Chains worldwide has led to the development of new concepts and CILT India needs to take advantage of opportunities thus created. Many new Trainings and Benchmarking activities are planned. As the Government of India has stressed on the revival of Inland Water Transport and Coastal Shipping in the Sagarmala program, CILT India is planning to have Training on INLAND WATERWAYS in the near future. Another important topic - WAREHOUSING - will be covered in a training program towards the end of May 2021. As of January 2021, CILT India has been inducted as a key resource for the development of benchmarks for Movement of Dangerous Cargo and Containerized Cargo. CILT India would be developing a concept note and all members are encouraged to make suggestions and contribute with their inputs. CILT India will hold its AGM on 6th February 2021, subsequently Elections will be carried out for the formation of a new Management Committee.





Women in Logistics and Transport

Mrs. Ragini Yechury
Chairperson WILAT

WILAT - Vision and Mission

Women in Logistics and Transport is the International Women's Group at the Chartered Institute of Logistics and Transport. The first WILAT chapter was founded in 2010 by a group of female Institute members under Aisha Ali Ibrahim of CILT Nigeria. During the 2012 CILT Annual Convention in the UK, the importance of the WILAT message was recognized and the Institute committed to replicating its good works and experiences across the world. Women in Logistics and Transport (WILAT) was thus launched in India on 11 March 2012.

- Our mission is to promote the status of women in Logistics and Transport, to bring together those who support talent and career development of women and to provide a support network and mentoring opportunities for women in the sector.
- We have a vision of being the most sought after organization for advocacy and empowerment of women in the logistics and transport industry

Interventions

- Setting percentage for employing women makes a business sense
- Customized Driving leads/route/distance/vehicle
- Flexi time of working
- In Trucking, Couple can be trained and deployed on Couple employment
- Improve on-road assistance
- Promotion of work/life balance (Sanctioning of long leave)
- Making adequate provision of Medical & Insurance facilities
- Adoption of high-end technology - Equipments and IT
- Conducting workshops for improvement of employees skills
- Build awareness about logistics certified courses
- Support career progression and adaptation of women to challenging working conditions
- Undertake research studies to identify the required skill sets by the industry and training of women from the resource poor communities

Achievements

The Institute for Engineering and Management in Kolkata conferred the Life Time Achievement Award on The founder Chairperson WILAT Mrs Ragini Yechury (Sep, 2016)



What 2021 means to us Women in Logistics and Transport



Key Areas

- Leadership,
- Mentorship
- Entrepreneurship
- Empowerment
- We are also aware of our role in society and our responsibilities not just towards women but to the planet and to future generations.

New Year Message of WILAT Global Chairperson

Let's continue to work on the priorities -

- Grow Members – within countries & regions
- Grow Reach – across sectors & white spaces
- Develop Partnerships – globally & locally
- Drive capacity building
- Promote sustainable living as a way of life

NEWS IN THE WORLD OF LOGISTICS

Modern dedicated freight corridor is game changer in 21st century

The Indian Prime Minister Shri Narendra Modi had inaugurated the 306 km Rewari-Madar section of the Western Dedicated Freight Corridor section and said the modern Dedicated Freight Corridor is a “game changer” for India in the 21st century. He also flagged off world's first Double Stack Long Haul 1.5 km in length 'Container Train' virtually between Haryana's new Ateli and Rajasthan's New Krishnanagar. Speaking on the occasion, PM said, “The Dedicated Freight Corridor (DFC) project is being seen as a game changer in 21st century for India. A big chunk of the project has been dedicated to the nation.” The Prime Minister said the speed of the goods and freight train has reached 90 kmph as compared to 25 kmph, which is thrice more than earlier. Whether it is the Eastern or Western DFC, this is not only for modern freight trains and advanced freight route, but this is a corridor for the rapid development of the country and it will become the foundation for the new growth centre. It was pointed out that the newly inaugurated EDFC corridor started proving to be the new development centre and has started showing its results. The Dedicated Freight Corridor is one of the largest rail infrastructure projects undertaken by the government, entailing a cost of around Rs 81,459 crore. The Dedicated Freight Corridor Corporation of India Limited (DFCCIL) has been set up as a Special Purpose Vehicle to plan, develop, mobilise financial resources, construct, maintain and operate the EDFC. In the first phase, the organization will construct the Western DFC (1,504 route km) and Eastern DFC (1,856 route km), a total of 3,360 route km.

Japan-China-Europe container sea-rail service launched

China Rail has opened a container sea-rail route from Japan's Nagoya port to Europe, via Wuhan, China. The service began on 2nd December 2020, with some completely knocked-down parts from Toyota Motors' Nagoya headquarters being shipped to Wuhan's Yangluo port. The containers arrived in Yangluo on 8 December, and the following day, were taken to the railway station. On 11th December, the freight train departed from the Wujiashan Station of China Rail's Hanxi depot in Wuhan, transcending the fog and heading west, expecting to arrive in Duisburg, Germany, on 28th December. There, the containers will be trucked to Toyota's plant in Kolin, Czech

Republic. Compared with full ocean-going transport, which requires at least 45 days, the Japan-Wuhan-Europe intermodal transport takes just 22 days. The shipping service between Wuhan and Japan that was launched in May will be connected to the China-Europe rail service to build a new logistics link, emphasizing better timeliness and stability. The new service connects Japan, Wuhan, Central Asia and eastern Europe, building economic and trade cooperation between the countries on the Belt and Road initiative.

India and Bangladesh to secure 'chicken's neck' with rail service after 55 years

In a decision that will have huge geopolitical implications, India and Bangladesh have decided to resume trans-border railway connectivity between Haldibari in West Bengal and Chilahati located across the border in Nilphamari district after almost 55 years. The move will not only boost India-Bangladesh ties but will also open up connectivity for New Delhi with the north-eastern part and other bordering countries while reducing emerging vulnerabilities. At present, India is connected with Bangladesh through four border links — Petrapole-Benapole, Singhabad-Rohanpur, Gede-Darshana and Radhikapur-Birol besides having one trans-border passenger train service, the Maitree Express. The Maitree Express connects Kolkata with Dhaka and Khulna. India is also looking at fast-tracking the Bangladesh-Bhutan-India Nepal (BBIN) initiative which will boost connectivity among the South Asian neighbours through rail and road. Kisan Rail, launched on August 2020, was started with the aim to help the farmers send perishable products to other states at a reduced rate of transportation. The service is in demand and has been able to meet its objective as there has been less congestion on routes due to a smaller number of passenger trains currently operational. An indication of its popularity can be gauged from the fact that Jeur, a small station under Solapur Division of Central Railway and a centre for loading fruits, witnessed more than 400 Tonnes of fruits being loaded in November through Kisan Rail. The government is also reportedly looking to increase the number of Kisan Rail trains as farmers have realised the benefits of using this service to transport their produce.



Govt. approves crucial Palwal-Sonipat rail project, will decongest NCR network

The government approved construction of the crucial Haryana Orbital Rail Corridor Project from Palwal to Sonipat which will decongest the railway network in the National Capital Region and connect unserved areas of the state. The Cabinet Committee on Economic Affairs (CCEA) cleared the project to be completed at an estimated cost of Rs 5,617 crore and with a likely completion time of five years. This rail line will facilitate diversion of traffic not meant for Delhi, thus decongesting the NCR network and will also help in developing multimodal logistics hubs in Haryana, the statement said. The project runs via Sohna-Manesar-Kharkhauda and will have connectivity with all the existing railway routes originating from Delhi and passing through Haryana as well as with the Dedicated Freight Corridor network. This rail line will start from Palwal and end at the existing Harsana Kalan station (On the Delhi-Ambala section). This will also give connectivity en route to existing Patli Station (On Delhi-Rewari line), Sultanpur station (On Garhi Harsaru-Farukhnagar Line) and Asaudha Station (On Delhi Rohtak Line). It will be implemented by the Haryana Rail Infrastructure Development Corporation Limited (HRIDC), a Joint Venture of the Ministry of Railways and the government of Haryana. It will provide high-speed seamless connectivity of this region to the dedicated freight corridor network resulting in reduction of cost and time of transportation for EXIM traffic from NCR to the ports of India, making exports of goods more competitive

BHEL, Braithwaite to manufacture containers to boost domestic supplies

India will now start manufacturing containers that have so far been imported. Indian importers, who have been importing anything that comes cheap, will now get containers at competitive prices from within the country. Indian companies such as Braithwaite and BHEL would now manufacture these containers within the country. Till now the Container Corporation, a subsidiary of Indian Railways, was importing containers catering to the requirement of the rail sector

in the country as there was no Indian player involved in manufacturing it.

Shipping Ministry to develop product specific warehouses near ports to ease logistics

The Ministry of Ports, Shipping and Waterways (MoPSW) intends to create product-specific warehouses at various ports, multi-modal logistics parks near port area and alongside the national waterways. The product-specific warehouses will be cement silos, liquid tanks, chemicals tanks, cold/refrigerated storage, electronics product storage, pharmaceutical storage, auto spares parts and components storage or any other suggested products. While the big players have their own warehouses and storage spaces, the smaller ones find it difficult to get their products-specific storage silos at various locations, the statement added. The development of world-class warehousing spaces will give a big push, especially to such small logistics players for their 'Ease of Doing Business' with better planning and inventory management. The small players will have the option of paying nominal fees to make use of the infrastructure. At present, quite often, their loaded trucks keep waiting to find appropriate storage near ports. In turn, it will reduce the losses compared to the traditional warehousing and provide more robust and cost-effective supply chain.

Railway notifies RO-RO service

The Railway Ministry has notified the Roll-on Roll-off (RORO) service for transporting goods-laden vehicles between Karnataka and Maharashtra to ensure the smooth flow of essential commodities. A RORO train does not have bogies or wagons. It pulls along a long metal platform on which lorries with goods are loaded. The driver and cleaner of the lorries sit in their vehicles. They are dropped at a particular point from which they drive off. The running of RORO trains is a common practice on the Konkan Railway route. A trial run of the service began between Bale near Solapur in Maharashtra and Nelamangala near Bengaluru. The RORO service reduces accidents on road, thereby improving safety, saves fuel, and foreign exchange. It ensures faster transport of essential goods, perishables, food items and smaller cargo.



Shanghai port retains crown as the world's busiest container port in 2020

The 43.5m TEU volume in 2020 represents a small increase on Shanghai Port's 2019 total container throughput of 43.3m TEU. Despite the continued Covid-19 outbreak and unstable international trading, Shanghai port maintained a strong performance in the past year. In July and October 2020, the port reported a container handling volume of 3.9m TEU and 4.2m TEU, representing a single month high; Yangshan port area hit a historical record and posted a container throughput of 20m TEU last year. The container volume for international cargo transshipment at Shanghai port was over 5.3m TEU last year, an increase of 14% year-on-year.

Government mulls new national policy to bring down logistics cost by 5%

The government is planning to introduce a new National Logistics Policy to bring down the country's logistics cost by five percent over five years, a senior government official told. The policy would aim to reduce agriculture-related losses due to wastage and increase employment in the logistics sector. The government also plans to maintain a digital inventory of logistics-related assets and manpower strength that could be put to use in emergency situations. It has also been suggested that logistics service providers would be given a unique account number that would help in tracking and tracing. A registry on the national level of warehouses could also be maintained, which would reflect availability of space through geo tags. The policy is aimed at creating a one-stop solution to logistics and trade facilitation. This would also increase employment opportunities in this space and lead to faster clearances. The government is working on a National Logistics Efficiency and Advancement Predictability and Safety Act (NLEAPS) and this law tends to define various participants of the logistics space and create a light regulatory ecosystem. High logistics cost impacts the competitiveness of domestic goods in the international market. Effective implementation of the policy would help provide an impetus to trade, enhance export competitiveness, and improve India's ranking in the Logistics Performance Index. India's logistics sector is highly fragmented and the government aims to reduce the logistics cost from the present 14 percent of gross domestic product to less than 10 percent.

India could become world leader in zero-emission ferries

India's march towards a sustainable and eco friendly inland water transport network has received a major boost. Nearly 2 dozen modern

electric ferries are under construction at the Cochin Shipyard Limited (CSL) for Kochi's public transport network. This would provide not only alternate public transport to 1,00,000 people living in the city and its suburbs, as also reduce air pollution. The ferries will connect ten islands and stop at 38 different terminals reducing load on the highly stressed urban transport network. Construction of 45 vessels is planned in the first phase. Thereafter, the numbers would increase to 78, thus making it the largest 'electric ferries network' in the world.

Earlier, India's first fully solar-powered commuter ferry 'Aditya' built by Kochi-based Navalt Solar and Electric Boats was awarded the Gustave Trouvé Award for Excellence in Electric Boats and Boating category against a stiff competition from 50 other small and big ones entrepreneurs from Europe, the US and Singapore. According to Kerala State Water Transport Department (SWTD), the ferry was built at cost of INR 2 crore in 2017 and since then it had transported over 11 lakh passengers (as of July 2020) on the Vaikom-Thavanakadavu route. Significantly it saved over 100,000 liters of diesel worth approximately INR 75 lakh. There is now strong evidence of technological revolution in water transport and revolutionary electric and hybrid vessels are being designed/built. Meanwhile, older diesel vessels are being retrofitted with electric engines. This is indeed a big chance to improve air quality in coastal cities and reduce noise pollution. The global electric ships market size is projected to grow from US\$ 5.2 billion in 2019 to US\$ 15.6 billion by 2030, at a CAGR of 13.2% from 2025 to 2030.

The Indian inland water transport system network comprises approximately 14,500 kilometers of rivers, canals, backwaters, creeks, etc. It is an important component of the Sagarmala project, and New Delhi is investing large fiscal resources in developing IWT to provide an efficient, flexible and cost-effective network of transportation. IWT operations are currently restricted to a few stretches, and the traffic touched 73.6 Million Tonnes during 2019-20 at a CAGR of 19%. The government plans to increase freight movement through IWT from 2% to 3% and traffic volume to over 120 Million Tonnes by FY 2030. The CSL has now made a very promising beginning in the electric ship segment and is therefore primed to attract many other international partners to build 'smart vessels and ferries'. This should trigger interest among Indian technology and product developers to explore Industry 4.0 technologies for autonomous vessels particularly for IWT.



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Leading Members of CILT India

CILT India - Leadership Team

National Chairman	: Shri Shanti Narain , FCILT IRTS (R) Former Member Traffic, Min. of Railways
Vice Chairman	: Shri Sanjiv Garg , CMILT IRTS (R) Managing Director, Pipavav Railway Corporation; former Addl. Member, Min. of Railways.
Vice Chairperson	: Dr. Veni Mathur , CMILT Transport Economist
Chairperson WILAT	: Smt. Ragini Yechury , FCILT IRPS (R) Former Advisor (Industrial Relations), Min. of Railways
Treasurer	: Shri Vinod Asthana , FCILT IRTS (R) Former Managing Director, Central Rail Warehousing Corporation

CILT - National Council

Shri Shanti Narain (National Chairman)	Dr. Pradeep Kumar Goel (Vice Chairman)
Shri Amit Shankhdhar (Secretary General)	Shri Sanjiv Garg (Vice Chairman)
Smt. Ragini Yechury (Chairperson WILAT)	Dr. Veni Mathur (Vice Chairperson)
Shri Suresh Bansal (Member)	Shri Vikash Shekhar (Member)
Shri C V Kumar (Member)	Shri Ramesh Krishnan (Member)
Shri Sanjay Priye (Member)	Smt. Aarti Khosla (Member)
Shri Vershal Sudeora (Member)	Shri Sumant Jha (Member)

CILT - National Sub Committees

Education Sub Committee

Dr. Veni Mathur Dr. Vinay Maitri Mr. Vinod Asthana

Logistics Sub Committee

Mr. Vinod Asthana Mr. Sanjiv Garg Mr. Pavan Kaul Smt. Ragini Yechury

Membership Sub Committee

Dr. Veni Mathur Mr. Sanjiv Garg Smt. Ragini Yechury

CILT - Regional Chapters

Mumbai	: Shri Arvind Bhatnagar CMILT Email: advtransport.iprcl@gmail.com
Visakhapatnam	: Dr. Kosana V. R. Murthy FCILT IRTS (R) Former Chairman & MD, Jute Corporation of India Email: cilt.vizag@gmail.com
Bangalore	: Shri N. Sivasailam FCILT IAS (R) Former Special Secretary, Logistics, Min. of Commerce, GOI Email: advtransport.iprcl@gmail.com
Hyderabad	: Dr. Ravi Manchala CMILT IRTS (R) Chief Administrative officer, Min. of Railways Email: ravibabumanchala@gmail.com

CILT - Memberships

Corporates	FCILT	CMILT	WILAT
48	128	590	60

Corporate Members

- 1 Konkan Railway Corporation Limited, Navi Mumbai
- 2 Container Corporation of India Limited, New Delhi
- 3 IRCON International Limited, New Delhi
- 4 Tata Steel Limited, Jamshedpur (formerly Tata Iron & Steel Co Limited)
- 5 Central Organization for Railway Electrification, Allahabad
- 6 Tata Motors Limited, Mumbai
- 7 Integral Coach Factory, Chennai
- 8 RITES Limited , Gurgaon
- 9 Central Warehousing Corporation, New Delhi
- 10 Nestle India Limited, Head Office, Gurgaon
- 11 RDSO, Lucknow
- 12 IDFC Limited, Mumbai
- 13 Indian Institute of Foreign Trade, New Delhi
- 14 SIEMENS Limited, Mumbai
- 15 Bharat Heavy Electricals Limited, New Delhi
- 16 Delhi Metro Rail Corporation Limited, New Delhi
- 17 Air India, Mumbai
- 18 Inland Waterways Authority of India, Noida
- 19 Airport Authority of India, New Delhi
- 20 Indian Ports Association, New Delhi
- 21 Jessop & Co. Limited, Kolkata
- 22 Reliance Logistics Private Limited, Mumbai
- 23 Balaji Infra Projects Limited. Mumbai
- 24 Chakiat Agencies Private Limited, Chennai
- 25 JSW Infrastructure Limited, Mumbai
- 26 Essar Steel Limited, Mumbai
- 27 J.M. Baxi & Co., Mumbai
- 28 Hazira Port Private Limited, Ahmedabad
- 29 Indian Railways Catering & Tourism Corporation Limited, New Delhi
- 30 Yak Institute of Management Private Limited, Mumbai
- 31 Gujarat Maritime Board, Gandhinagar
- 32 Federation of Indian Mineral Industries, New Delhi
- 33 National Highways Authority of India, New Delhi
- 34 APL Logistics India Private Limited
- 35 Paradip Port Trust, Paradip
- 36 Axis Bank Limited, Mumbai
- 37 School of Logistics Management and Technology, Kochi
- 38 Innovative B2B Logistics Solutions Limited
- 39 Bridge School of Management
- 40 Gateway Rail Freight Limited
- 41 Haridaspur Paradip Railway Company Limited, Bhubaneswar
- 42 The Jute Corporation of India Limited, Kolkata
- 43 The Cotton Corporation of India Limited, Mumbai
- 44 Indian Port Rail & Ropeway Corporation Limited
- 45 Pipavav Railway Corporation Limited, New Delhi
- 46 Exhibitions India Private Limited
- 47 Kale Logistics Solutions Private Limited
- 48 RailTel Corporation of India Limited
- 49 Angul Sukinda Railway Limited

INLAND WATER TRANSPORT - SIMPLIFYING LOGISTICS

- Dr. Veni Mathur CMILT



Dr. Veni Mathur

According to a news report in The Hindu - (1st January 2020):

“The day is not too far off when cargo from Assam travels all the way down south and vice-versa via Inland Waterways Transport (IWT) and coastal shipping. In the last couple of years, the Centre has given tremendous impetus to both coastal shipping and IWT in an attempt to reduce logistics cost to less than 10 per cent of GDP – on par with developed countries such as Germany – from the present 13 per cent.”

The use of Inland Waterways is the most natural and cost effective mode of transportation for freight. Unfortunately it has witnessed very slow progress in present times.

CURRENT SITUATION

Government data shows that freight movement by IWT has increased to 72.31 mt in fiscal 2019 from 55.03 mt in fiscal 2018 with plans to push it up to 150 mt by 2025. Huge investment is being planned to develop National Waterways with nearly ₹2,000 crore invested in National Waterway-1. Of the three multimodal terminals to be built on the Ganga river under JMVP, the one at Varanasi in UP and Sahibganj in Jharkhand are already operational. Work on the third at Haldia and a new Navigation Lock at Farakka (both in West Bengal) is on in full swing. The NW-1 along with the proposed Eastern Dedicated Freight Corridor and NH-2 constitute the Eastern Transport Corridor of India, connecting the National Capital Region (NCR) with the eastern and North-East States. Additionally, they will function as a link to Bangladesh, Myanmar, Thailand, Nepal and other East and Southeast Asian countries.

To develop IWT, the government has announced certain policy initiatives: -

- The reservation of five per cent cargo mainly chemicals, fertilizers, coal and steel for transport through IWT mode.
- Soft loans to be provided for the purchase of vessel, and integration of coastal shipping and inland waterways.

A study done by NCAER (of which I did the Economic Analysis) worked out the feasibility of movement of commodities like - Steel, Coal, Fertilizers, Flyash and Cement on NW1 and NW2 (Oct 2005-2006) - this is valid even till date. These low value bulk commodities were chosen so that it reduces the additional load on rail and road transport thereby minimizing the inventory carrying cost, created due to capacity constraints on rail and road.

The potential transportation demand for these commodities between O-D pairs was analyzed under three scenarios -

Optimistic: - when all additional production to be carried on IWT.

Realistic: - when only 2.5 % of the total production of the above commodities to be carried on IWT.

Pessimistic: - when only 2.5% of the additional production to be carried on IWT.

A cost-benefit analysis was done where economic gains were computed as

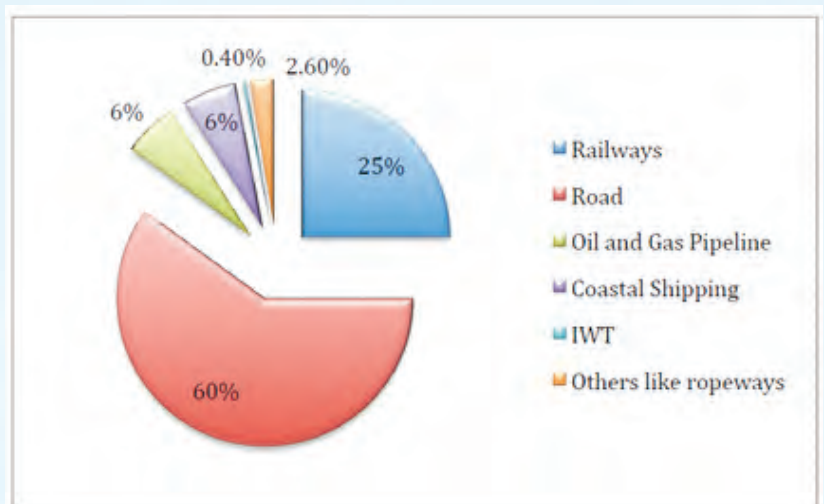
- savings in operating cost, savings due to reduction in accidents (roads)
- reduction in government medical expenditure
- benefits due to creation of new jobs causing overall development of the area

The costs, on the other hand, included

- fairway development
- terminal development
- additional vessels
- navigational and other equipment and O & M costs

At the current rate of Rs.0.5/ton-km, the cargo movement on NW1 and NW2 requires government subsidy on calculation of FIRR. This quantified with some intangible

social and environmental benefits gives an EIRR of 17% with a positive NPV of Rs. 2290 million,(the B/C Ratio was 1.81 at 10% discount rate) meets the World Bank norms of feasibility of public utility projects as 5% or more. These finding reinforce the fact that the Government of India should lay emphasis on the development of IWT for overall growth and reduction in cost of transportation of bulk commodities.



As an example - movement of steel (Durgapur plant)

For the purpose of study Durgapur Steel plant, a SAIL subsidiary was chosen. It is located on the West Bank Canal in Burdwan district of West Bengal. It produced 0.7 million tons of Finished Steel in 2004, which was primarily moved by rail. During the survey it was revealed that due to capacity constraints on railways, part of the load was being moved by road. The plant will reach maximum production capacity of 1.44 million tons by 2015. If, by creating appropriate infrastructure, the entire additional production of 0.74 million tons can be moved by IWT (optimistic view), then it will result in huge savings in cost of transportation and development of the entire region. Thus, proving that development of navigational facilities on NW1 and NW2, will attract more cargo to be moved by that mode, justifying the creation of a Logistic Park in this region.

This study reinforces the conclusion that the government should aim for rapid and massive efforts for the resurgence of IWT in the country in the overall national interest. Consequently, India's logistics industry is witnessing a major shift as multimodal terminals are being planned on the country's National Waterways and freight villages set up for smooth transportation of cargo. In addition to this, World Bank's economic analysis proves that about 1.5 lakh direct and indirect employment opportunities will be created by promoting IWT in Uttar Pradesh, Bihar, Jharkhand and West Bengal. Incidentally, the Ministries of Shipping, and Chemicals and Fertilizers are jointly promoting the movement of fertilizers through IWT and coastal shipping. However, the progress has been slow in spite of the efforts.

Worldwide Logistics and Supply Chains -New Norms for Supply and Demand side

— K. Kumar Chand, CMILT



K. Kumar Chand

COVID 19 and its effect on Logistics and Supply Chains

What was the problem? The pandemic COVID 19 had severely disrupted worldwide logistics operations. Many companies had to shut down their operations for over six months. It created a scare that transport of every mode comes to a grinding halt except for sea transport which was declared as essential services by the Governments. Logistics operations from November 2020 were however restored to a large extent across the Globe, excepting at certain sensitive pockets.

Technology Coming Handy

Some of the new norms which came into active use are the digital data, technology, IoT (Internet of Things), Google maps which were conveniently utilized in reaching out successfully and beneficially. Also real time data and information management could simplify the complication of logistics.

Drones came quite handy in certain operations which served very effectively and efficiently in healthcare, medical supplies and for the Medicare. Using sensors, electronics, instrumentation, automation and PLCs (Programmed Logical Circuits) for maintaining certain parameters - temperature, pressure and levels etc. had provided quite a comfort in transporting pharmaceuticals and other material wherever such parameters were of a paramount importance. For example, reefers which have controlled temperature with

sensors for the transport of medicines. Tracking of material by use of real-time technology had given second to second monitoring which gave extra comfort and planning for the customers as per its ETA. This has given time and cost advantage to both supplier and the user ultimately, creating triple bottom line advantage for the logistics provider.

Best New Norm

Apple uses 200 components for its smart phone. these parts are sourced from about 43 countries. This kind of operations demand smart logistics from all the countries to ultimately make the business successful. But during pandemic coordination among so many countries would make the job tough. Hence the new norm had brought a new dimension of thinking out of box. The by new norm was to minimize the locations of sourcing material. This eventually would help the coordination easier, faster and advantageous. Hence Industries have started looking into reducing sourcing locations to the bare minimum possible.

Last Mile Transport

Should take necessary care for safety, security and health as the times are in the midst of pandemic with second wave effect across the globe, especially in Europe and it is likely to spread over to India through the travel from UK. However, the COVID curve is diminishing showing recoveries of more than 92%, and mortality rate at about 1.15% of the total infected cases. This qualifies India with a quicker in recovery from Pandemic crisis and also the logistics bouncing back right-on to the track.



6th China International Logistics Development Conference

17th-18th Oct, 2019

Mentorship / Facilitatorship
in ease of doing business



Round Table Conference “Enhancing Rail Carrying Share & Assessing Quality of Existing Assets”.

5th Nov, 2019

Ministry of Commerce & Industry & The Chartered Institute of Logistics and Transport organized a round table conference which was chaired by special secretary (Logistics), Govt of India. Many distinguished guests from different sectors like rail, waterways transport, automobile, steel etc were present at the event.



CILT India expo 2019 21st -22nd Nov, 2019

CILT India Expo 2019 focused on transforming the existing logistics sector, and provide opportunities for new businesses via innovative technology, improved investment, skilling, integrating inter-modal transportation, automation, strategies besides providing single window mechanism for giving clearances, and simplifying processes, and procedures.



An approach of Growth, Capacity-building and Governance - Strategy of CILT India

– Mr. Vinod Asthana FCILT



Chartered Institute of Logistics & Transport is a professional body representing the transport and logistics industries worldwide. Established on 03 Nov. 1919, has over 30,000 members in over 30 countries. It was granted a Royal Charter in 1926 by King George V with himself as the Patron and the Prince of Wales as the Honorary President. This International body is also known as CILT International to distinguish itself from the National Councils, Sections and Branches.

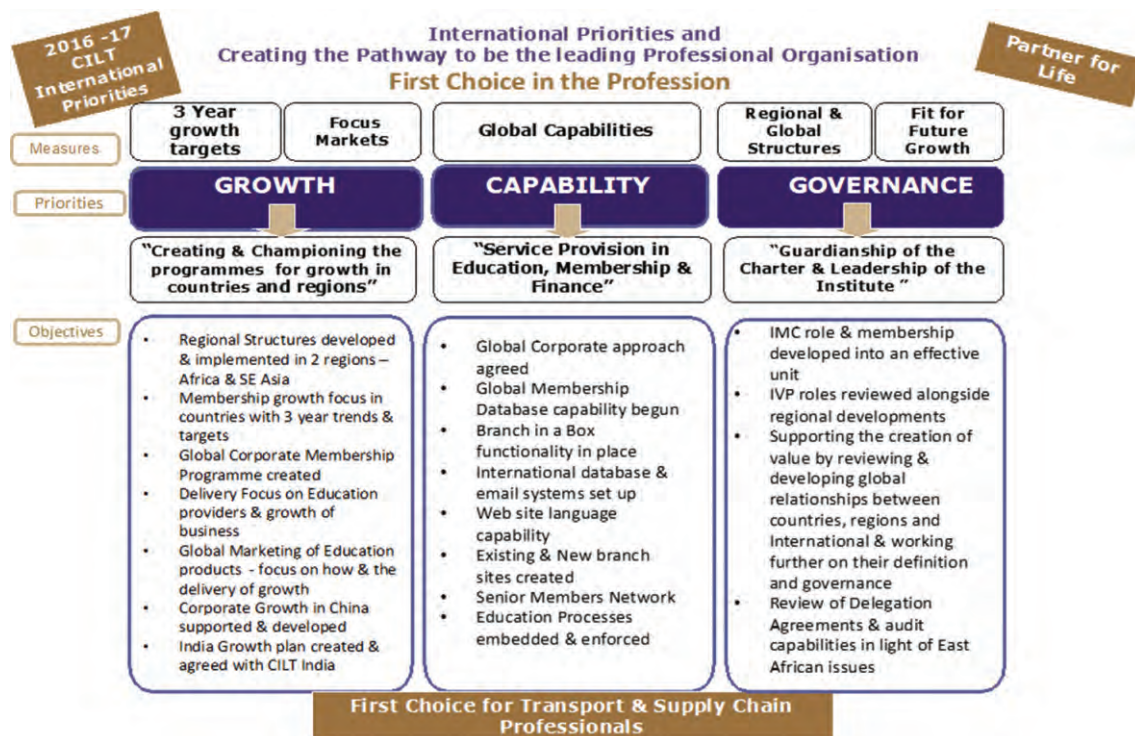
Mr. Vinod Asthana CILT INDIA, founded in 1983, is the Indian chapter of “The Chartered Institute of Logistics & Transport, United Kingdom”.

The Business Plan

CILT INDIA in its Mission of enhancing the Art and Science of Logistics and Transport, in tune with the priorities of CILT international, is focussing on three-pronged approach of Growth, Capacity Building and Governance.

A three-pronged approach of Growth, Capacity Building and Governance has been incorporated in tune with the priorities of CILT International

Bridging skill gap in this sector is a thrust area. A close association has been set up with the 'Skill India Mission' of Government of India. In collaboration with Bureau of Indian Standards benchmarks for Training are being established. Curriculum for training needs for cutting edge disciplines are being developed for the stakeholders in the Indian logistic sector.



Aims and Objectives

- Promote the study of Art and Science of Logistics and Transport.
- Provide Educational, Professional and Skill development programs.
- Encourage continuing professional development of people involved in the trade of logistics and transport.
- Promote Logistics courses with educational institutions.
- Conduct meetings, gatherings, conferences etc. for exchange of ideas.
- Enhance our reach through membership & establishing new branches within the country.
- Creation of talented team for overall development of our organisation.

Transportation and Logistics in India -An overview

India's logistics industry has witnessed an exponential growth over the last few years. . In 2020 Logistics market in India is a staggering \$301.89 billion , contributing around 14% of the GDP. Government reforms, infra push and economic policies directed at encouraging trade and industry will require a

strong ecosystem of a robust logistic sector. The logistics market in India is forecasted to grow at a CAGR of 10.5% up to 2025. It has been awarded infrastructure status which has made it easier for investment infusion. Thus a ripe environment exists for investment in emerging logistic sector.

Advancements in digital technologies, changing consumer preferences due to e-Commerce, shift in-service sourcing strategies are expected to lead the transformation of the Indian logistics ecosystem. To realize the benefits, it is necessary to increase knowledge base and skill sets by the constituent stakeholders. Thus the need to promote training and training institutions.

The logistics market in India is forecasted to grow at a CAGR of 10.5% between 2019 and 2025

Challenges

Probably one of the most significant challenges faced by the industry today is the integration of information technology in transport networks, warehousing and distribution processes. Another challenge are the regulations imposed by national, regional and local authorities. Last-mile delivery for e-commerce continues to be a pain-point, even for the established delivery companies. Shortage of skilled human resource with sound operational and technical knowledge of supply chain management, both at practical level as well as at higher strategic level, is making it difficult to adopt latest technologies to the benefit of the customers.

Opportunities

Tech-driven solutions for this sector are getting better and smarter with every passing day, easing various pain points in the supply chain in India. IT and technology integration is the future .

Use of tech-aggregation models will reduce the problem of fragmentation. Solutions built on artificial intelligence can assist in designing route optimization for vehicles and optimum utilization of the assets. Real-time GPS-based vehicle tracking has introduced transparency and reliability. Technology is also helping in the reduction of paperwork. Post-GST implementation, it is predicted that swift billing will make it easy for customers to claim GST input credits.

CILT India is assisting the Logistics Department in formalizing the use of Double stack and Dwarf containers for capacity building of Indian Railways.

Vision 2020 - 2021

GROWTH:

CILT INDIA will extend its full support to governmental efforts in enhancing the efficiency of this sector encompassing all modes. Our National Chairman, is a member of the Governing Council of LSC, NSDC, Government of India and assists in framing policies for skill development. CILT INDIA is also a member of the advisory group formed by the Bureau of Indian Standards to chalk out the policy for benchmarking all aspects of Logistics & Transportation. Considering the fact of weak training facilities in the sector, CILT INDIA has created highly specialized training programs for Food Logistics and Rail Logistics. It is also assisting the Logistics Skill Council to create curriculum for BMS (Land Transportation)- Bachelor of Management (Land Transportation). CILT INDIA has made in-roads for training at the Entry level as well. Under the 'Skill India Mission' for upliftment of the under privileged class, training for Loco-Pilots and Siding maintenance operator for Rail Transportation have been adopted by LSC and Workmen for Food Industry by IRCTC.

CAPACITY BUILDING

CILT INDIA is all set to improve its visibility and expand the membership base through Webinars and virtual meetings. Regional Chapters are being constituted - a chapter in Kolkata (East India) and another in Ahmedabad (West India) already exist; Regional Chapters at Hyderabad and Visakhapatnam have been opened and they have become operational. There is plan to have one each in Mumbai and Bangalore. Our annual feature of an International Conference is organized generally in the month of November at New Delhi. Due to COVID did not happen in the year 2020. We have organized Four Webinars, that drew large attendance from the Logistics community.

GOVERNANCE

CILT India has signed an MOU with the Department of Logistics, Ministry of Commerce & Industry, Govt. of India. AS a follow up, a “Think Tank” of Logistics professionals is being formed. CILT India has a place of prominence in the Logistics Division of the Ministry on issues relating to collaboration and furthering the cause of CILT as a consulting body. Mr. Suresh Prabhu, Member of Parliament, Rajya Sabha is now the Patron. Mr. Sivasailam, former Secretary Logistics, Govt. of India is the Honorary Member of CILT India.

Key Focus Areas

Issues

- Membership - Many organizations
- IUT- Dept of Urban Planning
- IRT- umbrella of Ministry of Railways

Strategies

- An MOU with Department of Logistics, GOI and a place in Governing Council of LSC
- Exclusive industry specific training programs
- Networking initiatives and information sharing through - What's app groups, magazines, webinars
- Co-ordinating to establish benchmarks for the Logistics industry.
- Attracting more corporate members.

Operational Plan

Training Programs

Virtual trainings in collaboration with an important media house is in the pipeline. Training handouts with country specific examples are prepared with inputs from the best in the industry.

Curriculum & Course Development

- Rail Logistics - Four programs
 1. Loco Pilots - developed - accepted by Logistics Skill Council
 2. Rail Siding Operator - developed - Accepted by Logistics Skill Council
 3. Loco & Wagon Maintenance Operator - in progress
 4. Logistics Coordinator - in progress
- Food Logistics - Supervisor & Workmen level course developed and Accepted by IRCTC
- BMS Land Transportation - Two Modules have been already submitted
 1. Railways & Economic Development
 2. Multimodal Transportation

Road Ahead

CILT India is committed to enhance its visibility in the sector by tapping into the weakest link viz. training-gap. By crafting industry specific courses and getting them approved by the Logistics Skill Council, NSDC, Government of India, CILT India would be able to create a niche position and also expand its membership and role in Logistics sector on India.