

12th Edition of Annual Shipping & Logistics Conclave

The Bengal Chamber of
Commerce and Industry (BCC&I)

February 2023



The Annual Shipping and Logistics Conclave

The Shipping and Logistics Committee of the BCC&I has been organising one of the largest annual shipping and logistics conclaves of eastern India for the last 11 years, focusing on the need and development of the shipping and logistics sector, underlying opportunities particularly related to the operational issues pertaining to ports, waterways and logistics sector. It has been an integral part in bringing the industry stakeholders under one umbrella, in preparing a way forward to bring in further development and growth of the sector.

In the past, the conclave has been addressed by various Governmental bodies, as mentioned below:

- Minister of State (IC)
- Ministry of Ports, Shipping and Waterways (MoPSW)
- Chemicals and Fertilizers
- Ministry of Road Transport, Highways (MoRTH)
- Ministry of Micro, Small and Medium Enterprises (MSME)
- Joint Secretary (logistics)
- Ministry of Commerce and Industry

In addition, various senior sector players from countries like the US, Norway, Singapore, the Netherlands, Bangladesh, Nepal, Bhutan and Myanmar have also presented their views and valuable inputs in the past.

The BCC&I recently concluded the 12th edition of the Annual Shipping and Logistics Conclave on 10 February 2023 at the Williamson Magor Hall, BCC&I premises, Kolkata.

The conclave highlighted the following topics:

- PM GatiShakti – National Logistics Policy (NLP)
- Importance of Indo-Bangladesh Protocol (IBP) route to coastal shipping and inland water transport
- Harnessing the potential of multimodal logistics parks (MMLPs)
- Sustainable supply chain and technology interventions

The conclave was successful and was attended by senior dignitaries from the Government and industry.



Agenda of the conclave:

9:30 a.m. – 10:30 a.m.	Registration	
10:30 a.m. – 11:30 a.m.	Inaugural Session	
	Welcome Address	Mr Subir Chakraborty , President, BCC&I
	Theme Address	Mr S Hajara , Chairperson, Shipping and Logistics Committee, BCC&I
	Special Address	Shri A. K. Mehera , Dy. Chairman, HDC, Syama Prasad Mookerjee Port.
	Special Address	Smt. Vandana Aggarwal (IES) , Chairperson, IFSCA Committee on Ship Acquisition, Financing and Leasing, & Former Senior Economic Adviser, Ministry of Civil Aviation, Government of India.
	Special Address	Mr Adika Ratna Sekhar , Chairman and Managing Director, Balmer Lawrie & Co. Ltd.
	Vote of Thanks	Capt. S. B. Mazumder , Mentor, Shipping and Logistics Committee, BCC&I
11:30 a.m.- 11:35 a.m.	Change Over	
11:35 a.m. – 12:35 p.m.	Technical Session I on “PM Gati Shakti – National Logistics Policy”	
Session Chairperson	Mr Ashutosh Jaiswal , President - International Business Division & Logistics, Century Plyboard (India) Limited	
	Mr Nitin Kumar , Director, PricewaterhouseCoopers Pvt. Ltd.	
	Smt. Vandana Aggarwal (IES) , Chairperson, IFSCA Committee on Ship Acquisition, Financing and Leasing, & Former Senior Economic Adviser, Ministry of Civil Aviation, Government of India.	
	Dr. Pritam Banerjee , Logistics Sector Specialist Consultant, Asian Development Bank	
	Q & A	
12:35 p.m. – 12.40 p.m.	Change Over	
12:40 p.m. – 1:40 p.m.	Technical Session II on “Importance of Indo-Bangladesh Protocol Route to Coastal Shipping and Inland Water Transport”	
Session Chairperson	Mr Tapas Banerjee , Managing Director, Everett (India) Pvt. Ltd.	
	Shri A.K. Mehera , Dy. Chairman, HDC, Syama Prasad Mookerjee Port.	
	Mr Amit Dhawan , Senior General Manager, CJ DARCL Logistics Ltd.	
	Mr Jahir Uddin Jewel , Managing Director, Seaglory Shipping Agencies Ltd	
	Q&A	
1.40 p.m.- 2.30 p.m.	Lunch	
2.30 p.m. – 3.30 p.m.	Technical Session III on “Harnessing the potential of Multi Modal Logistics Parks”	
Session Chairperson	Mr Shubransh Srivastav , Head – Corporate Affairs Subcontinent, DP World India	
	Mr Naresh Kumar , Director, Kalyani Cast Tech Ltd	
	Mr Chandranath Dey , India Head - Operations, Business Development, Industrial Consulting & Integrated Logistics, JLL India	
	Mr. Amit Malik , Senior Vice President, Adani Logistics Vertical, Adani Ports & SEZ	
	Q&A	
3.30 p.m. – 3.35 p.m.	Change Over	
3.35 p.m. – 4.35 p.m.	Technical Session IV on “Sustainable Supply Chain & Technology Interventions”	
Session Chairperson	Mr Dinesh Shastri , Managing Director, TM International Logistics Limited (TMILL)	
	Mr Uday Narang , Founder, Omega Seiki Mobility	
	Mr Joseph Martin Chazhoor Francis , Sr Director Markets Leader, ESG – Platform, PricewaterhouseCoopers Pvt. Ltd.	
	Mr Nobuaki Sumida , Country Head of India & Chairman, NYK India Private Limited	
4.35 p.m.- 4:45 p.m.	Q&A	
	Feedback and Conclusion of the 12th edition of Annual Shipping and Logistics Conclave 2023	Mr. S Hajara , Chairperson, Shipping and Logistics Committee, BCC&I

Introductory session

The conclave commenced with the presence of the following dignitaries:

Speakers:

- **Subir Chakraborty**, President, BCC&I
- **S Hajara**, Chairperson, Shipping and Logistics Committee, BCC&I
- **A K Mehera**, Deputy Chairman, HDC, Syama Prasad Mookerjee Port
- **Vandana Aggarwal** (IES), Chairperson, IFSCA Committee on Ship Acquisition, Financing and Leasing, and Former Senior Economic Adviser, Ministry of Civil Aviation
- **Adika Ratna Sekhar**, Chairman and Managing Director, Balmer Lawrie & Co. Ltd
- **Capt. S B Mazumder**, Mentor, Shipping and Logistics Committee

In addition, it involved other esteemed industrialists from BCC&I and members of the maritime and logistics sector.



Session highlights:

The conclave started with a welcome note by Subir Chakraborty. He acknowledged and appreciated the team to have curated such a significant programme of immense value backed by eminent dignitaries from the maritime and logistics fraternity. He mentioned the intrinsic nature and dependency of logistics across sectors and it being the backbone of our economy, growing at a compound annual growth rate (CAGR) of 10.5% and emphasised the need to reduce the logistics costs to single digits going forward. Furthermore, he stressed upon the significance of inland waterways and coastal shipping in regional connectivity to enhance trade and last-mile connectivity between countries in a cost-effective and sustainable manner.

S Hajara cited an example of how points of origin and consumption are usually situated thousands of miles apart and pointed out the key differentiating factors for origin and consumption centres and importance of logistics across sectors. He also talked about the significance of the maritime sector in logistics, and said that 'Maritime is by far the most economical and sustainable mode of transportation and our planet would have been uninhabitable without shipping.'



A K Mehera spoke about the importance of PM GatiShakti master plan and highlighted various capacity augmentation initiatives being undertaken at Syama Prasad Mookerjee Port to facilitate trade and be on par with other ports.

Vandana Aggarwal shared her thoughts on various maritime hubs that had been built around the world on liberal taxation regimes and measures and said that ‘With a myriad of reforms being taken in the transportation sector to transform the economy, India is poised to become a frontrunner by unifying logistics services through PM GatiShakti NLP.’

She highlighted the importance of shipping in India and talked about the country’s significant exposure to maritime sea freight constituting nearly USD 85 billion annually. She highlighted that India’s share of exports is less than 10% in maritime sea freight, and yet it is estimated that the country has a payout of approximately USD 75 billion annually to foreign shipping companies and urged everyone to introspect. She also talked about ship financing and pointed out the bankability of ships as a high-value asset class with a good return on investment. Furthermore, she mentioned the advantages of Gujarat International Finance Tec-City (GIFT) being governed by the International Finance Centre (IFSC) from a maritime finance perspective and urged the stakeholders to come forward and reap the benefits.

Adika Ratna Sekhar talked about the legacy of his company, Balmer Lawrie & Co. Ltd and its association of more than 100 years with the BCC&I since its inception. He highlighted the significance of India as the leading logistics hub and stated important facts and figures across the logistics sector while stating the measures being taken to address the existing gaps.

Capt. S B Mazumder gave the vote of thanks for the inaugural session and thanked the dignitaries for giving their valuable insights and key action points to the maritime and logistics fraternity going ahead and led to commencement of the sessions as per schedule.

Session 1

PM GatiShakti – NLP

Speakers:

- **Ashutosh Jaiswal** – President, International Business Division and Logistics, Century Plyboard (India) Limited
- **Nitin Kumar** – Director, PricewaterhouseCoopers Pvt. Ltd
- **Vandana Aggarwal (IES)** – Chairperson, IFSCA Committee on Ship Acquisition, Financing and Leasing, and Former Senior Economic Adviser, Ministry of Civil Aviation, GoI
- **Pritam Banerjee** – Logistics Sector Specialist Consultant, Asian Development Bank

Ashutosh Jaiswal was the moderator for the first session of the 12th edition of the conclave. He introduced the panellists and set the context to take the discussion forward.



Discussion highlights:

Vandana Aggarwal (IES) – Chairperson, IFSCA Committee on Ship Acquisition, Financing and Leasing, and Former Senior Economic Adviser, Ministry of Civil Aviation, GoI

Vandana Aggarwal spoke about the importance of PM GatiShakti and its integration with NLP to harness cost and value chain efficiencies across the supply chain. She highlighted some of the few challenges which can be optimised in the maritime sector such as lack of ship owners, ship-leasing operations moving offshore due to lack of sufficient flexibilities and tax incentives given to the sector. According to her, 'Indian enterprises should move to India for owning and leasing ships, and trade and optimum financial models need be prepared in this context.'

Nitin Kumar – Director, PricewaterhouseCoopers Pvt. Ltd

Nitin Kumar talked about the PM GatiShakti portal being an integrated digital platform providing visibility of existing and planned infrastructure. With the integration of different ministries, this is expected to enable better decision making across infrastructure projects. He spoke about the importance of NLP and highlighted three key components that played an important role in making the logistics sector cost efficient:

1. infrastructure – taken care of by the PM GatiShakti master plan
2. operation and services – regulatory aspects
3. human resources – enhancing skills/capacity building.

He said, 'NLP gives a state-level framework, and multiple interfaces such as the Unified Logistics Interface Portal (ULIP) have been developed through this policy to digitalise the logistics value chain which allows the logistics players and stakeholders to give annual feedback to the Government about the challenges they are facing, and make the logistics costs more competitive globally.' He further added the importance of the NLP framework in providing an opportunity to develop skills through various programmes. He also highlighted that logistics infrastructure such as MMLPs and cargo terminals are receiving a lot of impetus. The Govt plans to introduce more than 50 MMLPs and 100 GatiShakti cargo terminals in near future.

He concluded by talking about the challenges regarding financing the trucking sector and initiatives underway to tackle the same. He said that the 'Trucking sector in India is not at par with the technology and condition of the assets it should have. However, India has developed digital applications to integrate the trucking community which would allow truck drivers to better utilise these assets.'

Dr Pritam Banerjee – Logistics Sector Specialist Consultant, Asian Development Bank

Dr Pritam Banerjee shared his insights on how PM GatiShakti would enable trade to reduce the transit time and further add value by moving towards predictive modelling to analyse various large datasets from various data sources and plan for future expansion. He spoke about logistics integration across the value chain and how ULIP data stack would play a key role in modernising the development of low-cost digital applications for the logistics industry.

He highlighted the importance of PM GatiShakti and how it could also act as a system of awards and incentives to drive standards and quality across the logistics industry. He also mentioned that the approach on NLP strategically focuses on some of the key sub-sectors in the economy which account for a very large percentage of volumes of goods. He spoke about the benefits of having logistics ease across different states (LEADS) covering a comprehensive set of regulatory and operational indicators of the quality of logistics across states.

Key takeaways

- PM GatiShakti came into picture to reduce transit time. The national master plan uses predictive modelling to get insightful information from various data sources to plan future expansion.
- PM GatiShakti was integrated with the NLP to reduce the logistics cost and harness value chain efficiencies.
- NLP provides frameworks to digitalise the logistics value chain, allows logistics players to give feedback to the Government about the challenges they are facing, and enhance skills.
- As part of investing in the logistics infrastructure, the MMLPs and PM GatiShakti cargo terminals are receiving considerable funding.
- As the trucking sector is fragmented in nature, India is struggling with the financing of the same.

Session 2

Importance of IBP route to coastal shipping and inland water transport

Speakers

- **Tapas Banerjee** – Managing Director, Everett (India) Pvt. Ltd
- **A K Mehera** – Dy. Chairman, HDC, Syama Prasad Mookerjee Port
- **Amit Dhawan** – Senior General Manager, CJ DARCL Logistics Ltd
- **Jahir Uddin Jewel** – Managing Director, Sea Glory Shipping Agencies Ltd

Tapas Banerjee was the moderator for second session. He introduced the panellists and set the context to take the discussion forward.



Discussion highlights:

A K Mehera – Dy. Chairman, HDC, Syama Prasad Mookerjee Port

A K Mehera commenced the second session by sharing the latest facts and figures on the coastal shipping and Bangladesh traffic at Syama Prasad Mookerjee Port in FY 2022 versus FY 2021 and indicated an increase of traffic from 4.72 MMT to 5.78 MMT respectively. He also spoke about the importance of national waterways in the country and emphasised the association of Inland Waterways Authority and World Bank on different dredging works on NW-1 with an overall cost of INR 4,000 crore. He highlighted that 2.5–3 m draft is expected to be available in NW-1 throughout the year with this work. He spoke about the construction of a new lock gate at Farakka, enabling trade with an opportunity for movement of upland cargo through Bihar and Uttar Pradesh from West Bengal or EXIM cargo.

He raised concerns about the ongoing challenges in the cargo movement from West Bengal to Bangladesh through national waterways with respect to higher steaming time due to no night navigation, and draft restrictions or draft fall. Mehera cited a success story on how Tata Steel seamlessly moved around 100 MT of TMT bars from Haldia to Asuganj via Inland Water Transport (IWT) and further moved the cargo to Agartala by road. He further highlighted the initiative undertaken by Syama Prasad Mookerjee Port on moving Naphtha from Haldia to Bangladesh for aqua refinery. Also, he mentioned that the movement was not viable for Bangladesh due to the increased freight rate and volatile market conditions.

He pointed out the bottlenecks due to the high road freight rates at the Akhaura border and suggested the vehicles registered in India/Bangladesh may be allowed transit between Akhaura and Agartala. In addition, he mentioned a trade opportunity with Bangladesh for liquified petroleum gas (LPG) and stated how Haldia Oil Jetty 1 is being planned to be converted into an LPG handling jetty along with the upgrade of the firefighting facility for moving LPG from Haldia to Bangladesh.

Mehera provided insights on the benefits of the Balagarh project – around 85 km upstream from Kolkata dock system (KDS) – being located close to Sahibganj and north Bengal where containerised cargo can directly be moved for Nepal and Assam. He further added that the Balagarh project will help in direct cargo transfer from bigger container vessels to smaller barges at anchorages, thereby reducing the road traffic congestion and overall costs and time.

He also spoke about the developments taking place in Haldia dock complex (HDC) since the last two years, and how Haldia port has commenced lighterage operations for bigger ships including capesize vessels. In 2023, Haldia port plans to add one more floating crane to increase its capacity. He further added that the lighterage of Bangladesh-bound coal at Sagar island would harness the potential of the IBP route.

He pointed out the current challenges being faced by trade in facilitating movement from India to Bangladesh and the key actions to be taken to use the IBP route to its full potential.

Challenges:

- Lack of a sufficient number of suitable low-drafted flat-bottom barges to ply across the IWT channel
- High water current of Brahmaputra River during monsoon which makes it difficult of ply barges
- Lack of direct feeder vessels between Haldia/Kolkata to Chittagong leading to many containers being moved to Colombo and transshipped to connecting vessels to Chittagong and increasing freight charges and time

Key action points proposed to harness the potential of the route:

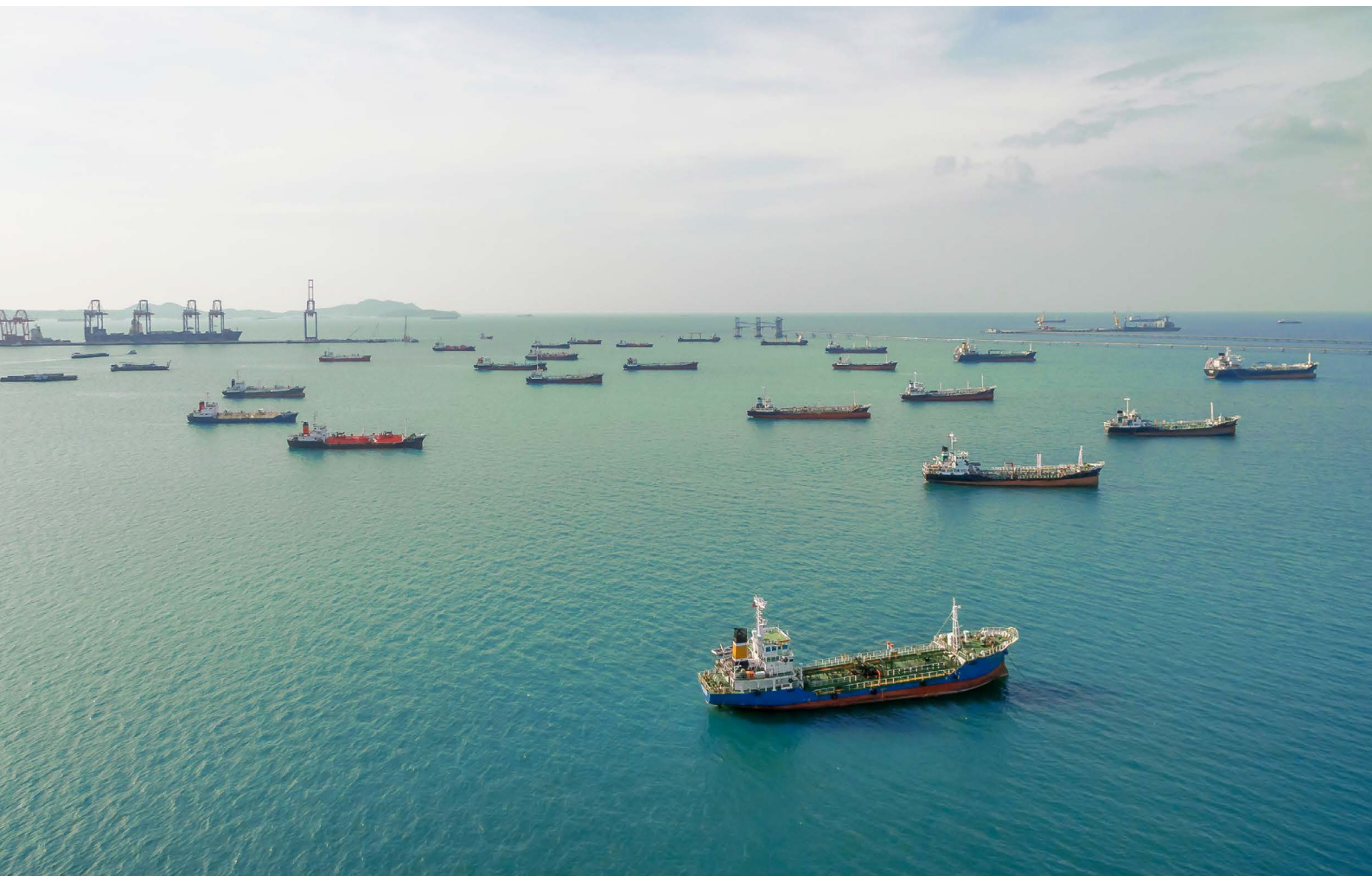
- Increasing the width of channel to 30 m, with day and night navigation
- Development of adequate cargo handling facilities at unloading points such as Dibrugarh and Pandu
- Enabling round-the-clock operations at IWAJ jetties to reduce lay time of barges
- Simplification of customs procedures to prevent delays

Amit Dhawan – Senior General Manager, CJ DARCL Logistics Ltd

Amit Dhawan introduced his firm CJ Darcel and spoke about providing direct vessel connectivity between Chennai/Kolkata port in India and Chittagong port in Bangladesh. Dhawan mentioned that CJ Darcel was part of the movement of in-transit cargo from Kolkata to northeast via Chittagong port and was involved in providing direct connectivity between Kolkata port and Pangaon port, Bangladesh.

He further added the benefits provided by CJ Darcel to trade in terms of:

- better cost efficiency
- improvement in overall transit time
- provision of reliable products compared to transshipment service
- operating different sizes of vessels on the basis of trade requirement.



Jahir Uddin Jewel – Managing Director, Sea Glory Shipping Agencies Ltd

Jahir Uddin Jewel introduced Sea Glory and its journey in coastal shipping services from 2019. The organisation handles movement of container vessels and has moved nearly 140 twenty-foot equivalent (TEUs) between Kolkata and Chittagong. Jewel highlighted a few challenges being faced by Sea Glory in obtaining permissions from India to ship cargo from Kolkata and restrictions to send vessel to Kolkata leading to delays and additional cost.

Key takeaways

- The Inland Waterway Authority and World Bank are working together on dredging works in NW-1.
- The higher road freight rate at Akhaura border needs to be addressed to harness the potential of the IBP route.
- Balagarh project will help to move cargo from bigger container vessels through anchorages to smaller barge help avoid traffic congestion and reduce costs and time.
- The lighterage of Bangladesh-bound coal at Sagar island would harness the potential of the IBP route.
- Lack of direct feeder vessels between Haldia/Kolkata to Chittagong will lead containers to be moved to Colombo and transshipped to connecting vessels to Chittagong, which will increase freight charges and time.
- CJ Darcel provides direct vessel connectivity between Chennai/Kolkata port in India and Chittagong port in Bangladesh.
- Sea Glory Shipping Agencies Ltd sends container vessels between Kolkata and Chittagong and Chittagong and Pangaon. The organisation is facing challenges regarding getting permissions from India.

Session 3

Harnessing the potential of MMLPs

Speakers

- **Shubransh Srivastav** – General Manager, Corporate Affairs Subcontinent, DP World India
- **Naresh Kumar** – Director, Kalyani Cast Tech Ltd
- **Chandranath Dey** – India Head – Operations, Business Development, Industrial Consulting and Integrated Logistics, JLL India
- **Amit Mallick** – Senior Vice President, Adani Logistics Vertical, Adani Ports and SEZ

Shubransh Srivastav was the moderator for the third session. He introduced the panellists and set the context to take the discussion forward.



Discussion highlights:

Naresh Kumar – Director, Kalyani Cast Tech Ltd

Naresh Kumar introduced his company and spoke about its manufacturing abilities for containers and certification by the Indian Register of Shipping (IRS). In addition, the company develops double stack and dwarf containers which help in reducing the overall cost by 30–35% per tonne basis, via the current rail movement. He corroborated this by citing an example of implementing this for the Indian Railways in July 2018, which helped them substantially reduce the freight costs and stated that 20–25 trains are currently running between Jamnagar and Rewadi and Jamnagar and Vapi.

He also highlighted that the company often advises its customers on the type of containers they should purchase in order to reduce their per tonne cost. Moreover, the company has a direct connectivity between Mundra port and Pipavav and their factory is located amid industrial parks, giving them an advantage to offer cargo to their customers at competitive rates.

Furthermore, Kumar stated that a concept of triple stack container has been provided to Indian Railways to significantly reduce unit cost of transportation. As a result, Indian Railway will charge for only three TEUs and customers will be able to move five TEUs per wagon. As per Kumar's recommendation, the Ministry of Indian Railways has started the trial of triple stack container trains.

He pointed out the merits of transportation of food grains, fly ash and clinker in containers manufactured by Kalyani Cast Tech instead of being transported in the wagons. He said that 'Transportation in a wagon requires a 1,500 m railway siding whereas a special container manufactured by Kalyani Cast Tech does not require railway siding. The containers also offer damage-free and theft-free transportation.' Kumar also explained in detail about the sizes, features and benefits of various types of containers manufactured recently to reduce the transport costs.

Chandranath Dey – India Head – Operations, Business Development, Industrial Consulting and Integrated Logistics, JLL India

According to Dey, COVID-19 has been a key driver in pushing India to become a regional manufacturing hub and realign the overall supply chain within the country. He highlighted the various initiatives taken by the Govt to develop infrastructure across multiple modes of transport such as Bharatmala project, dedicated freight corridors and Sagarmala project.

He spoke on the logistics cost in India being very high (~14%) as compared to the other developed countries (8–10%). Furthermore, Dey highlighted that transportation alone accounts for 50% of the total logistics cost in India. Inventory management, labour and customer services together account for the remaining 50% of the logistics cost and further added that 60% of the Indian cargo is moved via road which is the costliest mode of transport. He emphasised on how rail-linked logistics facilities can be cheaper and faster and stated as per the National Rail Plan, the country's objective is to improve the rail share from 27% in 2018 to 45% by 2030.

Dey summarised the key activities of MMLP which would result in decreasing transportation costs and improving cargo handling, intermodal transfer, last-mile connectivity and value-added services.

He concluded by stating the developments and operations of JLL with regards to providing warehousing and logistics services in 45 cities in India. He stated that JLL leases warehouses of 13–15 million sq. ft every year.

Amit Mallick – Senior Vice President, Adani Logistics Vertical, Adani Ports and SEZ

Amit Mallick spoke about the creation of ULIP which involved integration across 30 logistics systems, seven ministries, 1,600 data fields, and more than 100 APIs. He spoke about the advantage of the framework aimed to increase efficiency and reduce logistics cost by reducing handover points. Mallick highlighted the technologies used in the integrated infrastructure for real-time monitoring of operations including analytics, artificial intelligence, enterprise resource planning (ERP) systems and salesforce.

Furthermore, he spoke about Adani Logistics' expertise in providing terminal handling, container rail logistics, warehousing, bulk and break, auto logistics, agri logistics, road and air cargo solutions. He also mentioned several operating MMLPs, warehouse and logistics systems of Adani.

He further stated that as a part of rail solutions, Adani currently operates 91 rakes across India. Moreover, it offers customised solutions for containerised rail transportation of automobiles, steel coil and liquid cargo.

He highlighted that Adani also runs a fleet of 1,000 trucks in providing first-mile and last-mile connectivity and spoke about various strategic partnerships to increase supply chain flexibility and reduce logistics costs.

In terms of sustainable growth, Mallick stated that 'Adani Logistics aims to be a carbon-neutral company by 2025. The company is focusing on converting the cargo movement from road to rail.'

Key takeaways

- MMLPs are being developed to reduce logistics costs, enhance cargo capacity and provide integrated infrastructure services for cargo handling, warehousing, customs clearance and maintenance services.
- The locations of MMLPs near industrial zones facilitate trade and improve the logistics scenario.
- Containers are most cost-effective option for transportation as compared to wagon.
- Double stack containers have been implemented in Indian Railways to substantially reduce the transportation cost.
- Converting cargo movement from road to rail is expected to be cheaper and safer.

Session 4

Sustainable supply chain and technology interventions

Speakers

- **Dinesh Shastri** – Managing Director, TM International Logistics Limited (TMILL)
- **Uday Narang** – Founder, Omega Seiki Mobility
- **Joseph Martin Chazhoo Francis** – Senior Director and Markets Leader, ESG – Platform, PricewaterhouseCoopers Pvt. Ltd
- **Nobuaki Sumida** – Country Head of India and Chairman, NYK India Private Limited

Dinesh Shastri was the moderator of the fourth session, introduced the panellists and set the context to take the discussion forward.



Discussion highlights:

Uday Narang – Founder, Omega Seiki Mobility

Uday Narang commenced the fourth session by emphasising on green energy sustainability. He stated that his company, Omega Seiki Mobility, and all its alliance partners have been working towards manufacturing electric vehicles and hydrogen-powered trucks, as road transport – especially trucks – lead to a very large amount of pollution.

He spoke about the lucrative opportunity in the space of manufacturing hydrogen-powered trucks in the country. As the cost pricing of trucks in India is high, the company has been working towards finding suitable and cost-effective solutions for Indian trucks irrespective of these being hydrogen-powered or fast-charging trucks.

Joseph Martin Chazhoo Francis – Senior Director and Markets Leader, ESG – Platform, PricewaterhouseCoopers Pvt. Ltd

Francis pointed out that transport and logistics corporates may prioritise the following elements for embedding sustainability into overall organisational context:

- Environmental impact: Net zero, climate change, waste management and water intensity
- Social impact: Safety in the supply chain, human rights, labour rights, and community impacts
- Governance system: Business ethics, transparency, board compensation and accounting

Francis highlighted that the following actions are required to reduce the global carbon emission in the transportation sector to 5.7 Gt by 2030 from 7.7 Gt in 2021:

- regulations
- fuel switch
- multimodal transportation and reverse logistics.

He stated that India is one of the top five countries in the world in terms of climate mitigation and adaptation, and the Gol has taken various initiatives to achieve 45% reduction of carbon by 2030.

Furthermore, Francis highlighted that according to PwC's State of Climate Tech report, mobility held 15% of the global carbon emissions but received 48% of the global climate tech venture investment. He mentioned that in 2022, M&A activities in the logistics and transportation sector were reduced by 20% due to uncertainty and anticipation of inflation.

He spoke about the following initiatives required to embed sustainability into organisations:

- transparency of the supply chain
- efficiency of the supply chain managed by the modal shifts
- collaboration with supply chain partners
- resilience of the supply chain.

He further stated that many digital solutions had been developed in the last ten years to support a sustainable supply chain and emphasised on technology solutions offered by PwC to gauge issues pertaining to various geographies and provide recommendations according to their impact in the next 10–15 years.

Nobuaki Sumida – Country Head of India and Chairman, NYK India Private Limited

Nobuaki Sumida introduced his company and spoke about the company's collaboration with Ocean Network Express (ONE).

Sumida highlighted that CO₂ emissions of NYK account for 0.03% of the global industrial CO₂ emissions. He shared that the transportation sector accounts for around 21% of the global industrial CO₂ emissions, of which NYK's share is about 1.4%.

Further, he spoke about NYK's focus on achieving 30% reduction of greenhouse gas emissions by 2030 and zero emission by 2050. He also stated that his company has been focusing on the following strategies to achieve its sustainability goal:

- replacing existing oil-fuelled ships with liquified natural gas (LNG)-fuelled ships
- introducing ammonia-fuelled vessels by 2028
- using ammonia, hydrogen etc., to achieve zero emission.

Key takeaways

- Global carbon emission is expected to reduce to 5.7 Gt by 2030 from 7.7 Gt in 2021.
- India is among the top five countries in the world promoting climate mitigation.
- Automobile companies have been working towards green energy sustainability such as electric vehicles, and ammonia and hydrogen-fueled vehicles to reduce CO₂ emissions.
- Digital interventions play an important role in providing sustainable solutions.

Key recommendations for the Government

Session		Key recommendations
01	PM GatiShakti National Logistics Policy	<ol style="list-style-type: none"> 1. Provide access to the PM GatiShakti portal to private players/associations to create greater awareness and traction in the ongoing and planned infrastructure across the country. 2. Provide better financing schemes, subsidies, and incentives to promote Indian ship owners to own and lease ships in India. 3. Set specific targets/policies for regulating and standardising the trucking sector in India.
02	Importance of Indo-Bangladesh Protocol route to coastal shipping and inland water transport	<ol style="list-style-type: none"> 1. Improve movement across the national waterways by procuring or bringing in the private sector to operate enough flat-bottom barges with low air draft to ply across the IWT channel. 2. Work on initiatives for the movement of direct feeder vessel between Haldia/Kolkata and Chittagong and aim to make Haldia/Kolkata a major transshipment hub for east-bound cargo. 3. Formulate a specific policy/regulation for incorporating day–night navigation in inland waterways and ensure desired draft levels to avoid delays and costs overrun. 4. Explore options to facilitate cross-border trade between India and Bangladesh in local currency to reduce dependency on US dollars.
03	Harnessing the potential of MMLPs	<ol style="list-style-type: none"> 1. Bring in targets and specific implementation regulations to promote use of double or triple stacking of containers in the Indian Railways to reduce overall logistics costs. 2. Leverage private players' expertise to jointly develop and operationalise dwarf containers and triple stacking in trains to enhance the efficiency of cargo movement across the country. 3. Enable faster implementation (including regulatory and development-related approvals) for MMLPs and regional connectivity projects to facilitate trade. 4. Provide subsidies/incentives for private sector participation in the development and implementation of MMLPs across India.
04	Sustainable supply chain and technology interventions	<ol style="list-style-type: none"> 1. Set specific green policies in different logistics and transportation segments. 2. Facilitate higher private sector participation in implementing sustainable climate technologies across the logistics value chain. 3. Replace existing flagged Indian oil-fuelled ships with LNG-fuelled ships to promote sustainability across the domestic maritime movement. 4. Set sector-specific targets to make use of alternative energy sources such as hydrogen fuels to achieve carbon neutrality by 2070.

About the BCC&I

The BCC&I, established in 1853, has been a key contributor to the country's commerce and industry for the last century. The chamber has been supporting sectors like manufacturing and micro, small and medium enterprises (MSME), agriculture and rural development, infrastructure, shipping and logistics, trade fairs and trade promotions, healthcare and information technology across the country. BCC&I has been playing a major role in ensuring that the Indian manufacturing sector contributes at least 25% of India's gross domestic product (GDP), i.e. USD 5 trillion, by 2025. The chamber has more than 30 expert committees to oversee all the business sectors.

BCC&I's vision is to be the most valuable partner of all business sectors to generate sustainable growth and meet societal and environmental needs. The chamber is focusing on expanding its overseas connect.

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The clientele includes various public and private sector companies, central and state government authorities and international development agencies. The services provided to the clients range from feasibility studies, business plan and implementation to operational improvement and project management.

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