

JANUARY-MARCH-2024



# CILT Newsletter

The Chartered Institute of Logistics and Transport-India



WiLAT  
celebrated  
International  
Women's  
Day

***Lyrical Logistics Corner  
At Page#18***

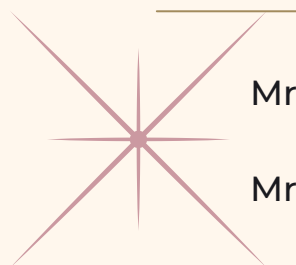
**DONT MISS IT!**

***A Ground-breaking Webinar by WiLAT  
"Breaking the Glass Ceiling:  
Women in Road Sector Logistics"***





## *Editorial Board*



Mr. Vinod Asthana

Dr. Veni Mathur

Mr. Rajiv Kochhar

Mr. Vaibhav Shah

## NATIONAL COUNCIL MEMBERS OF CILT-INDIA

- Hon'ble Shri Suresh Prabhu FCILT
- Shri Shanti Narain FCILT
- Shri N. Sivasailam FCILT
- Dr. Veni Mathur CMILT
- Shri Sharat C. Misra FCILT
- Shri Vinod Asthana CMILT
- Shri Sanjiv Garg CMILT
- Dr. Narender K. Tuli CMILT
- Shri Manish Puri CMILT
- Dr. Manoj Singh CMILT
- Shri Samir J. Shah FCILT
- Shri Sachin S.Bhanushali CMILT
- Shri Jakob Friis Sorensen CMILT
- Dr. G. Raghuram FCILT
- Shri Rajaji Meshram CMILT
- Smt Ragini Yechry FCILT

**Patron of CILT-India**

**Chairman Emeritus**

**National Chairman**

**Vice-Chairperson**

**Vice-Chairman**

**Vice-Chairman**

**Secretary General**

**Treasurer**

**Member**

**Member**

**Member**

**Member**

**Member**

**Member**

**Member**

**Member**



# Supply Chain Function in Economic Uncertainty

Syamaprasad De

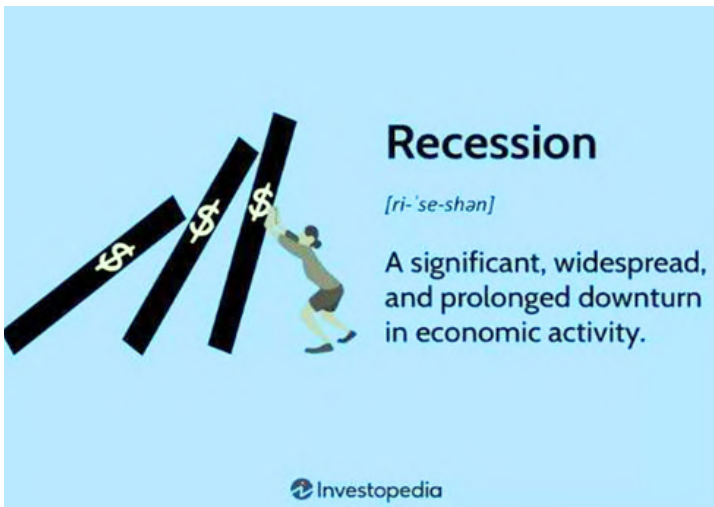


Economic uncertainty is clouding the future of supply chain and conflicting signals make it especially difficult to plan. For supply chain professionals to properly control costs and navigate demand volatility ahead of a potential recession, must consider some of the critical differences between today's conditions and prior downturns. As we know a recession could lead to difficulty predicting customer demand, unpredictable supplier performance, disappointment regarding inventory movement, and challenges in managing inventory – all problems that can create a ripple effect throughout the supply chain.

In general, today's environment is economically ambiguous. **Record inflation and governments' fiscal responses are contributing to recession concerns but other typically reliable indicators of a recession – the credit and term spreads – are signalling that the risk is low.** Unemployment is likely to rise, Certain segments consumption will be less. And then there are the still-unsettled global geopolitical conditions after Russia's invasion of Ukraine, Israel self-proclaimed attacks to Hamas backed Palestine state post their gunmen attacked from Gaza strip, Houthi's attack in Red Sea Areas, tension within Russia and European countries.

Market may see demand decline or shift to the least expensive items within the product portfolios. The changes in demand each business experiences will vary depending on whether its products are everyday necessities versus non-essential discretionary items. Shifting demand has ripple effects throughout supply chains as organizations adapt their ordering, inventory, and production strategies. **In these scenarios, companies need to adjust quickly, deprioritizing products in least demand and refocusing efforts around the products driving the most revenue.** If many businesses reprioritize similar kinds of products or if there is a shortage of a material necessary to the production of those products, however, prices for them will rise. Of course, rising material prices have the potential to erode profit margins and hurt end customers.

## Decreased cash flow



To maintain service levels intact and material shortages in near past, some companies pivoted to bulk ordering. As consumer purchasing declines, however, these companies may be left with significant excess inventory and will need to pause or cancel orders from their suppliers. Immovable inventory hurts cashflow, is paramount during periods of revenue decreases. Businesses that have excess

product may want to proactively sell it to peers or offer discounts to customers to free cash. At the same time, pausing or cancelling orders could hurt companies' relationships with suppliers. A demand recovers, companies that paused or cancelled significant orders may be less of a priority for their suppliers compared to customers who kept ordering through the downturn.

## Inability to scale in recovery

An economic downturn could exacerbate the supply chain workforce crisis and hinder companies' ability to scale up operations when demand recovers. A combination of a lack of available skilled labour and an aging workforce are already causing issues throughout logistics and manufacturing:

When the economy rebounds, the departure of experienced workers will be felt acutely as companies struggle to train replacements fast enough. This would hinder companies' ability to meet demand, driving up prices and hindering the nation's economic recovery overall.

Hence the state of the Supply Chain itself is dramatically and meaningfully different heading into a potential recession in 2024 or 2025 than in the past.

## There are two key differences between past and today's recessions:

### Difference No 1: A Low-level Risk-readiness

The 2019-22 period has extremely volatile for Supply Chain, risk and events are proliferating. The rate and volume of these disruptions is a big risk for supply chain continuity.

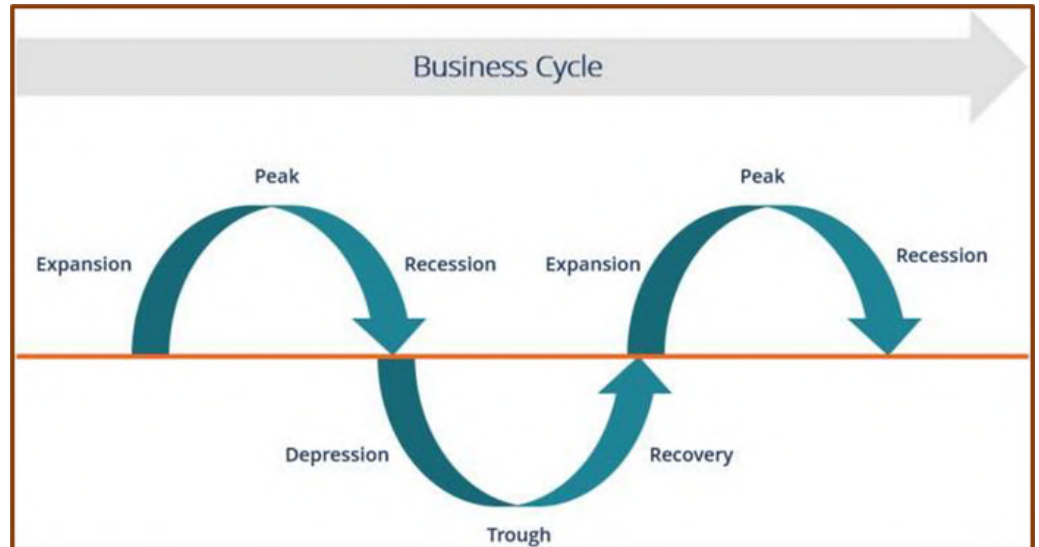
Hence, SCM Professionals' planning strategy should note two big differences between today and prior recessions period.



The available volume of supply, talent and freight is diminished in many supply chains today for a range of reasons, including:

1. Some supply chains, with retail being a notable exception, have depleted their own critical resources and safety stocks, and face similar constraints upstream.
2. The labour market is extremely tight, with more jobs open than people looking for employment

## **Difference No 2: Supply- constrained vs. demand-driven market dynamics**



The low level of availability creates another important difference: market conditions today are supply-constrained while demand-driven markets preceded previous recessions. Supply Chain

Professionals entered those recessions with levels of inventory and inputs appropriate to meet demand – and actually faced the threat of holding too much inventory and other costs, because of sudden drop in demand.

The market facing most supply chains today is supply-constrained, where supply often cannot meet demand. This recession now presents an opportunity for the supply chain to once again balance demand and supply, and be ready for continued disruption.

## **How to set right of the Supply Chain Function**

These two critical differences change the whole gamut for Supply Chain Professionals as they prepare for a potential recession. It is better to avoid changes in strategic direction based on premature assessments of the duration and depth of the recession, and the likelihood and timing of a full recovery. Supply Chain Professionals can do the following points:

1. Identify critical resource bottlenecks and use them to guide the cost reduction strategy. In current Scenario, many supply chains are struggling to meet the demand. The constraints Professionals are experiencing can clarify other decisions about how much raw materials (RM) and work in progress (WIP) inventory to carry, back up labours to retain or freight partners to secure, etc...

2. Redefine the Organisation's desired risk appetite to identify strategic decision points. Pre-201, it as believed that Supply Chains would have the ability to recover from any single high-impact disruption before any disruption has been repeated. The past 3 years have demonstrated how consequential that assumption has been. Hence, Supply Chain Professionals should reevaluate the risk appetite and adjust to a level which is appropriate to the current environment.

3. Make decisions based on recession recovery projections only after it has achieved target volume. Base those strategic decisions on recession duration and anticipated rate of recovery for the most severe bottlenecks in the supply chain. The pace of recovery for the most severe bottlenecks in the supply chain.

## INSTITUTE OF RAIL TRANSPORT EXECUTIVE DEVELOPMENT PROGRAMME ON TRANSPORT ECONOMICS AND ITS APPLICATION

20<sup>th</sup> to 22<sup>th</sup> March, 2024 at CSOI, VINAY MARG, CHANAKYAPURI, NEW DELHI

2



**Standing L to R :** VED VYAS SHARMA, CHANDRA SEKHAR SHARMA, ANSHUL SHARMA, RAJESH KUMAR, M.P.S. RAGHAV, PRAMOD RAWAT, VAIBHAV SINGH, PANKAJ SAHNI, PIYUSH, SANJAY SINGH KHANGAROT, JITENDER KUMAR JEENGAR, PAYAL MATHUR, AMRESH KUMAR, BHUWNESHWAR DWIVEDI

**SITTING L to R :** RAMAN THAKUR, VINOD RAI, VENI MATHUR, B.N. PURI, PRAMOD UNIYAL, PURUSOTTAM GUHA, PRAGATI SHARMA, NIDHI GARG

Dr. Veni Mathur, Vice Chairperson of CILT India, conducted a lecture on 'Estimation & Evaluation of Costs in the Transport Sector' today at the three-day program on Transport Economics and Its Application organized by the Institute of Rail Transport Delhi as part of the Institute of Rail Transport's Executive Development program, which started on March 20, 2024.

Other eminent speakers enlightened on the Transport Economics and Its applications.

The session was attended and well appreciated by the participants.

# The imperative for energy transition in the transport sector

By Ira Gupta

## A) Global Emissions:

The UN Emission Gap Report states that the transport sector accounts for 25% of global CO2 emissions (2021). The estimation of emissions can be complex and is impacted by under-represented samples and missing data. At the country level, guidelines suggested by the UN's Inter-governmental Panel on Climate Change (IPCC) are typically utilised. These are reviewed periodically to incorporate more robust methodologies and data collection procedures. However, data at sector level can be patchy. For the transport sector, a split by mode is critical to prepare targeted plans.

The International Energy Association (IEA, 2019) provides the share of CO2 emissions as follows.

- Road : 75%
- Aviation : 13%
- Shipping : 11%
- Rail : 1%

Unsurprisingly, the road sector is the biggest contributor to transport emissions. Aviation and shipping are smaller in proportion but in absence of interventions, their future growth will impact emission share significantly. Globally rail has negligible emissions. However, at country level this varies by the level of rail electrification and the dependency of grids on fossil fuels.

## B) G20 and the Global South:

The G20 bloc of nations are the economic engine of the world comprising both mature economies and the emerging markets of the future. The transport sector for G20 nations consumes more than half the global oil demand.

The Global South is another group, which includes some G20 members. This is a representation of countries which are industrializing fast and home to some of the largest populations. In theory, this bloc has contributed the least to global warming in the past but may pay a bigger price than others in the future as much of its population is vulnerable to climate change. Hence, they are becoming key stakeholder in the emission debate. Irrespective of which group we look at it, the path taken by two giants, namely India and China will shape the decarbonized world of the future.

Let's take a deeper dive into India, the most populous nation in the world.



## C) Transport Sector: The Indian context

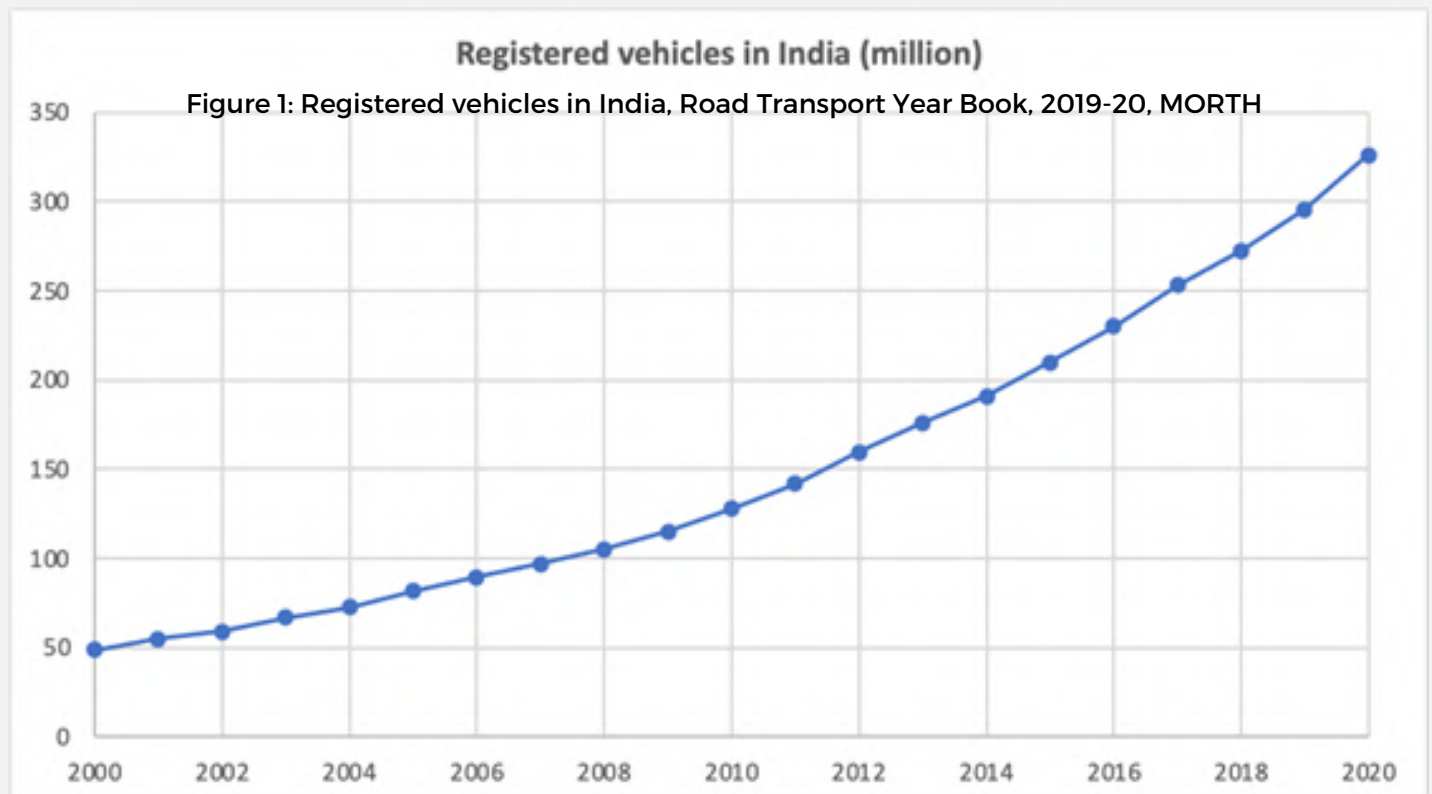
Obtaining reliable emission trends for transport sub-sectors India is challenging due to the volume, the diversity of modes, fuel technologies and fleet maintenance. Research for the recent G20 event states that India's transport sector emissions were 325 Mt CO<sub>2</sub> in 2019, contributing just over 14% to national emissions (GIZ, Delhi 2023). Further breakdown can be inferred from similar research (CEEW, McKinsey studies 2022) which use different estimation methods but broadly indicate the following range of CO<sub>2</sub> emissions:

- Road-based transport is between 88% to 90%
- Aviation is ~5%
- Rail is between 1% to 5 %
- Domestic maritime is less than 1%

The following section provides further insight by sector.

### C (i) Roads

As the largest emitters, both passenger and road freight are a focal point for action. Over the last two decades, the dual impact of improved infrastructure and rising incomes has led to unforeseen growth in road travel. The Ministry of Road Transport and Highways (MoRTH), recorded over 326 million registered vehicles in India in 2020. The annual growth (CAGR) in the last 20 years is close to 10% as seen from Figure 1. This growth is three to five times higher than mature economies. The share of good vehicles has remained around 5% of total vehicles with just over 14 million in 2020. The annual growth (CAGR) of goods vehicles is 8.7% over the same period.





## Surging passenger demand

India continues to urbanize rapidly. At last count, 55 cities had a million plus population. About a third of all new vehicle registrations have occurred in these cities. India's car ownership is about 31 cars/ 1000 persons compared to 571 cars/ 1000 persons in European Union and over 866 cars/ 1000 persons in the USA in 2020. The gap indicates how much India's car ownership could potentially jump in the coming decades.

Such growth trends are a reminder of the enormous, suppressed demand as well as newly generated demand as India's young population rises to meet its economic aspirations. The phasing out of carbon-intensive vehicles will be a long, excruciating process given the fact that different cities, regions and states of India are developing at varied speeds. Within the current mix of technologies, three options are being explored:

- Electric vehicles (EVs)
- Hydrogen fuel cell vehicles (HFCVs)
- Alternate fuels, such as bio-fuels

EVs are currently at the forefront in terms of maturity and ever-increasing affordability. The economics of HFCVs and large-scale deployment of bio-fuels is yet to be tested.

## Logistics – hope or burden?

Road freight makes up 5% of the share but contributes more than 50% to overall road sector emissions (CEEW, 2022). The burden of capital investment for long-haul electric or hydrogen-fuelled trucks could significantly impact the profitability for small and medium freight operators. India's logistics sector lags far behind its contemporaries in driver skill, training and safety. With growing awareness and heavier, modern trucks, such investments will become necessary, adding further to the operational cost.

Hope lies in the consolidation of the trucking industry and the strides by large e-commerce firms who can raise finance more efficiently to fund new low emission fleets. The Niti Aayog study, Transforming Trucking in India (2022), provided a number of zero emission scenarios. The industry now awaits some formal targets and incentives to get green freight options off the ground.

A decarbonization strategy for the road sector will require all hands on the deck and some very serious investment into public transport, renewable energy, acceleration of grid upgrades, indigenous EV and battery manufacturing and the ability to tap into a multitude of technology and fuel systems.

## C (ii) Urban buses

Public subsidies and tax incentives have helped kickstart the electric bus sector. Dozens of metro cities are pushing ahead with new e-bus fleets. Yet, with over 2.2 million registered buses in India, the current pace of transition is woeful compared to the task at hand. The EV ecosystem leaves much to be desired as hurdles exist around supply chains, charging infrastructure and availability of green power to make this truly zero emission. The good news is that public bodies, traditional operators, new start-ups and financiers are rising to the challenge. In typical Indian style, the road ahead may be bumpy but the long-term prognosis for decarbonisation of commercial fleets is looking more hopeful than before.

### C (iii) Rail and urban transit

India's national railway system is one of the most intensively used rail system in the world. As of January 2024, about 94% of India's broad-gauge network was fully electrified, a stunning achievement given the size of the network. While the share of emissions by rail and metro appears insignificant, these power-hungry systems have traditionally drawn energy from a grid that is largely dependent on fossil fuels.

This is now changing as leading metro operators have signed up to renewable Power Purchase Agreements (PPAs) for their daily operations. They have also taken a lead in installing solar panels at depots and on other buildings where feasible. Given the high occupancies in India, rail-based transport within and between cities remains one of the most carbon-friendly modes of passenger travel one a per capita basis.

### C (iv) Domestic Aviation

While current share of emission is low at ~5%, India is currently the third largest aviation market in the world. It is also the fastest growing market and likely to follow a strong growth trajectory as cities across India continue to invest in both infrastructure and fleet.

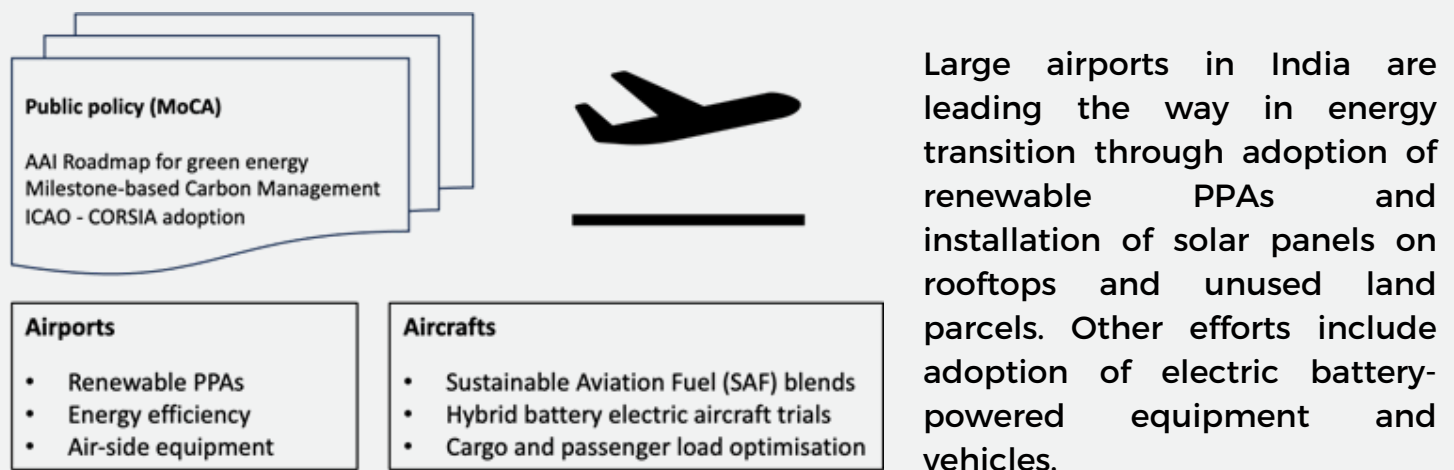


Figure 2: Decarbonisation Initiatives in India's aviation sector

The Ministry of Civil Aviation (MoCA) has issued guidelines to all airports to achieve Carbon Neutrality and Net Zero in line with ICAO's net zero plans. The airline industry is in sync with global developments as airlines have started testing Sustainable Aviation Fuel (SAF). India may mandate a blend of upto 1% SAF in jet fuel by 2025. It is widely believed that India has the potential to become a key global player in SAF with plenty of access to sustainable feedstocks derived from various types of waste and by-products of agriculture.

However, some gaps exist. A key one is the Surface Access strategy which requires numerous stakeholders to work together. In this, Indian airports can learn from their global counterparts to integrate the Surface Access Plan with the airport's Sustainability and Decarbonization Plans.

## C (v) Domestic Maritime

Globally, the International Maritime Organization (IMO) has announced a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030 and an aspiration for international shipping reach net-zero GHG emissions by 2050.

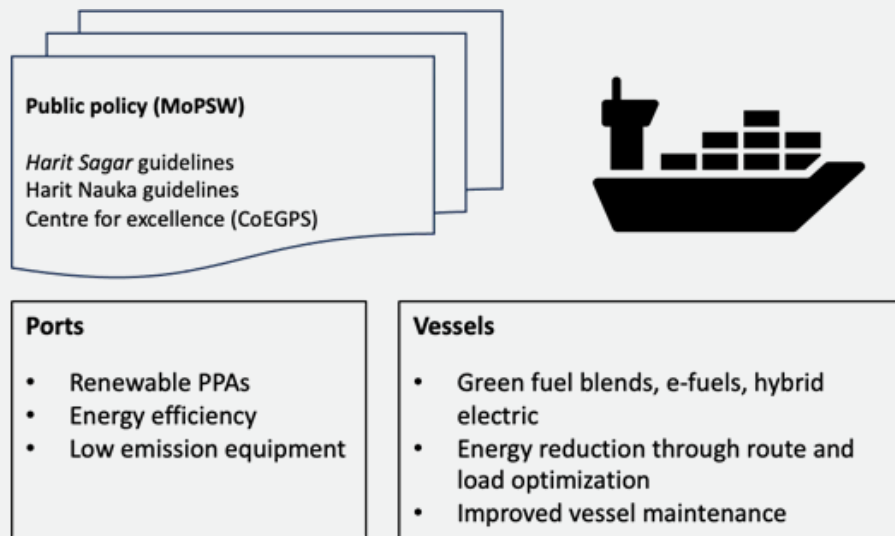


Figure 3: Decarbonisation Initiatives in India's maritime sector

### Net zero for port operations

The Ministry of Ports, Shipping and Waterways (MoPSW) released 'Harit Sagar' Guidelines in 2023 to promote sustainability and minimise carbon emissions from port activities and 'Harit Nauka' guidelines for transition of inland vessel fleets to greener fuels. The target is to reduce carbon emission per ton of cargo handled by 30% by 2030 and 70% by 2047. Ports have been requested to adopt global Green Reporting Initiatives (GRI).

The newly created National Centre of Excellence in Green Port and Shipping (NCoEGPS) will help major ports achieve at least 60% of their energy from renewable sources. Many ports in India are located in renewable-rich states and, like airports, have signed up to green PPAs. Another advantage for Indian ports, especially on the western and southern coastlines, is the potential to tap into future offshore wind projects. This would provide high quality and affordable power. Several ports have announced use of battery electric fleets and equipment, although this will require scaling up. The Ministry estimates that improving energy efficiency across port operations could help reduce energy consumption by 20% per tonne of cargo by 2030.

### Net zero for vessels

In the short-term, policies support use of CNG and LNG as interim fuels moving towards 20 to 30% bio-fuel blends. A timeline has been proposed for phasing out conventional diesel and interim fuel vessels. In the long-term, use of higher fuels blends, e-fuels such as methanol and green ammonia would play a critical role. Indian manufacturers have already started testing hydrogen fuel cell catamarans and electric hybrid vessels for inland waterways.



Needless to say, there is a high level of awareness and a fair degree of planning. As with other sectors, a Comprehensive Decarbonization Plan for each port may yield faster results. For example, a seamless plan should incentivise inbound and outbound trucks to adopt low emission fuels and incorporate efficiencies such as port-route optimization and improved vessel maintenance.

## **C (vi) International Aviation and Shipping**

The national shares, such as those above, do not account for international aviation and shipping, which is a hotly debated subject, often leading to deeper philosophical discussions around the 'haves' and the 'have-nots'. Countries may debate the quirks of origin-destination allocation and estimation methodologies, yet it is inevitable that international shipping and maritime movements will increase rapidly in the coming decades. Hence large trading partners need to work together urgently to create decarbonization plans.

## **Conclusion**

Given the scale and growth trajectory of India's transport sector, its decarbonisation journey is bound to be long and arduous. The foundations have been laid in terms of policies and willingness of all stakeholders to move at speed. The road sector poses a particular challenge since it depends heavily on the readiness of an external ecosystem to support zero emission technologies.

India has surpassed many targets in the past such as the uptake of solar energy. Hence there is room for optimism. We must recognize that across India, different states and metropolitan areas will move at their own pace based on their resources and constraints.

Three ingredients can change the carbon story for each sector: a hard-nosed approach, a workable plan and joined-up actions. India has laid the ground to reshape the transport sector. Now the world watches as a billion plus people forge their new, green destiny.

---

## **About the author**

Ira Gupta has over 21 years of experience in transport and energy transition sectors. She has worked globally with leading consulting firms and the industry, holding managerial positions in London and Delhi. With a strong technical background, Ira has advised investors, asset operators and public bodies. She is currently involved in a number of industry and research ventures.

For further information, please contact [ira.ixom@outlook.com](mailto:ira.ixom@outlook.com)



CILT India Conference on

## TRANSFORMATION LOGISTICS IN INDIA

in association with Messe Muenchen India Pvt. Ltd. at Jio World Convention Center, Mumbai

**16 FEBRUARY 2024**

JIO WORLD CONVENTION CENTRE  
BKC, MUMBAI, INDIA



CILT India has recently concluded a one-day conference on "**Transformation of Logistics in India**" in association with Messe Muenchen India Private Limited as part of 10th edition of "**Air Cargo India 2024**" exhibition and conference that was held from 14 to 16 February 2024 at the Jio World Convention Centre, BKC in Mumbai.

CILT-India was exclusively offered to conduct a conference on Day 3 of this event featuring insightful discussions on various topics in the logistics industry, with esteemed dignitaries in attendance. The event witnessed an impressive turnout, drawing key dignitaries, industry leaders, and members of the global logistics community, with over 6,100 visitors, 100+ exhibiting brands, and 600+ conference delegates from over 50 countries.

**A total of three sessions of discussion on three different agendas was held, which included the following eminent and distinguished moderators and panel speakers:**

### **Session – I: Transformation of Rail Logistics in India**

**Session Moderator:** Shri Vivek Sahai IRTS Rtd., Former Chairman, Railway Board.

#### **Panel Speakers:**

- Shri Santosh Jha IRTS CMILT, Director, Konkan Railway Corporation Limited
- Shri Niraj Verma IRTS CMILT, Divisional Railway Manager, Western Railway, Mumbai.
- Shri Rajneesh Aggarwal, IRTS CMILT, Chief Commercial Manager, Western Railway, Mumbai
- Shri Manish Puri IRTS CMILT, Managing Director, Rail Innovation and President, Association of Container Train Operators



## Session – II: Challenges of Multimodal Logistics in India

**Session Moderator:** Shri Shantanu Bhadkamkar, MD, ATC Global Logistics Private Limited & Immediate Past President, AMTOI

### Panel Speakers

- Shri Sachin Bhanushali IRTS CMILT, Former CEO & Director, Gateway Rail Freight Limited.
- Shri K. Jaibhaskar, Head of Customer Delivery, Maersk Line India Private Ltd.
- Shri Amit Garg, Head of Domestic Business, DP World Rail Logistics Pvt.Ltd.
- Ms. Poroma Munshi Rebello CMILT, President - Business Development, Pristine Logistics & Infraprojects Ltd.
- Shri Akshyat Bhatia, Vice President Logistics, Adani Renewables & Energy Ltd



## Session – III: Innovators, Disruptors & Trendsetters – Redefining Logistics

**Session Moderator:** Dr. Seema Sharma IRTS CMILT, Chief Administrative Officer, Central Railway

### Panel Speakers

- Major Jyoti Joshi Mitter, Head of Rail Product, South Asia, Maersk Line India Private Limited.
- Ms. Ity Pandey IRTS CMILT, Divisional Railway Manager, Central Railway, Bhusaval.
- Ms. Nurjaha Arora, Head of Corporate Communications, APM Terminals India, Maersk Group
- Ms. Rachna Gangwar, Professor – Adani University, Ahmedabad





**Mr. Santosh Jha, IRTS CMILT, Director, Konkan Railway Corporation Limited** initiated his address by making a comparison on Global vis – a – vis Indian logistics market size and its expected growth, including the employment opportunities it is expected to generate in India. He also shared a bird's eye view on transport modal share of major global economies including India and the boost in capital expenditure to the Railway ministry by Govt. of India, in addition to introduction of commodity based economic corridor for Railways. He further delved upon the data on enhanced loading volume by Railways and rail share of various commodities.



He also touched upon the various type of innovative developments undergoing in the logistics domain viz. DFCC, New initiatives of containerization (Dwarf, Tankers for bulk alumina and cement, 12 Ft Containers, Double Stack running of container trains), Warehousing Infrastructure (Railside Warehousing, Food Grain Silos, Cold Storage, Container as a Warehouse), Bulk movement by Rail via Special Purpose Wagon Scheme, RO-RO (Roll On – Roll – Off) Services and associated economics thereof.

He also emphasised upon the various other initiatives being undertaken by the Govt. under PM Gati Shakti Mission covering the development of Gati Shakti Cargo Terminals, MMLP being planned and developed under Sagarmala and Bharat Mala Project.

Finally, he concluded his session by emphasising upon the need to enhance FMLM (First Mile & Last Mile) connectivity, which infact is a challenge for Railways. The other challenges include, Transformation of Goods Shed, Development of warehouses at Railway land and using it as multipurpose distribution centre and has also advocated for development of assembly lines at such Railside warehousing locations.



**Shri Niraj Verma IRTS CMILT, Divisional Railway Manager, Western Railway, Mumbai** started his session with a small AV clip on development of “NIYOL World Class Freight Terminal” in Gujarat. Thereafter he went into the details of the targeted market catchment area along with commodity details this terminal is planned to serve, it's strategic location and connectivity (Delhi – Mumbai Expressway, Riverfront & Coastal Advantage) to the hinterland via satellite images of nearby industrial clusters, site location, road & rail route and its connectivity to the site.

A detailed analysis of commodity-wise potential rail traffic share and its availability for this new facility has been meticulously worked out and shared with the audience. Thereafter he shared the infrastructure layout plan at the facility (viz. Yard Plan, Site Layout – Phase I, Road Network, Layout plan for various activity centres within the Terminal, Cargo Movement Process, Design & Construction Plan based on nature of commodity) etc.



**Shri Rajneesh Aggarwal, IRTS CMILT, Chief Commercial Manager, Western Railway, Mumbai,** started the session with the expected size of logistics market in India which has been projected to reach USD 380 Billion by 2025. He further provided the break-up of each component of logistics cost comprising of transportation, warehousing and value added / other services and inventory. He compared the same between US & India, wherein the comparison didn't show any major deviation in warehousing / storage costs, but in case of transportation the US cost was found to be 28% higher than that of India. On the other hand and in terms of Admin Cost & Support activities it was just 8% in case of US as against 34% of Value added/other service & Inventory costs in India. He further deliberated in brief on all the three components and share of costs in Indian perspective.

Thereafter, he emphasized upon the various set of interconnected issues, primarily related to skewed modal mix and others, which needs redressal. He continued upon the modal mix and per ton per km. cost of transportation via various modes, the trend of decline in modal share of rail traffic despite the advantages being provided by rail in terms of GHG (Green House Gas Emission) in comparison to road etc.

He further delved into the revenue earning statistics of Indian Railways, share of revenue under various heads and the importance of freight revenue thereof. It is worthwhile to note that, though the traffic share via rail is decreasing but volume (Quantity) wise it is actually increased at a CAGR of 3.80% for the past 50 Years till 2001, 5.12% from 2001 till 2020 and 7.71% for the last three years from 2020-21 till 2022 – 23. Looking into this increased trend, the CAGR projection for the next five years (i.e., 2027 – 28) is kept at 14.69%.

He also shared the IR Freight Basket trend of various commodities where in coal & container is seen to be increasing its share and marginal increase in cement & food grains has also been observed, however there is an overall increase. He further discussed upon the national freight demand and Rail coefficient therein for major commodities, in addition to making a traffic projection of various commodities based on CAGR of these commodities' vis-a vis railway share and rail coefficient therein.



Finally, he shared the various scenarios and measures to be taken by which the rail share can be increased and also proposed an action plan on Infrastructure, Tariff, Non-Tariff, Digital Initiatives and Administrative Actions to achieve the revolution of Rail Logistics in India.

**Shri Manish Puri IRTS CMILT, Managing Director, Rail Innovation and President, Association of Container Train Operators** focussed on Rail Bi-Modal, A strategic solution in the interest and benefit of the entire freight transportation eco system based on Traffic, Time, Inefficiency and CO2 emission, with an objective to enhance the modal split by increasing Rail share.

Considering this aspect in mind he introduced Bi-Modal Technology namely: “RAIL RUNNER”, and presented an AV Clip detailing out the entire feature of its operation and how it transforms itself from a Rail Wagon to a Road Vehicle and vice-versa.

He detailed out the entire advantages (in Operational, Financial & Technical terms) of this innovative technology and how it integrates the first / last mile connectivity without handling for safety & security of cargo in addition to its industry appropriate and flexible design and carbon emission reduction as well. He also dwelt upon the various parameters, as to why it is an appropriate solution in the Indian context.

He further deep dived into the market potential of this innovative product, the product design, a projection on no. of rakes deployed and revenue per rake to Railways in return. He concluded his session by saying that increased localization of manufacturing and growing domestic market leading to growing consumption, demand will drive to growth of manufacture of light weight cargo. Further, India’s commitment to sustainability, definitely requires a shift from road to rail and therefore “RailRunner” is the solution.





*Logistics Queens :  
Breaking Barriers, Shaping Futures*

(On the Occasion of "International Woman Day")

**Through warehouses vast and shipping lanes,  
She guides the cargo through storms and rains.  
The intricate dance of freight & delivery of goods.  
Her presence is felt, her influence understood.**

**In every corner of the logistics realm,  
Her impact is felt, like the helm of a ship's helm.  
A woman in logistics, a force to behold,  
In her hands, the industry's future is foretold.**

**In the world's most complex industry they thrive,  
Breaking barriers, as they fiercely strive.  
With intellect sharp and strategies bold,  
They shape the future, as tales unfold.**

**In the bustling world of logistics, she stands tall,  
In the corridors of power, she takes her place,  
A leader, with a visionary outlook and steadfast grace.  
Overcoming obstacles, demolishing towering glass ceilings.**

**In boardrooms and meetings, she commands respect,  
With intellect sharp and wisdom to detect,  
With determination in her heart, and fire in her eyes,  
She conquers challenges, reaching for the skies.**

**Let's celebrate her, the trade's distinguished queen,  
For her achievements, let praises be seen.  
As leaders, they pave fresh trails ahead,  
Guiding others on paths where dreams are spread.**



PANKAJ SRIVASTAV

## WiLAT India Celebrating “International Women’s Day- 2024”

5

WiLAT (Women in Logistics & Transport) India, representing the Women's Wing of The Chartered Institute of Logistics & Transport (CILT) India, commemorated "International Women’s Day – 2024" on March 7th, 2024, at the Civil Services Officers Institute (CSOI), KG Marg, New Delhi.



Distinguished guests, including **Smt. Priya Rawat, Chief Operating Officer, Invest India**, as the Chief Guest, and **Smt. Rashmi Chowdhary, Secretary, Central Information Commission**, as the Guest of Honour, graced the event.

The program showcased a captivating Bharatanatyam performance by Athira Krishnan & Gunika Gautam from Abhinayakshetra School of Bharatanatyam-New Delhi,







The programme concluded with the acknowledgment of speakers who contributed to enlightening sessions on Rail, Road, & Air transportation during a webinar organized by WiLAT India on "Breaking the Glass Ceiling."

- Ms. Ashu Sikka, Terminal Manager, Container Corporation of India Limited. (ICD)
- Major Jyoti Joshi Mitter, Head of Rail Operations - Maersk line India Pvt. Ltd.
- Wing Commander Shilpee Sharma, Indian Air Force
- Ms. Hena Kausar, Vice President, Maruti Suzuki India Ltd.
- Ms. Ravinder Sethi, Director, Road Logistics Division, Trolltech Engineering



Notable attendees included office bearers from CILT & WiLAT India, alongside numerous esteemed members actively engaged in the field of Logistics and Transport.



# CII MP Logistics Conclave 2024' on 24th January 2024 in Bhopal

6

## CATALYZING GROWTH THROUGH INTEGRATED LOGISTICS MP PERSPECTIVE

The logistics sector in Madhya Pradesh has immense potential due to its central location in India and its well-connected road, rail, and air transport infrastructure. The state government has also taken several initiatives to promote the growth of the logistics sector in the state, such as the development of logistics parks.

With the objective of exploring the potential of the logistics sector within the state and devise strategies to capitalize on the emerging opportunities, CII Madhya Pradesh has organised 'CII MP Logistics Conclave 2024' on 24th January 2024 in Bhopal.



This conclave aimed to bring together a diverse array of stakeholders, including entities from public and private Sector, government representatives, policymakers, and experts and facilitated substantive discussions.

The conclave served a nexus for Industries, Government and other key stakeholders to discuss the potential of Logistics Sector in Madhya Pradesh.



Eminent speakers shared their valuable insights, and elaborated on identification of collaborative opportunities that could propel the logistics industry forward in Madhya Pradesh.



## GLIMPSE OF CONCLAVE



CII MP Logistics Conclave 2024



## A Ground-breaking Webinar

### “Breaking the Glass Ceiling: Women in Road Sector Logistics”

organised by **WiLAT India**

7

Let's shatter barriers and pave the way for change!

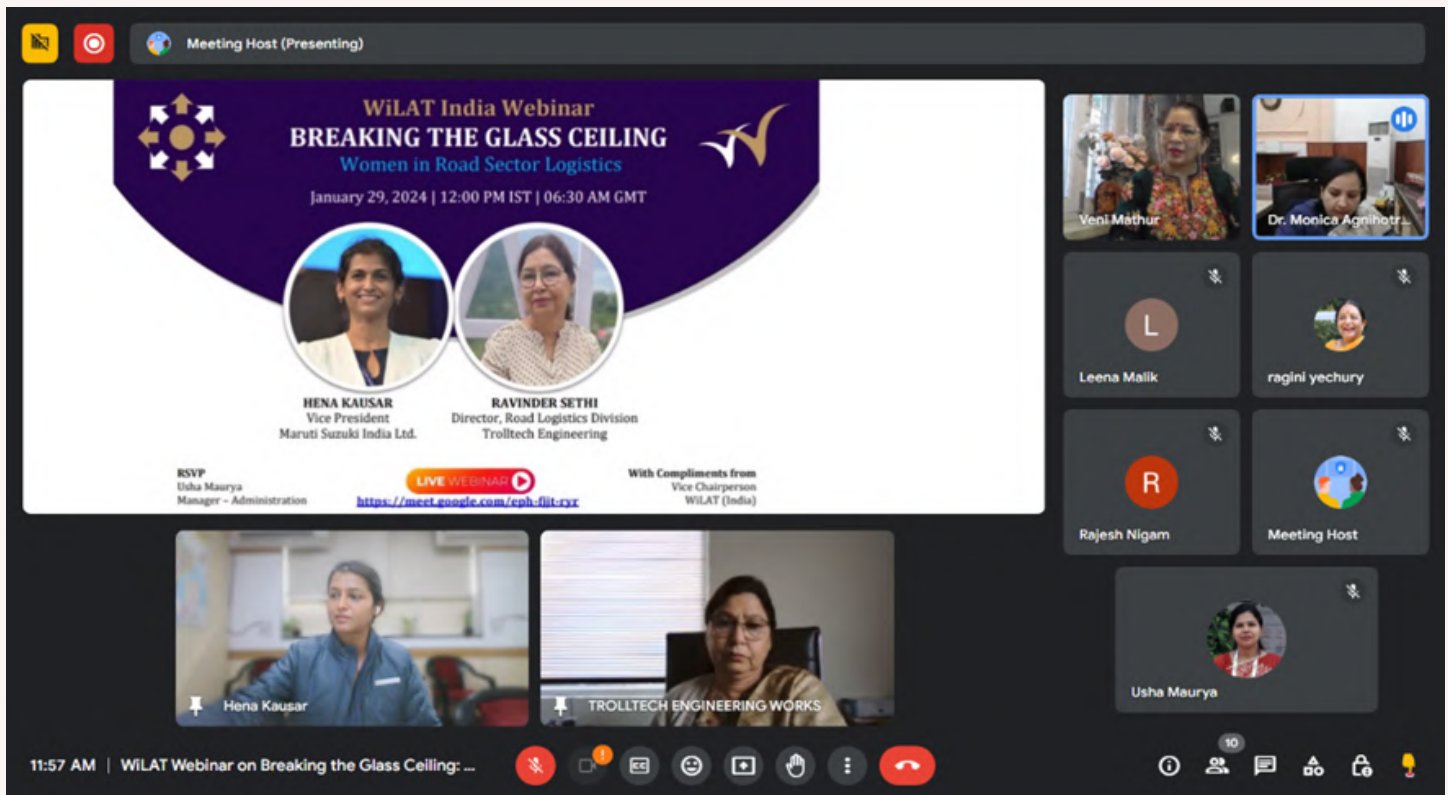
WiLAT India organised a third and last series of Webinar “Breaking the Glass Ceiling: Women in Road Sector Logistics” 29 January 2024, where we break barriers and shatter stereotypes, discover the stories of remarkable women, who have risen in the field of Logistics and Road Sector

The event was designed to empower and inspire women in traditionally male-dominated sectors. The webinar featured a distinguished lineup of speakers, who have made significant contributions to the Road Sector

#### Speakers:

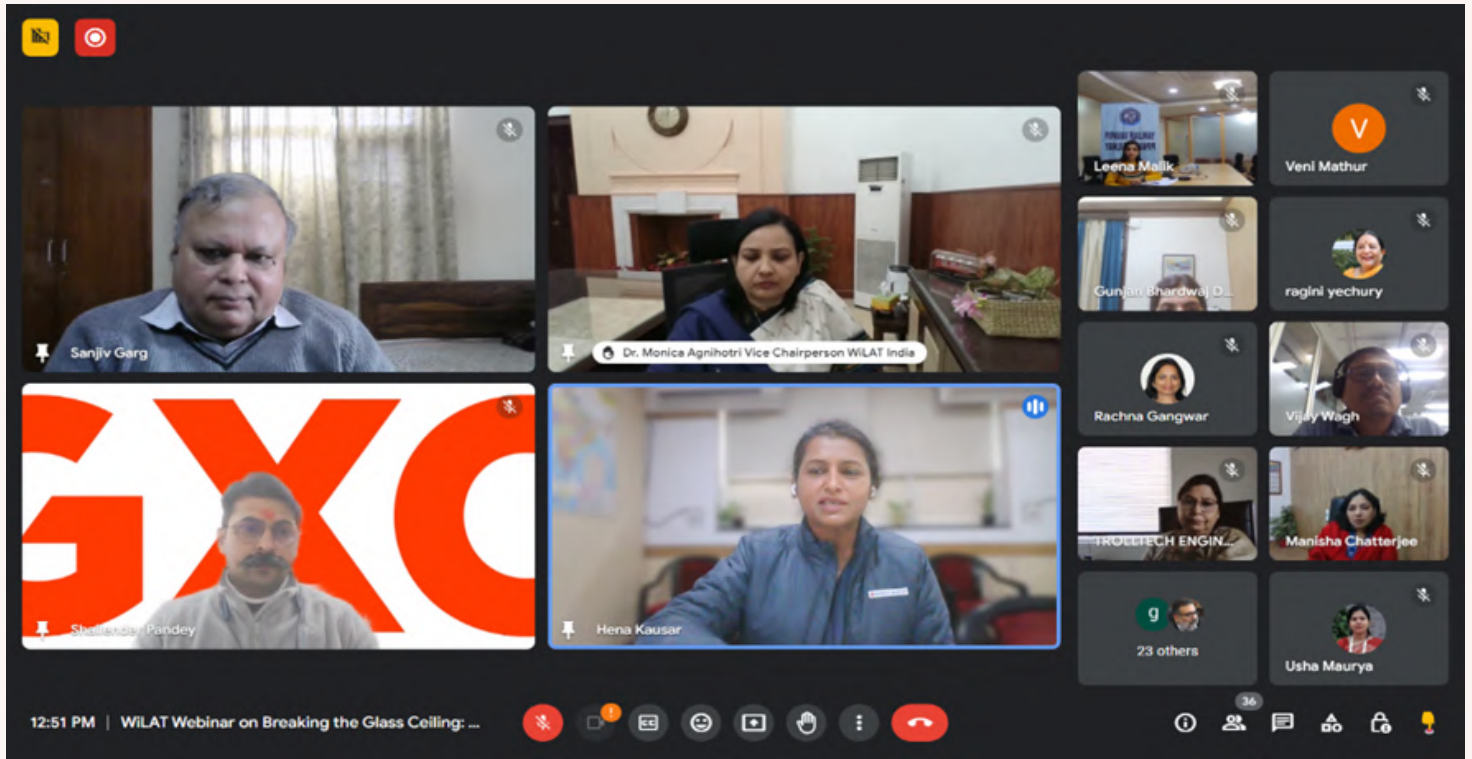
- Ms. Hena Kausar, Vice President, Maruti Suzuki India Ltd.
- Ms. Ravinder Sethi, Director, Road Logistics Division, Trolltech Engineering

Webinar organized by WiLAT (India) part of CILT (India) to promote the status of women in logistics and transport and providing a support network and mentoring opportunities for women in the sector.



The screenshot shows a Google Meet interface during a webinar. The main stage features a purple banner with the title "WiLAT India Webinar BREAKING THE GLASS CEILING Women in Road Sector Logistics" and the date "January 29, 2024 | 12:00 PM IST | 06:30 AM GMT". Below the banner are two circular portraits of the speakers: Hena Kausar, Vice President at Maruti Suzuki India Ltd., and Ravinder Sethi, Director at Trolltech Engineering. A "LIVE WEBINAR" badge and a Google Meet link are also visible. The bottom of the stage shows two live video feeds of the speakers. On the right, a grid of participant avatars is displayed, including Veni Mathur, Dr. Monica Agnihotri, Leena Malik, ragini yechury, Rajesh Nigam, Meeting Host, and Usha Maurya. The bottom status bar shows the time as 11:57 AM and the meeting title.







## 2nd CII India - Europe Business and Sustainability Conclave held at New Delhi

8

“CII India Europe Business and Sustainability Conclave” is held in very close partnership with the Ministry of External Affairs (MEA), Government of India scheduled on 20-21 February 2024 at Sushma Swaraj Bhawan, New Delhi. The Conclave aimed at putting forward the business perspectives and priorities and deliberating on the opportunities and challenges for businesses in India and Europe.

Europe is India's second largest trading partner and has consistently been among India's top (10-12) global partners. Bilateral trade between India and Europe in 2022-23 has been USD 185.16 Billion. India's total exports to Europe in 2022 - 2023 is USD 96.90 Billion and Indian imports to Europe has been USD 88.26 Billion. Europe solely contributes 21.8% share in India's total exports.

Shri Sanjiv Garg, Secretary General, CILT India addressed on the “Cooperations in Maritime and Blue Economy”. The session delved into the immense possibilities that lie in India-EU cooperation in the maritime with collaboration of innovation, sustainable development, and economic growth, propelling towards a future where the oceans continue to thrive and sustain humanity. Other speakers of the session were Mr. T K Ramachandran, Secretary, Ministry of Ports, Shipping and Waterways, GOI, H E Konstantinos (Costas) Fragkogiannis, Deputy Minister of Foreign Affairs, Economic Diplomacy and Openness, The Hellenic Republic (Greece), Mr. Georgios Prokopiou, Founder, Dynacom Tankers Management Ltd, The Hellenic Republic (Greece), Mr. Athanasios Liagkos, Chairman, Hellenic Ports Association & Executive Chairman, THPA S.A. (Thessaloniki Port Authority), The Hellenic Republic (Greece), Capt. Prashant S. Widge, Head of ESG and Public Affairs, South Asia, Group Public and Regulatory Affairs, A. P. Moller – Maersk.





## DEC'23



### Dec. 04 Indo-Czech Business Forum

Shri Sanjiv Garg IRTS CMILT, Secretary General, represented CILT India in the Indo-Czech Business Forum meeting at the Embassy of Czech Republic, New Delhi, on the occasion of the visit of H. E. Mr. Josef Sikela, Minister of Industry & Trade of the Czech Republic, accompanied with a business delegation visiting India during December 03-08, 2023.

### Dec. 14-15: 14th Cement Expo, New Delhi

CILT India was the Association Partner for the 14th Cement Expo, hosted by The Indian Cement Review, at Manekshaw Centre, New Delhi, and supported by Ministry of Road Transport & Highways and Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry, Government of India. Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India was a panel speaker at the conference held on the theme of "Driving Sustainability Through Technology", during this event. The event was organised by First Construction Council, Mumbai.

### Dec. 16: Study tour + experience ride on Nammo Bharat trains by NCRTC

A Study tour along with an experience ride was organised by NCRTC on Nammo Bharat trains followed by a visit to the maintenance depot at Duhai. This was attended by a large number of rail enthusiasts including the Secretary General of CILT India, on the invitation of MD of NCRTC.

## JAN'24

### Jan. 10: virtual Conference on "Optimising Logistics Infrastructure for Enhancing Efficiency" - Shri Sanjiv Garg IRTS, Secretary General, CILT India, participated in a virtual Conference on "Optimising Logistics Infrastructure for Enhancing Efficiency" organised by ASAPP Media. Other panel speakers were:

- Mr Rampraveen Swaminathan, MD & CEO, Mahindra Logistics Ltd
- Mr Prakash Gaur, CEO, National Highways Logistics Management Ltd



**Jan. 24 : MP Logistics Conclave 2024 at Bhopal** – Shri Sanjiv Garg, IRTS, Secretary General, CILT India, participated as a speaker in the CII MP Logistics Conclave 2024 on the theme of "Catalyzing Growth through Integrated Logistics: MP Perspective".





## FEB'24

### **Feb'08: 40th Anniversary of Chevening Awards at British Council, New Delhi.**

Shri Sanjiv Garg, IRTS, Secretary General, CILT India, attended the 40th Anniversary of Chevening Awards at British Council, New Delhi. Panel discussion on "Women Transforming Lives", at British Council, 17, Kasturba Gandhi Marg, New Delhi.

### **Feb.'20: 2nd CII India Europe Business and Sustainability Conclave**

Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, participated as a speaker and addressed on "Cooperation in Maritime and Blue Economy", at Sushma Swaraj Bhawan New Delhi. in the 2nd CII India Europe Business and Sustainability Conclave.



### **Feb'22: East India Summit, Special Plenary on Transport & Logistics Infra in EAST INDIA**

Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, participated as a speaker in the 3rd East India Summit at Hotel Ashok by CII Kolkata, on Boosting Image, Investment, Innovation, Infrastructure, Inclusiveness in the East & Northeast India. Special Plenary on Transport & Logistics Infrastructure of the EAST INDIA.

### **Feb'16 : CILT conference on "Transformation of Logistics in India"**



A conference on "Transformation of Logistics in India" was organised by CILT India, at the Jio World Convention Centre, BKC, Mumbai, with the support of Messe Muinchen India Private Limited, Mumbai, as part of the 10th edition of 'Air Cargo 2024' event held on February 14-16, 2024.

### **Feb'23: INDIA - CZECHIA BUSINESS FORUM Meeting at the Embassy of Czech Republic -**



Shri Sanjiv Garg IRTS ,Secretary General, CILT India, participated in the INDIA-CZECHIA BUSINESS FORUM Meeting at the Embassy of Czech Republic. The event was jointly organised by CII and Confederation of Industry of The Czech Republic during the official visit of H E Mr Jan Lipavský, Min.of Foreign Affairs accompanied with a business delegation during 22 – 24 February 2024.





# CILT *India*

## Feb.'23: Rail India Forum Conference on "Connecting Futures Through PPP@2030"



Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, participated as a speaker in the Rail India Forum Conference on "Connecting Futures Through PPP@2030", at The Claridges Hotel, New Delhi.



## Feb' 29: Conference on "Intralogistics and Warehousing", in LogiMAT 2024

Shri Sanjiv Garg IRTS, Secretary General, CILT India, participated as a speaker in the Session on "Building a Future-Ready Workforce" during the Conference on "Intralogistics and Warehousing", in LogiMAT 2024, organised by Messe Stuttgart India Private Limited, India Export Mart Limited, Greater NOIDA during February 28 to March 01, 2024.



## MARCH'24

**March 01: NISAA Business Forum 2024** – Shri Sanjiv Garg IRTS CMILT, Secretary general, CILT India, attended the NISAA Business Forum 2024 as a CILT delegate, at Sheraton Saket, New Delhi.





## March 04: Logistics Excellence, Advancement & Performance Shield (LEAPS) 2023

Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, participated as a speaker and jury member in the Logistics Excellence, Advancement & Performance Shield (LEAPS) 2023, in Vanijya Bhawan, New Delhi, organised by the Logistics Division of DPIIT, Ministry of Commerce & Industry, Government of India.

## March 06: Lifetime Achievement Award conferred to Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India

Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, was felicitated with "Lifetime Achievement Award" in the Northern India Multimodal Logistics Awards 2024, at 'The Lalit', New Delhi. Awards function was organised by EXIM India group.



The Northern India Multimodal Logistics Awards 2024 followed by Business Forum saw companies and individuals honoured in 35 categories of achievements in the field of Logistics.



## March 07: WiLAT commemorated International Women's Day

WiLAT function was organised by CILT India to commemorate International Women's Day at CSOI, K. G. Marg, New Delhi. Six outstanding women achievers were honoured and felicitated by CILT India during this event.

## March 11-14: Lecture on 'Sustainable Transport' at Gati Shakti Vishwavidyalaya, Vadodara

Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, was invited by Gati Shakti Vishwavidyalaya, Vadodara, to teach a module (of ten hours) on 'Sustainable Transport' as part of the course on "Green Supply Chain" of the MBA programme at the University.







## March 19: Panel discussion on "Innovations in Logistics - The Next Decade" as a part of "Startup Mahakumbh"



Shri Sanjiv Garg IRTS CMILT, Secretary General, CILT India, participated as a speaker in the panel discussion on "Innovations in Logistics - The Next Decade" as a part of "Startup Mahakumbh" held at Bharat Mandapam, New Delhi, on March 18-20, 2024, and organised by Government-e-Marketplace (GeM), under the Ministry of Commerce & Industry, Government of India, and supported by Invest India, DPIIT Startup Hub



## March 27: The Greek National Day celebrations at the Embassy of Greece, New Delhi

Shri Sanjiv Garg IRTS CMILT, Secretary General of CILT India, participated in the Greek National Day celebrations at the Embassy of Greece, New Delhi, on the invitation of the Ambassador of Greece to India.





## New Corporate Member (January-March 2024)



**आरईसी**  
**REC**

असीमित ऊर्जा, अनन्त संभावनाएं  
Endless energy. Infinite possibilities.

**REC Ltd** is a 'Maharatna' company (CPSU) under the administrative control of the Ministry of Power, Government of India, and is registered with RBI as a NBFC, PFI & IFC.

Membership # **OM/61/2024**

REC was incorporated in 1969 to energise agricultural pump-sets for irrigation purposes, thereby reducing the dependency of agriculture on monsoons. Thereafter, REC has evolved and expanded its financing mandate to cover the entire power infrastructure sector, including new technologies like EVs, battery storage, green hydrogen, etc. More recently, REC has also diversified into non-power infrastructure comprising Roads and Expressways, Metro Railways, Airports, IT Communication, Social and Commercial Infrastructure, Ports & Electro-Mechanical (E&M) works in respect of various other sectors like Steel, Refineries, etc.

REC provides long term loans and other financing products to State, Central and Private Companies, for creation of infrastructure assets in the country.

As on December 31, 2023, REC had a Loan Book of ₹4.97 lakh crore with 90% loans to the state sector. The net worth of the Company stood at ₹64,787 crores. REC is ranked 8th in terms of net profit among all the 188 profit making CPSEs.

REC is now keen to finance big ticket infrastructure development projects in the Logistics Sector, and is on the lookout for such players to finance their projects on a fast track basis.

## New Corporate Member (January-March 2024)



**Dedicated Freight Corridor**  
**Corporation of India Limited**

A Govt. of India (Ministry of Railways) Enterprise

**Dedicated Freight Corridor Corporation of India Limited (DFCCIL)**, is a Special Purpose Vehicle of the Ministry of Railways, Government of India, to undertake planning & development, mobilization of financial resources, construction, operation & maintenance, and business development of the dedicated freight corridors

Membership # **OM/61/2024**

**DFCCIL was incorporated as a schedule A company under the Company's Act 1956 on 30th October 2006.**

The vision of the Company is to create a partnership with Indian Railways for retaining and expanding the market share of railways through efficient and reliable service with customer focus. As the dedicated agency to make the vision into reality, DFCCIL's mission is:

1. To build a corridor with appropriate technology that enables Indian Railways to regain its market share of freight transport by creating additional capacity and guaranteeing efficient, reliable, safe, and cheaper options for mobility to its customers
2. To set up Multimodal logistic parks along the DFC to provide a complete transport solution to customers.
3. To support the government's initiatives toward ecological sustainability by encouraging users to adopt railways as the most environment friendly mode for their transport requirements.

The cost estimate of ₹81,459 crore for Eastern & Western DFC including land cost has been approved by the Cabinet Committee on Economic Affairs in June, 2015. The cost for the project is funded by a combination of debt from bilateral/multilateral agencies (JICA & World Bank) and equity from the Ministry of Railways.

**Green Impact:** DFCCIL will decongest the already saturated road network & promote shifting of freight transport to more efficient rail transport, leading to significant reduction of Green House Gas (GHG) emissions in the transport sector. It is expected that DFC will save more than 450 million ton of CO<sub>2</sub> in the first 30 years of operation (Assessment based on Ernst & Young study).

## New Individual Life Members (January-March-2024)

S.No.	Name & Designation	Membership
1	<b>Neeraj Anand, CMILT</b> Dean-SCM + General Management Chitkara University	LM -1336
2	<b>Prof. Sudhanshu Joshi, CMILT</b> Professor Doon University	LM -1337
3	<b>Shri Mandeep Singh Bhatia, CMILT</b> DRM NR Northern Railways Ambala Charyana	LM -1338
4	<b>Dr. Naina Gupta, CMILT</b> Assistant Professor School of Planning and Architecture- Vijayavada	LM -1339
5	<b>Mr. Vaibhav Vohra, CMILT</b> Managing Director Continental Carriers Pvt Ltd	LM -1340
6	<b>Mr. Lalit Chandra Trivedi, CMILT</b> CEO LCT Engineers	LM -1341

Individual membership includes the following

- Affiliate or Student Member (AFM)
- Member (MILT)
- Chartered Member (CMILT) and
- Chartered Fellow (FCILT)



[Please click to know more about CILT Membership  
https://www.ciltindia.in/membership](https://www.ciltindia.in/membership)

Our membership is a global but individual members join the Institute

If you're working or living in a country where there is a branch of the Institute then you should join in that country.

If you don't have a country branch where you live or work choose the branch closest to you or which you prefer to join.

CILT has something for everybody – from students building careers to those who have already accomplished much in the profession.

You can join the Institute at the level appropriate for the stage of your career. Certain levels of membership give you the right to use our internationally recognised post nominal after your name.

Membership gives you access to a unique range of benefits and unbeatable services designed to support you, personally and professionally, throughout your career.





The Chartered  
Institute of Logistics  
and Transport - India

# Professional Certificate Program in **Terminal Management**

**COURSE COMMENCING: June 15, 2024**



**Two Months Weekend (On-Line Program) by CILT India, New Delhi ([www.ciltindia.in](http://www.ciltindia.in))**





# Professional Certificate Program in Terminal Management

**Two Months Weekend (On-Line Program) from June 15, 2024**

## 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 Steel Plants, Aluminium Plants, Other Metals & Minerals Processing Industries, Cement Industry, Chemical & Fertilizer plants, Paper & Pulp Industry, Automobiles, Food Grain Logistics, POL Manufacturing & Distribution Companies, Logistics Companies, Container Train Operators, Ports & Inland Waterways, MMLP, PFT, ICD, CFS, NHAI and other industries.

(b) **STUDENTS:** Gaining Certification of this program by candidates will bring substantial value addition and will widen their employment opportunity. In addition to the existing operational terminals of various kinds, more than 1000 Terminals 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	<ul style="list-style-type: none"> <li>Transportation Systems &amp; Conceptual Framework</li> <li>How to organize Multimodal Transport</li> <li>Multimodal Transport &amp; Indian Railways</li> <li>Gati Shakti Policy &amp; Dedicated Freight Corridor</li> <li>Prevailing Multimodal Scenario with various modes of transportation</li> </ul>
Need & Type of Terminals	<ul style="list-style-type: none"> <li>Overview of Indian Freight</li> <li>Freight Generators &amp; Transportation</li> <li>Transportation Mode &amp; Type of Terminals</li> <li>Terminal Planning (Traffic Projection, Location, Layout)</li> <li>Terminal Activities</li> </ul>
Planning, Design and Construct various type of Terminals (including PPP mode)	<ul style="list-style-type: none"> <li>Land acquisition, Master Plan &amp; Layout</li> <li>Project Planning, Monitoring, Evaluation &amp; Execution</li> <li>Regulatory Approvals</li> </ul>



	<ul style="list-style-type: none"> <li>• Relevant State &amp; Union Laws</li> <li>• Manpower Needs</li> <li>• Business Commercials &amp; Taxations</li> </ul>
Terminal Management & Operations	<ul style="list-style-type: none"> <li>• Operations Fundamentals of Terminal</li> <li>• Composite Terminals for Freight and Passengers – Rail Stations</li> <li>• Petroleum, Oil &amp; Lubricants (POL) and LPG/CNG Gas handling Terminals</li> <li>• Management of Major Freight Terminals</li> </ul>
Telematics	<ul style="list-style-type: none"> <li>• Introduction to Telematics</li> <li>• Telematics in Passenger Business</li> <li>• Telematics in Freight Business</li> <li>• Role of ICT</li> <li>• Role of CRIS</li> </ul>
Safety & Security aspects of Terminal	<ul style="list-style-type: none"> <li>• Identification of Hazards</li> <li>• Terminal Fire Protection System</li> <li>• Security of Passenger &amp; Goods</li> <li>• Various Codes of Safety, Security, and it's Audit</li> </ul>

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

**COURSE DURATION:** 09 Weeks. (15 June 2024 – 11 August 2024)

There will be a session of three to four hours each on every Saturday & Sunday comprising a total of 18 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:

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

**COURSE CO-ORDINATOR:** Rajesh Jha (+91 9717511883) / [rjha.ciltindia@gmail.com](mailto: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)**

(Starting from: 15 June 2024)

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)	
<b>Multiple Nomination Discount</b>	10% discount shall be applicable, in case of 3 or more nomination from the same organization in working professional's category
<b>Life Member &amp; Corporate Members</b>	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:** \_\_\_\_\_

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

**"Please send a scan copy of this filled-in registration form at the abovementioned email ID for registration confirmation"**





## The Chartered Institute of Logistics and Transport



### Who We Are

The Chartered Institute of Logistics and Transport India is part of the leading, global professional body for those engaged in supply chain, logistics and transport – covering all sectors of the industry, namely air, land and sea, for both passenger and freight transportation.

Our primary objectives are to support our members in continuous professional development to future-proof their careers, as well as to work in close collaboration with the public and private sectors, Government agencies and the academia to develop opportunities and synergy for industry transformation and growth, underpinned by strategic thrusts in digitalisation and sustainability.

### Contact Us

#### The Chartered Institute of Logistics and Transport

CILT –India, Headquarters, 3 Palam Marg, 3rd floor,  
Vasant Vihar, New Delhi – 1100 057

Tel: +91-11-40809939

Email: [info@ciltindia.in](mailto:info@ciltindia.in)



**For advertising interest in CILT News, please  
contact: [info@ciltindia.in](mailto:info@ciltindia.in)**