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October-December 2023



# CILT Newsletter

The Chartered Institute of Logistics and Transport-India

2024  
2024

*Cheers*

2024  
2024

TO THE NEW YEAR



Crossroads of Excellence

**"Significance of Multi Modal transportation  
in Global scenario"**



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Dear Members,



As we step into the New Year, let's continue to work together towards our common goals with determination, and a shared commitment to excellence. A new year brings new opportunities to grow, nourish, rejuvenate with 2x enthusiasm, courage, strength and knowledge. Together, we will turn challenges into opportunities and dreams into reality. Stronger Together !

Wishing you a successful  
and Happy New Year !

2024

**Sanjiv Garg, IRTS,**  
**Secretary General, CILT India**

## **2024: Logistics Industry to focus on harnessing synergies and leveraging technology to overcome the challenges and thrive in a VUCA environment.**

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**By Capt Sandeep Mehta, President, Adani Ports and SEZ Ltd**

In 2023, we witnessed the shipping industry returning to pre-Covid levels; however, the year was uncharacteristic in many ways, with high levels of volatility and uncertainty arising from a different set of contributory factors.

After a relatively subdued first half, where the Russia-Ukraine conflict continued to cast a shadow on global markets, the second half saw more instances of polycrisis, the impact of which is expected to spill over in 2024.

The impact of climate change was manifested in the form of an alarming drop in water levels at the Panama Canal, which compelled the Panama Canal Authority to impose draft and transit restrictions. The subsequent capacity limitations have eroded the utility of the Panama Canal, as Carriers cannot traverse the canal at optimal capacity. This will inter alia cause a reversal of the US intercoastal volume shift seen during 2021 and 2022.

The Suez Canal was supposed to have been a beneficiary of the woes afflicting the Panama Canal; until the Middle East conflict and attacks on commercial vessels vastly increased risk levels for vessels using the Red Sea route. As matters stand, the threat of attacks and risks to the lives of crew, vessels, and cargo have forced Carriers to redirect vessels around the Cape

of Good Hope. Whilst some carriers have announced intentions of continuing to use the Suez Canal, current ground realities would warrant a more circumspect approach.

At the broader level, the challenging macro environment will provide impetus to further consolidation in the shipping industry, which will also exert upward pressure on freight rates.

Another geopolitical factor that will come into play in 2024 is elections in several countries across the globe. Over 40 countries are expected to go to the ballot in 2024, including developed countries and emerging economies, such as India, USA, Russia, Indonesia, Taiwan, Mexico, and approximately 9 nations in Europe. The outcome of these elections could potentially have significant ramifications for international trade and economy.

These factors will combine to further alter trade flows and lead to the emergence of new bilateral economic partnerships, compounding the impact of near-shoring, friend-shoring, and the post-Covid alignment of supply chains.

The complexity of the situation will be magnified by the volatility of fossil fuel prices and the raft of emission control regulations introduced by various countries and international organizations, which are expected to increase the cost of doing business.

It is anticipated that freight rates and overall logistics costs will increase, as Carriers pass on the cost of compliance to customers.

**The shipping, logistics, and transport sectors will have to focus on harnessing synergies and leveraging technology to overcome these challenges and thrive in a VUCA environment.**

As far as individual countries and regions are concerned, European markets will likely remain muted, as their economies are buffeted by recessionary pressures, while the US dollar could lose some of its universality, as parallel supply chains emerge and rival trading blocs resort to trading in other currencies.

India is once again forecast to grow at the fastest pace amongst major economies, while on the international stage, India is set to emerge as the leader of the Global South. With numerous FTA's and bilateral agreements currently under discussion with various countries, India also has an increasing responsibility to ensure that trade agreements are conducted fairly and protect the interests of the underprivileged.

In these circumstances, we can only hope and pray for peace and stability to return, making the world a safer place for the next generation, with better standards of living and where people are more considerate to others and conscious of their carbon footprint.

We must continue to stay optimistic and continue on the path of universal brotherhood and prosperity to each and every one of us.

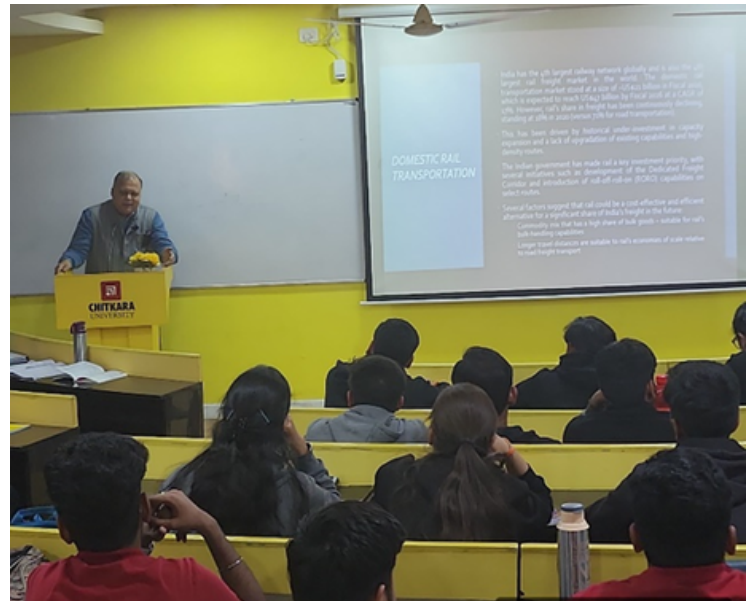


# Crossroads of Excellence

## "Significance of Multi Modal transportation in Global scenario"

EXPERT TALK BY SANJIV GARG

The Department of SCM and General Management organised an expert talk on "Significance of Multi Modal transportation in Global scenario" for its MBA logistics and Supply Chain students on 8th December, 2023.



Mr. Sanjiv Garg, Managing Director, Pipavav Railway Corporation Limited and Secretary General, CILT- India talked about the growth of GDP due to improvement of logistics over the years. He compared the logistics market spend, per capita logistics spend, average size of warehouse and average size of truck of USA, China and India. Also, he shared that the transit time of the railways has decreased which has reduced cost and increased efficiency. Moreover, he emphasised that several initiatives such as development of dedicated Freight Corridor and Introduction of roll- off- roll on capabilities on select routes have been taken to improve efficiency. His talk enlightened the LSCM students and provided them with the vision and perspective to learn more



# Revolutionizing Warehousing: How Drones and Cutting-Edge Tech Are Reshaping Inventory Management



Mr. Pankaj Shrivastava, FCILT  
AISafwa & Partners

Supply Chain & Business Strategist

The landscape of warehouse operations is on the brink of a seismic shift, and the catalyst for this transformation lies in the integration of groundbreaking technology. The fusion of high-definition cameras, image recognition, sensors, and the advent of drones is poised to redefine the warehouse experience. When coupled with RFID-tagged goods, the potential for revolution becomes awe-inspiring.

The trajectory of "Drones in Warehouses" has transitioned from experimental phases to success stories, championed by colossal Contract Logistics firms and drone service providers.

While media attention often gravitates toward drone delivery for e-commerce parcels, it's the internal use within warehouses that's surging ahead. Unlike the hurdles posed by aviation regulations for outdoor drone flights, their usage within warehouse confines faces accelerated adoption. The relentless surge in e-commerce, coupled with the labyrinthine task of managing myriad SKUs and meeting consumer demands for rapid deliveries, intensifies the need for warehouses to optimize efficiency, precision, and safety. In essence, the global digital overhaul of warehouses is well underway, driven by the imperatives of speed, accuracy, safety, and cost-effectiveness.

The narrative of drones, or Unmanned Aerial Vehicles (UAVs), traces back to their inception in 1935 within the British military. Today, these aerial marvels are poised to cater specifically to the nuanced demands of warehouses by aligning with their layouts and operational requisites. What once characterized drones as high-altitude outdoor fliers now sees a paradigm shift.



Equipped with GPS, HD cameras, image recognition, Big Data analysis, Artificial Intelligence, IoT, and seamless integration with Warehouse Management Systems (WMS), drones now navigate indoor spaces for myriad purposes, chiefly automating inventory management.

Warehousing tasks have long been synonymous with laborious, risky, and costly endeavours. Inefficiencies in managing these tasks manifest as shutdowns, slowdowns, and inaccurate inventory counts, culminating in revenue losses for companies.



Matt Yearling, CEO of PINC, succinctly captures the universal challenge: "If you're carrying inventory, you will have inventory accuracy problems."

Enter today's drone-based solutions, orchestrating a symphony of automation within warehouses, addressing tasks like **cycle counts, inventory reconciliation, product search, mitigating inventory losses, accessing inaccessible spaces, optimizing cube space, and enhancing accuracy, speed, and cost-efficiency**. Drones operate autonomously, unburdened by human intervention and capable of navigating complex layouts. Equipped with sensors and algorithms for obstacle avoidance, safety remains paramount. Their deployment outside regular working hours amplifies warehouse productivity and inventory accuracy to unprecedented levels.

Drones are a game-changer for repetitive warehouse operations, excelling in tasks like physical inventory counting and cycle counting. Their efficiency shines through in scanning operations across dimensions, offering a faster alternative to traditional methods. The time and cost savings in stock counting for warehouses housing thousands of SKUs are monumental, especially for items located above reachable heights.

The trajectory is set, and within the foreseeable future, warehouse drones will permeate global warehousing operations, reshaping the industry's landscape within the next 5-7 years.



# Emerging Trends in Logistics

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The seminar was chaired by Mr. Niraj Verma, IRTS 1994 batch, DRM/Mumbai (Central Railway). DRM/Mumbai in his opening speech briefed about the CILT Seminar and mentioned briefly about the speakers at the seminar. DRM Mr. Verma also asked the audience to keep the session interactive and assured that all the speakers of the seminar are open to queries and discussion. With these opening words, He welcomed Mr. Sanjiv Garg, the Secretary General of CILT-India

Mr. Sanjiv Garg gave a brief history of the organization. The story of the inception of the organization is as fascinating as its functioning. Today CILT India which is a part of over CILT group has presence in 35 countries in the world, with a total membership of over 30,000. Within India CILT has 1000 members and 60 corporate members across various sectors of logistics.

The principal objective of the Institute is to promote art and science of logistics and transport. This is done by aggregating membership of luminaries of the logistics sector and providing academic courses on logistics having international recognition. Through these courses the institute also provides educational qualifications in the logistics sector.

This way CILT strives to achieve excellence in the logistics sector. A landmark achievement was made when CILT signed an MOU with the Department of Logistics in the Ministry of Commerce and Industry. As per the MOU, **CILT is the knowledge partner of the logistics division of the Ministry of Commerce and Industry. CILT was consulted by the ministry in the conceptualisations and finalization of recently announced National Logistics Policy 2023.**



COURTESY: WHEELS.REPORT



**Mr. Sanjay Swarup, Chairman & Managing Director of CONCOR** thanked Mr. Neeraj Verma for conducting this seminar. Mr. Swarup acknowledged that since logistics is an expansive field, it is pertinent to focus on the emerging trends in logistics. He outlined certain points representing the current emerging trends in logistics. The **Six trends** were as follows:

1. Timetable double-stack trains on EFC, which have proven to be successful.
2. Sustainability and green logistics.
3. Digitalization in logistics.
4. Customer-centric single-window system.
5. Bulk cargo movement.
6. 12 feet high container, emerging for domestic cargo, especially for FMCG and FMCD cargo.



He mentioned that The Eastern DFC is fully commissioned, the Western DFC is almost 87% commissioned, and by December 2024. This marks a revolutionary change in our country's real logistics. Mr. Swarup shared that CONCOR has been running timetable double-stack trains from Dadri to Mundra Port, covering almost 1,200 kilometers in 35-40 hours in collaboration with Indian Railways. This has been a game-changer, welcomed by both the Rail Logistics fraternity and the EXIM trade. This has led to reduction in rail tariffs by 8-9% from May 2023, in turn, it is leading to a significant cargo shift from road to rail, aligning with the principles of green logistics.

He said, On DFC, CONCOR has achieved an average speed of almost 75 km per hour, a remarkable improvement compared to the average speed of 20-25 km per hour on Indian railways for goods trains. With joining of ports with the DFC, a substantial improvement in rail efficiency at ports is expected, potentially reaching 25% in the next 3-4 years.

The **second emerging trend** is sustainability in Logistics is “**Green Logistics**”. CONCOR contributes significantly by moving 98% of their cargo by rail, reducing carbon footprint. CONCOR has also introduced LNG trucks, promoting solar power, implementing paperless offices, and incorporating rainwater harvesting and day lighting at our terminals.

The **third trend** is **Digitalization** in Logistics. CONCOR is leveraging IT to enhance operations, introducing real-time container location tracking, automated contractor billing, and a multi-vendor system through the app. This app allows real-time bidding by vendors, promoting fair competition and transparency.

In conclusion, he pointed out that these emerging trends signify a positive shift in the logistics landscape, offering efficiency, sustainability, and cost reduction for our country.”

Santosh Kumar Jha, Director (Operations & Commercial) KRCL, highlighted few points of importance, which he believes to be crucial to focus on problem areas and understand the output needs. Rather than just discussing emerging trends, it is valuable to pose questions that address the gaps, especially from the customer's perspective.

He reminisce about how he first encountered the term "logistics" and its increasing importance and discussions around logistics in the country, during his posting as Dy COM (Planning). Currently, logistics contributes around 10 to 14% of the GDP, a positive trajectory. Nevertheless, there's a considerable gap compared to developed countries where logistics constitutes 30% to 40% of the GDP.

Indian Railways, often viewed as a transportation company rather than a logistics company, has seen private entrepreneurs, including CONCOR, taking up the matter of advancing logistics.



Despite positive signs, there are significant gaps that need attention.

In the fiscal year 2023-24, the Indian government plans to invest \$10 billion solely in logistical infrastructure, a promising development. The Compound Annual Growth Rate (CAGR) of logistics in 2022-23 was 9.04%, indicating substantial growth.

Addressing employability, the logistics industry currently employs 22 million people, with Indian Railways constituting half of this figure. The industry's growth rate suggests increased job opportunities in the present and future.

Turning to the National Logistics Policy, its introduction is a positive step. However, questions arise about its integration within the overall nationalistic policy framework. The current scenario indicates a significant movement by road (60-65%) compared to trains (25-30%), a reversal of the situation in China and the US. Bridging this gap poses a challenge, especially when considering the importance of good roads, competitive pricing, and the impact on logistics costs per unit.

Discussing emerging trends, based on his experience at CONCOR, he highlighted that trade preferences are shifting towards receiving a composite cost rather than a detailed breakdown. The demand for a one-time composite cost, irrespective of the mode of transportation, is becoming more prevalent in the logistics industry. Some segments even favour the concept of concurrent cost in specific traffic streams. This evolving trend adds another layer of complexity to the logistics landscape."

**Mr. Vivek Sahai, Ex-Chairman Railway Board**, began the speech on a very thought-provoking note. He stated that Transportation is the art of a civilisation. Right from the invention of the wheel, to well-maintained roads of Indus Valley Civilisation, transportation and logistics has been the fulcrum of civilizational growth. To usher this phenomenon of civilisational growth, a dedicated and nuanced study of transportation and logistics is a sine qua non. Thus, a need to establish a rail university was realized.



The establishment of Rail University was, in fact, the brainchild of Mr. Vivek Sahai. The idea first surfaced during our discussion of the National Transport Development Policy Committee (NTDPC) report. The inspiration struck after learning about the existence of four rail universities in China, which granted over 100 PhDs annually.

During his tenure as chairman, he delved into four or five of their reports, expressing a keen interest in understanding the research behind the PhDs.

Upon reading them, he was astounded by the depth of research involved. To put this astonishment in His own words, he said that, “In contrast, our approach often revolves around set targets, overlooking the importance of failure and learning. We wield the power of the pen, enact decisions, and sometimes face challenges. I strongly believe CILT is performing admirably”

He shared his experience of working in Railways and emphasized why research in Logistics is critical and that is where the role of institutions like CILT become crucial. This wisdom of his thought could be truly grasped in his own words.

*“As a member of the privileged batch that joined before the 1974 strike, I witnessed the great strike of railways and its aftermath. During my probation days, I navigated train services during the emergency period when punctuality was at 100%. I understand the shift from that era to the present, where I have my perspectives on why punctuality is no longer at 100%. I have also experienced the era of Gujaral, where the introduction of JUMBO rakes became crucial in preserving our share in Logistics.*

*In 1970 and 80, our performance took a hit. The turning point was in November 1980 when Gujaral took over as CRB. The first order passed in a few hours addressed our loss of share. We envisioned that containerization through CONCOR would mitigate this loss. However, the EXIM movement gained momentum, and while the country benefited, we lost our domestic share.*

*I recently read an article about Balaji chips, handling around 6 million tons of potatoes per year. This prompted me to reflect on the lost traffic of 15 to 20 million tons of potatoes that used to move via trains from northern regions. The study of such changes should be a part of the research*



*agenda for Rail University. It's an opportunity to explore and capture the essence of the transformations in our rail traffic and movement patterns.*

*These are aspects that deserve thorough examination and could potentially contribute to the body of knowledge in rail logistics. It might even lead to the establishment of a Rail University where research papers become integral to earning a PhD, creating an incentive for individuals to contribute meaningfully to the field."*

On the closing note, Mr. Niraj Verma, Divisional Railway Manager, Mumbai (Central) extended his heartfelt gratitude to each one, and the esteemed audience, composed of



eminent individuals, who made this event remarkable. He acknowledged distinguished panelists who shared their years of expertise and commitment to the logistics industry and enlightened the audience and fueled meaningful discussions.

He thanked to Secretary General CILT Mr. Sanjiv Garg for the dedication and effort in orchestrating the event.

## WiLAT India organised a Webinar

### "BREAKING THE GLASS CEILING: WOMEN IN AERO LOGISTICS"

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Wilat India organised a Webinar "Breaking the Glass Ceiling: Women in Aero Logistics" 26th October, 2023, where we break barriers and shatter stereotypes. Discover the stories of remarkable women who have risen in the field of logistics and aviation.

The event was designed to empower and inspire women in traditionally male-dominated sectors. The webinar featured a distinguished lineup of speakers, including Wing Commander Shilpee Sharma (Rtd.) and Wing Commander Meenakshi Agnihotri, both of whom have made significant contributions to the Indian Air Force. This event marked the second installment in the WiLAT webinar series on "BREAKING THE GLASS CEILING," further advancing the mission of promoting gender diversity and women's empowerment in the logistics and transport industries.

**OCT 26**

**WiLAT India**  
Webinar Series

**BREAKING THE GLASS CEILING**  
*Women in Aero logistics*



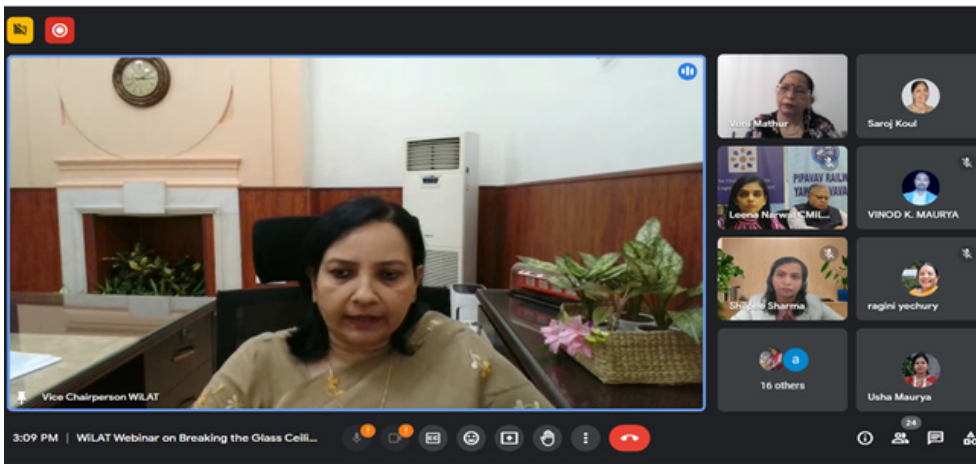
Wing Commander  
Shilpee Sharma (Rtd.)  
Indian Air Force



Wing Commander  
Meenakshi Agnihotri  
Indian Air Force

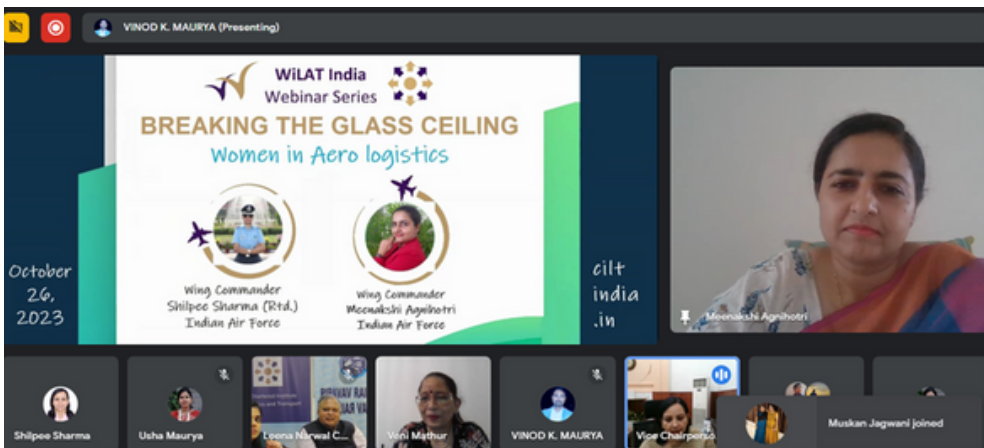
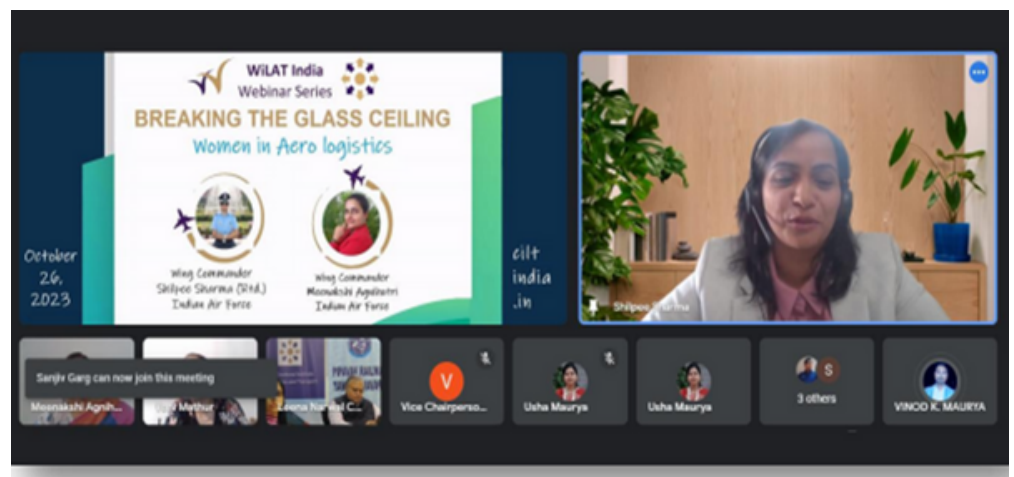


## Distinguished Speaker



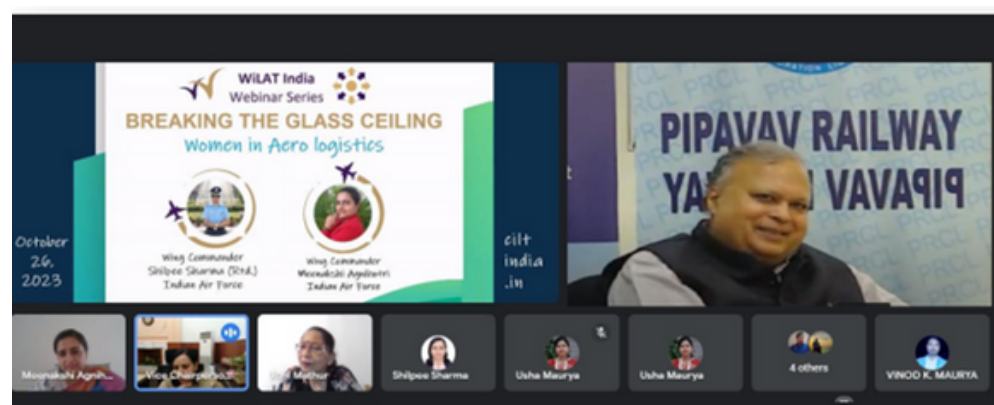
Addresses by  
Dr. Monica Agnihotri

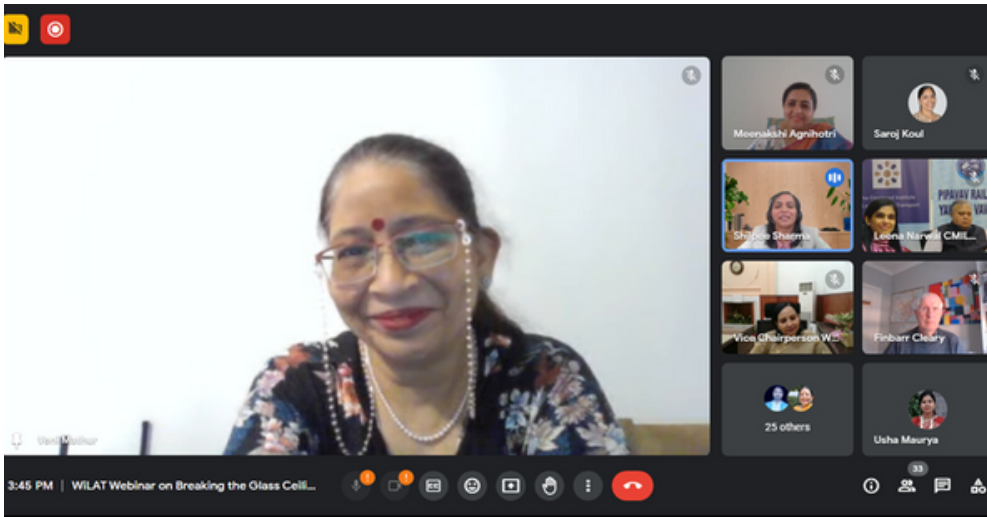
Wing Commander  
Shilpee Sharma  
(Rtd.) - A  
Remarkable  
Journey with  
Family Support



Wing Commander  
Meenakshi Agnihotri -  
Illuminating Challenges  
and Opportunities

Insights from Shri Sanjiv  
Garg, Secretary General  
of CILT India





Vote of Thanks by  
Dr. Veni Mathur

## Lyrical Logistics Corner

### Technology in Logistics

In a world of wheels and gears that spin,  
Lies a tale of tech where shipments begin.  
Logistics, the wizard of transport's game,  
Where gadgets and gizmos light the flame.

Robots zipping through the warehouse aisles,  
With packages stacked in stylish piles.  
Drones taking flight like birds on high,  
Delivering parcels up in the sky.

GPS guiding trucks on their route,  
Avoiding traffic with a clever reroute.  
Barcode scanners, oh so nifty,  
Making inventory a lot less iffy.

Emails and chats for swift communication,  
No carrier pigeons, just tech sensation.  
From warehouses vast to delivery doors,  
Technology fuels logistics, and it soars!

So cheers to the gadgets, the software too,  
Making shipping smoother, that much is true.  
But in this hi-tech logistics spree,  
Let's hope the machines don't ship us at sea! 😊

-Pankaj Shrivastava

# In Pursuit of A Cost-Based Intelligence Framework – International Transportation Mode Selection

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By Mr. Pramod Sant , FCILT, Professor, Universal Business School - Kushivili

Most Logistics experts continue to select International Transport modes based on conventional parameters. These parameters have helped logistics experts and organisations for decades. However today with the availability of various analytical tools and risk alerts there is a need to develop and use a cost-based intelligence framework.

Before delving into the intelligent selection of an international mode of transport, it is essential to examine the fundamental factors that exert influence on this decision.

## Factors Influencing Transport Mode Selection

- ‘ **1. Nature of Goods** - Some modes are more suitable for specific types of cargo. Air freight is often preferred for high-value, perishable, Electronics, and Pharma goods, while sea freight for bulk and non-perishable items. The size, shape, weight, density and volume of goods play a vital role in selecting THE mode of transport including the type of packaging used. Further fragile or Hazardous nature of goods can influence mode.
- 2. Transport Cost** – The total cost of transport from “Origin to Destination” would need to be carefully considered when choosing modes of transport.
- 3. Budget** - Cost will make a significant impact on the selling price, Conventional approach is after Evaluating the overall cost of transportation, including freight charges, handling fees, insurance, and any additional charges. Compare costs across different modes to find the most cost-effective solution within budget.
- 4. Customer Requirement**- Today Customer is king and his requirements influence the mode of transport.
- 5. Transit Time** – Origin to destination transit time for each mode decides which mode is to be selected for urgent situations and normal situations.
- 6. Distance** - The distance to be covered play a crucial role
- 7. Reliability and Consistency**- Some modes are more prone to delays or disruptions due to weather conditions, geopolitical factors, or other issues. Evaluation and the track record and consistency of mode is critical.
- 8. Availability, Regularity and Safety**- Availability is another key factor in selecting the transportation mode. Due to the inaccessibility of certain transport modes. The location of the destination would eliminate certain modes of transport due to geographical conditions.

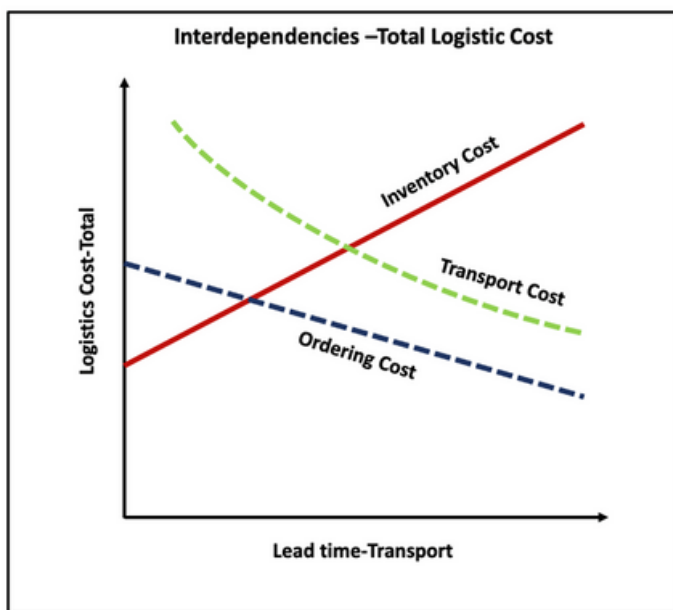
**9. Lead Time of Product and Flexibility-** It is important to consider the right mode of transport for certain goods that need to be transported quickly. Similarly, flexibility in transporting goods should be considered in the selection of the right transportation mode. Any potential delays would lead to downstream delays.

**10. Infrastructure, Accessibility & Handling capacity** - Infrastructure and accessibility of transportation modes at both the origin and destination also influence the mode of transport. Necessary facilities, services and handling capability required for goods and packaging at origin and destination influence the mode of transport.

However, we need to revisit the working total Logistics Cost before selecting the Transport Modes process. A good foundation of decision depends upon correct working of the Total cost of Logistics

## Total Logistics Cost working

Selection of Mode of transport is crucial for organisation as it affects not only finance but other areas of business like customer, manufacturing, capacity planning etc.



Finding a balance between Inventory cost, transport and order cost is a tough challenge. The chart below shows interdependencies

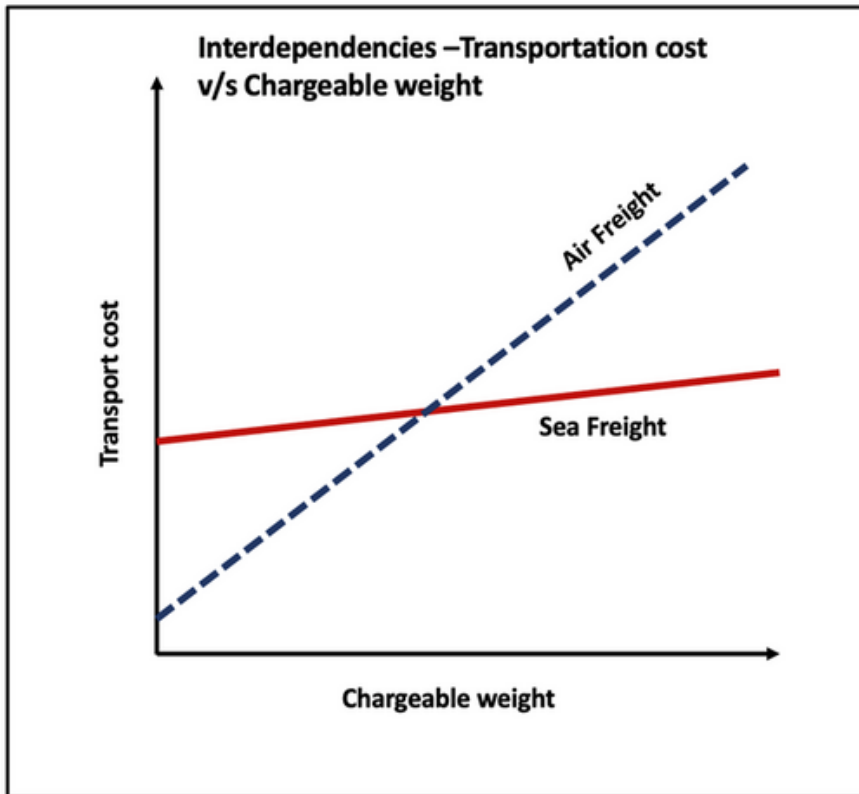
- Increase in the transport lead time inventory holding costs rise.
- An increase in more goods volume reduces transport costs but increases inventory.
- Many small orders increase transport and ordering costs but reduce inventory cost

The formula for Total Logistics cost related to the mode of transport

**Total Logistics cost = Transportation cost + Inventory holding cost + Ordering cost**

**A. Transportation cost:-** This being the most important and highest cost must be worked out accurately. The decision of Air or Sea mode is most common and each mode has many variations and many cost elements, knowledge and detailing play a vital role. Many times Chargeable weight criteria are missed. Origin costs and destination cost, terminal, port cost, cartage, free period, documentation, currency conversion cost, AWB/B/L fees, the list is long.





Fixed or Minimum costs are the costs charged by the shipper irrespective of the weight of the shipment. In most markets, the fixed cost for the sea is significantly higher than that of the air freight.

Inventory cost in Sea mode will be high considering the volume of cargo and larger transit time. Inventory carrying cost also needs to be broken down in Goods in transit inventory, safety stock, production cycle inventory and preproduction inventory in addition to inventory in warehouses

## Determination of Mode of transport

Determination of the Mode of transport is complex and many variables as seen above however basic methodologies are developed and are still important

### I. Regular Shipments

There are a few methods which help in selecting a transport mode however we need to make a baseline.

- a) Replenishment of the same product within a defined period.
- b) Replenishment of a Mix of products within a defined period

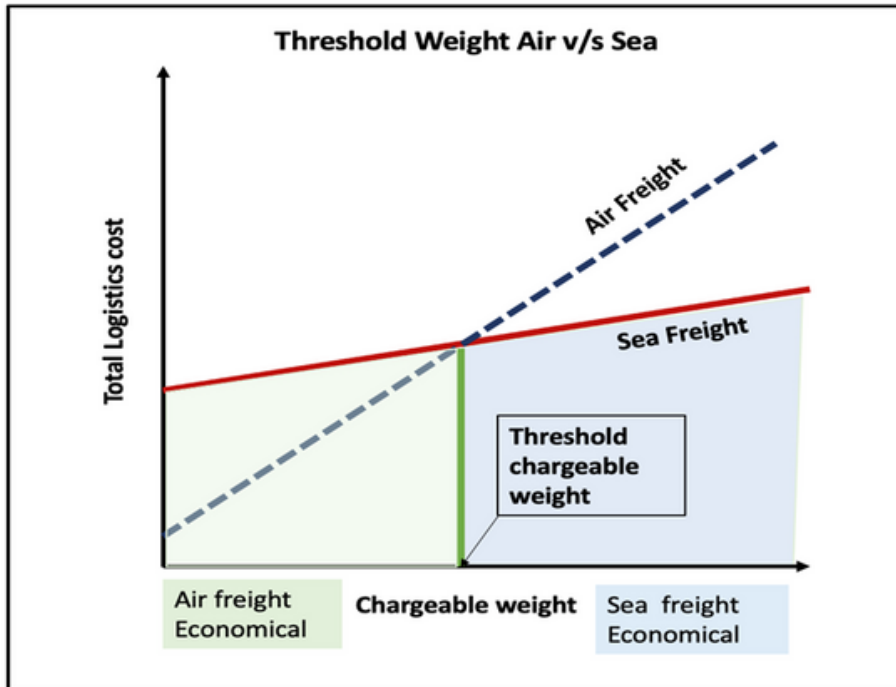
In both cases first step will be working on the Total Logistics cost

$$\text{Total Logistics cost} = \text{Transportation cost} + \text{Inventory holding cost} + \text{Ordering cost}$$

The second step will be finding out the optimised solution in each mode based on Shipment size and Number of shipments. This optimised solution will help to further reduce cost in selected mode i.e. Air or Sea.

## II. Threshold of Chargeable weight

On more important consideration is the working of the Threshold, it is important to know what chargeable weight airfreight is economical and from which threshold we should move to sea freight.



Similarly, it is important to work out the Chargeable weight threshold for countries from where cargo is expected.

## III. Selection of Transport modes based on Inventory holding

For many commodities such as perishable, items having shelf life in pharma and items with high obsolesce rate inventory becomes the deciding factor. Sea freight has a long transit time and more inventory cost and risk model shift to Air.

## IV. Chargeable weight & Unit price model and Chargeable weight and total price of shipment model

The first methodology is based on chargeable weight and unit price, this methodology helps to establish and understand the impact of unit price on the decision-making. This is particularly used when shipment size is not constant, and it is difficult to establish the total price of the shipment.

The second one is based on the chargeable weight and total price of the shipment. This is more accurate than the previous methodology and is used more in practice by the industry

## **New complexities**

### **Multi-modal and combined transports**

Comparison between Air and Sea is established with various methodologies and studies, however, comparison becomes more complex when we compare modes such as Multimodal, a combination of the international sea with coastal /inland waterways, Air v/s express courier etc.

### **Integrating Risk models**

Last few years we have seen many disruptions, wars and geopolitical situations which affect international trade and shipping routes. There are various risk assessment models which give you past incidents and probability. Better decisions can be made by incorporating Risk factors and probability.

### **Change of modes from Sea to air and vice versa**

Many times due to urgency transport mode is changed from sea to Air and due to delay in the project or change in customer requirement mode is changed from Air to Sea. In both cases if not properly handled can result in more complications. It starts with checking the packing whether suitable for the changed mode or not. If material is already handed over to a shipping company or airline, the retrieval process may take. Long time and costs.

### **Use of Analytical tools/AI**

With the availability of big data, coupled with various analytical tools and AI selection of Transport modes in international trade will become more scientific and informed decisions will be taken.

## **Conclusion**

When an organisation takes systematic decision-making while selecting a transportation mode it helps in reducing Total Logistics cost and risk at the same time reduces improving the bottom line.

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# Construction Council organised 14th CEMENT EXPO 2023, in New Delhi

**“DRIVING SUSTAINABILITY THROUGH TECHNOLOGY” –  
ASSOCIATE PARTNER CILT INDIA**

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**FIRST Construction Council and Indian Cement Review magazine, organised 14th CEMENT Expo 2023 on 14th - 15th December 2023, Manekshaw Centre, Delhi**

**CILT-India supported as Associate Partner With an apt theme of “Driving Sustainability Through Technology”**

The 14th Cement EXPO 2023 is also supported by Ministry of Road Transport & Highways and Government e Marketplace (GeM), Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry, Government of India (GoI). The Cement Manufacturers’ Association, The Global Cement & Concrete Association, & PHD Chamber of Commerce & Industry are our association partners.

Shri Sanjiv Garg, Secretary General of CILT-India join this event as Speaker on Future Trends and Innovations in Cement Industry: A Sustainability Outlook

A highly anticipated panel discussion featuring CEOs of leading cement companies who will share their insights on the future trends and innovations in the cement industry from a sustainability perspective.

**“Driving Sustainability Through Technology”**

 <p><b>Sh. Sanjiv</b> Joint Secretary DPIIT, Ministry of Commerce, Government of India</p>	 <p><b>Emir Adiguzel</b> Founder &amp; Director, World Cement Association</p>	 <p><b>Dr. Vibha Dhawan</b> Director General, TERI</p>	 <p><b>Lt. Gen Raghu Srinivasan</b> Director General, Border Roads Organisation</p>	 <p><b>Sanjay Pant</b> Deputy Director General, Bureau of Indian Standards</p>	 <p><b>Smt. Mukta Shekhar</b> Joint Secretary, Ministry of Heavy Industries</p>
 <p><b>Neeraj Akhoury</b> President, Cement Manufacturers’ Association &amp; MD, Shree Cement</p>	 <p><b>Smt. Vinita Singhania</b> Vice Chairman &amp; MD, JK Lakshmi Cement</p>	 <p><b>Nilesh Narwekar</b> CEO, JSW Cement</p>	 <p><b>Pankaj Kejriwal</b> Executive Director, Star Cement</p>	 <p><b>Ashwani Pahuja</b> Chairman &amp; MD, NextCem Consulting</p>	 <p><b>Sanjiv Garg</b> MD, Pipavav Rail Corporation &amp; Director General, Chartered Institute of Logistics</p>



**Event Moderator:**

- Sumit Banerjee, Chairman Editorial Board, Indian Cement Review

**Distinguished Speakers:**

- Mr Naveen Kumar, Director, Udaipur Cement Works
- Mr Pankaj Kejriwal, Executive Director, Star Cement
- Mr Shailendra Kumar Gupta, Chief Operating Officer & Cluster Head-North Zone, Ultratech
- Mr Nilesh Narwekar, CEO, JSW Cement
- Mr Sanjiv Garg, Secretary General, The Chartered Institute of Logistics & Transport and Managing Director, Pipavav Rail Corporation

This session offered valuable perspectives on the way forward and shape the industry's sustainable future.

- Strategies for integrating sustainability into core business operations, fostering collaboration, and creating shared value for stakeholders
- Innovative approaches, such as carbon capture and utilization, alternative fuels, and renewable energy integration, to reduce carbon emissions and achieve climate targets
- Harnessing the power of data analytics, artificial intelligence, and robotics to enhance efficiency, optimize operations, and minimize environmental impact.
- Strategies for promoting responsible procurement, green building certifications, and fostering partnerships across the construction value chain





# Evolving supply chain resilience

**Girish Acharya** highlights logistics challenges, technological integration, key metrics, and collaborative strategies for enduring supply chain partnerships in a dynamic industry.

**G**irish Acharya, Assistant Vice President, Sales & Marketing, The Thar Dry Port, explores the logistics industry's challenges, including weather disruptions, accidents, IT outages, port congestion, rising operational costs, and forecasting complexities. To surmount these obstacles, it turns to digitalisation and integrated supply chains for real-time tracking, safety measures, and improved customer satisfaction. One-stop solutions, encompassing IT, warehousing, and transportation, streamline operations. Adaptability and innovation are keys to thriving in the dynamic logistics landscape. In addressing these issues proactively, logistics firms craft a robust, efficient supply chain ecosystem capable of excelling in today's unpredictable business climate.

## Strategies

In the world of logistics, Girish offers valuable insights into the strategies needed to strengthen supply chains, especially in the face of disruptions. Their company prioritises flexibility, swiftly adapting to meet evolving customer demands, and addressing market challenges. Innovation is key, with a focus on efficiency, cost control, and logistics system fortification through collaboration with customers. Partnerships with IT firms result in software solutions that enhance productivity. Sustainability is a core focus, ensuring consistent service levels for every customer. Rapid decision-making is essential to their operations. The company's holistic approach involves forward integration, embracing automation and digitization across all departments for seamless communication and in-



**Girish Acharya**  
 Assistant Vice President  
 Sales & Marketing  
 The Thar Dry Port

## The future of end-to-end supply chains in logistics is undeniably intertwined with technology

creased productivity. He emphasises that end-to-end supply chains encompass not just cargo movement but also the smooth flow of communication. Timely and accurate information delivery synchronises all stakeholders for success. In a dynamic logistics landscape, these strategies prove indispensable.

## Key metrics

In the world of logistics, tracking and measuring performance is paramount to ensuring the seamless operation of end-to-end supply chains. From dwell time at ports to last-mile delivery, these critical metrics stand out as essential benchmarks. Optimising equipment utilisation and controlling transportation and warehousing costs are also key to success. Operating ratios provide insights into cost management and profitability,

while on-time delivery remains a fundamental customer satisfaction metric. A well-trained workforce, cargo visibility, and low employee turnover round out the list, emphasising the importance of people, processes, and technology in the logistics industry.

## Tech-driven future

The future of end-to-end supply chains in logistics is undeniably intertwined with technology. Automation cuts costs and enables real-time cargo tracking. Blockchain technology ensures data transparency and security, while software streamlines data management, analysis, and communication. Artificial intelligence and paperless document handling are also driving forces. These advancements present opportunities for enhanced customer service, setting companies apart in a competitive landscape. However, they also bring challenges, such as the need for skilled tech personnel and cybersecurity vigilance. As the logistics sector evolves, technology guides its reshaping for greater efficiency and effectiveness.

## Supply chain synergy

Fostering enduring relationships in supply chain management requires a strategic approach. We treat our customers as partners, crafting tailor-made solutions for efficiency and seamless operations. With a dedicated professional task force, we aim for mutual growth, both internally and externally. Offering high-tech infrastructure and exemplary service across strategic locations in India is key. We continuously innovate to unlock logistics potential and enhance service quality, ensuring lasting collaborations in the dynamic supply chain ecosystem. ●

## Webinar on

### “Values in Action: Diversity & Inclusion – Gender”

organised by Global Wilat East Asia

**Mrs. Jaya Verma Sinha, CEO & Chairperson of Railway Board and Indian Railway Management Services** shared her journey of success from the gender diversity perspective at Webinar on “Values in Action: Diversity & Inclusion – Gender” 10th October, 2023 organised by Global WiLAT East Asia

**Mr. Edward Lau, Global WiLAT Advisor and GURU of the aviation industry** shared his insights at the upcoming webinar while Kenneth shared the key take-away of the gender diversity survey report.

This webinar focused on raising awareness on diversity & inclusion on gender as an enabler for a high level of equality, diversity and inclusion are associated with greater innovation, productivity and performance, talent recruitment.



#### Organizer

Carmen Li, GVC East Asia  
and WiLAT HK Chairperson



#### Speaker and Moderator

Kenneth Law, D&I Champion  
and WiLAT HK Vice Chairperson



#### Speaker

Mrs. Jaya Verma Sinha,  
CEO & Chairperson of  
Railway Board, and Indian Railway  
Management Services (IRMS)



#### Speaker

Mr. Edward Lau, WiLAT Advisor,  
Board Member of CILT  
Singapore, Chief Executive of  
Pointline Enterprise Private Ltd.

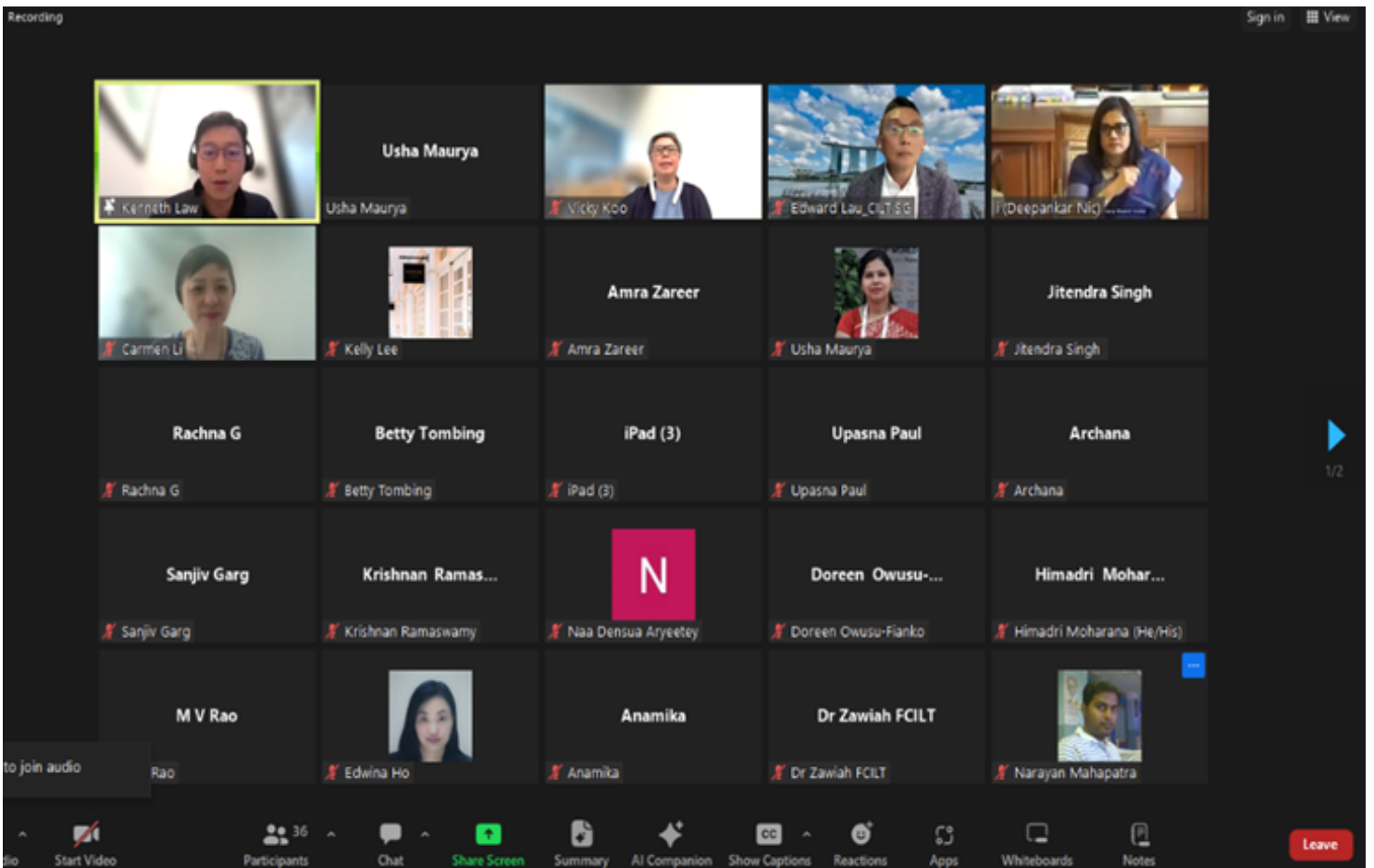
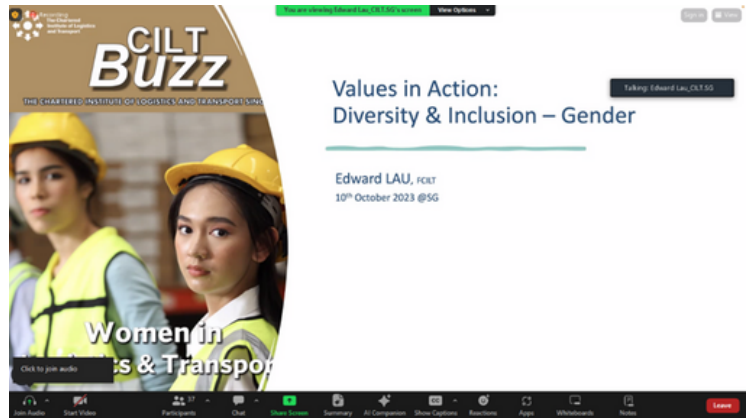


Organized by Global WiLAT East Asia



Women in Logistics  
and Transport







## New Individual Life Members (Sept-Dec 2023)

S.No.	Name & Designation	Membership No.
1	<b>Shri Vikram Singh Rana,</b> ADRM/Delhi, Ministry of Railway	LM-1324
2	<b>Shri Rajan Nair</b> Partner, Alltime Shipping	LM-1325
3	<b>Shri Arun Kumar Khosla</b> Whole time Director, Jindal Rail Infrastructure Ltd	LM-1326
4	<b>Shri Ashish Singh</b> Station Director, NR Lucknow	LM-1327
5	<b>Shri Vineet Kumar Chauhan</b> Senior Manager, K+S Fertilizers (India) Pvt Ltd.	LM-1328
6	<b>Shri Sagar Dinanath Hosabettu</b> Logistics and Operations Executive, Export Trading Group	LM-1329
7	<b>Shri Ravindra Kumar Jain</b> Managing Director, DFCCIL	LM-1330
8	<b>Shri Dinesh Kumar</b> Additional Member (Land & Amenities) Railway Board, Ministry of Railways	LM-1331
9	<b>Shri Archit Garg</b> Engineer, RITES Ltd	LM-1332
10	<b>Shri Mahesh Panjwani</b> Managing Director, Harsh Transport Private Ltd	LM-1333
11	<b>Shri Santosh Kumar Jha</b> Director (Operations & Commercial), Konkan Railway Corporation Ltd.	LM-1334
12	<b>Shri Rikant Pittie</b> Co-Founder. Easy Trip Planners Ltd	LM-1335



## 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

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