

# AMTOI

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**ASSOCIATION OF MULTIMODAL TRANSPORT OPERATORS OF INDIA**



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# About AMTOI



AMTOI, The Association of Multimodal Transport Operators of India, was formed with the object of organizing Multimodal Transport Operators at the national level and improving the quality of their services.

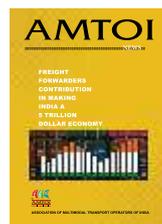
The members of the Association are Multimodal Transport Operators registered with the Directorate General of Shipping, Mumbai under the Multimodal Transportation of Goods Act, 1993 which also includes some associate members like CFS operators, tank container operators etc. The Association is a nonprofit making body registered under the Indian Companies Act and is managed by the Managing Committee comprising of 7 members elected by the Operator members. The Committee is assisted by a Board of Advisors consisting of the representatives of Government / Public Sector Organizations. Also, it has various trade association representatives on its extended board and is thus likened to an apex body. As a unique initiative, AMTOI has set up a forum called the Grievance Redressal Forum (GRF).

The objective of this Forum is to create a platform for dispute resolution and thereby addressing grievances of the members of the trade. The Association has a two-tier membership – Ordinary members who are registered as MTOs and Associate members who are not MTOs themselves but who are involved in operations connected with multimodal transport. The Associate members are not eligible for voting rights or contest in the Elections. The Association from time to time has made suggestions for the consideration of Government and in fact the suggestion for

amending the Multimodal Transportation of Goods Act and for adopting other related measures. AMTOI has been able to secure representation on Government bodies like the Standing Committee on Promotion of Exports, (SCOPE Shipping and SCOPE Air), Task Force on Multimodal Transport and various other forums of the Ministries of Shipping, Commerce & Finance of the Government of India. The Association is also a member of the International Multimodal Transport Association based in Geneva and has thus acquired international recognition. For the benefit of its members, regular training courses are conducted by it on tax issues, insurance or other such related subjects. An awaited event of the year is the MULTIMODAL DAY or an AMTOI DAY which the Association organizes as an 'Annual Day' for the last many years wherein the entire shipping fraternity of Shipping Lines, Ports CFS operators, Freight Forwarders, NVOCC's, CHA's, Airlines, Government authorities in addition to MTO's come together to network and interact with each other under one roof. Members are kept abreast of the happenings in the industry by MULTIMODAL TIMES or AMTOI Newsletter which is published as a quarterly magazine currently and we hope to graduate into a monthly publication which will attempt to capture critical issues that are close to the industry and along with opinions of the industry leaders. Lastly, keeping abreast with the advancing technologies, AMTOI continuously improvises its website and offers tools for various industry players to come together and thus endeavoring to be a leader in its class.



AMTOI News



AMTOI Knowledge Sessions



**Xerrxes Master**  
President, AMTOI

president@amtoi.org

**25** years of existence is a milestone anyone should be proud of. As we enter our Silver Jubilee year one can only thank our founders and stalwarts of the industry who had this vision of creating India's first and only truly multimodal association to bring all the relevant stakeholders under one roof.

What began as a small miniscule association today has grown into a Pan India presence with over 350 members representing all segments of our industry along with an extended board of over 18 associations.

Over the years we have evolved, grown, thanks not only to great leadership from our past presidents but also due to the commitment, dedication and selfless service from our Managing Committee members past & present. We also have to thank our members who supported us throughout for working in the common interest of the industry.

I have no doubt that AMTOI will continue to grow bigger and stronger as the next 25 years is full of optimism and positivity as India catapults into the top three industrialized nations in the world with multimodalism being the fulcrum that brings it all together.

India has had a long history of diverse transportation modes due to its vast and varied geography. The multimodal transportation system in India has evolved over the years in response to economic changes, technological advancements, and infrastructure development. Below are some key milestones in the historical context of multimodal transportation in India:

## 1. Pre-Independence Era:

- Before India gained independence in 1947, transportation was primarily reliant on traditional means such as bullock carts, horses, and waterways.
- The introduction of railways during British rule significantly transformed transportation. The railway network became a crucial component in connecting different parts of the country.

## 2. Post Independence Period:

- After independence, there was a focus on developing and expanding transportation infrastructure to support economic growth and regional integration.
- The road network started to receive attention, and the construction of national highways became a priority. This facilitated better road connectivity.

## 3. 1970s and 1980s:

- During this period, there was a growing emphasis on developing multimodal transportation systems to enhance efficiency and reduce transportation costs.
- The establishment of Inland Container Depots (ICDs) and Container Freight Stations (CFS) aimed to integrate sea, road, and rail transport for smoother cargo movement.

## 4. 1990s Onward:

- Economic liberalization in the early 1990s led to increased trade and economic activity.

This further underscored the need for efficient multimodal transportation.

- Containerization gained prominence, making it easier to transfer goods seamlessly between different modes of transport.

#### **5. Infrastructure Development :**

- Ongoing efforts to improve infrastructure, such as the development of dedicated freight corridors for railways and the expansion of road networks, have contributed to the growth of multimodal transportation.

#### **6. Integrated Logistics Parks :**

- The concept of Integrated Logistics Parks (ILPs) gained traction, providing comprehensive facilities for warehousing, transportation, and logistics, incorporating multiple modes of transport.

#### **7. Technology Integration :**

- Advances in technology, such as the use of GPS, RFID, and digital platforms, have played a crucial role in optimizing multimodal transportation by improving tracking, efficiency, and communication.

It's essential to note that the evolution of multimodal transportation in India is an ongoing process, and developments in recent years has introduced new initiatives and projects aimed at further enhancing the efficiency of the transportation network.

AMTOI has played a pivotal role in the evolution of multimodalism in India by :

#### **1. Advocacy and Representation :**

- Representing the interests of the multimodal transport industry before government bodies, regulatory authorities, and other stakeholders.

#### **2. Policy Advocacy :**

- Engaging in discussions with policymakers to shape regulations and policies that promote the growth and efficiency of multimodal transportation.

#### **3. Knowledge Sharing and Training :**

- Providing a platform for members to share knowledge, experiences, and best practices related to multimodal transportation.
- Offering training programs to enhance the skills and knowledge of professionals in the field.

#### **4. Networking and Collaboration :**

- Facilitating networking opportunities among stakeholders within the multimodal transport sector.
- Encouraging collaboration between different modes of transport, logistics providers, and other relevant entities.

#### **5. Technology Integration :**

- Promoting the adoption of modern technologies and digital solutions to improve the efficiency and coordination of multimodal transportation.

#### **6. Industry Standards :**

- Contributing to the development and adherence to industry standards and best practices to ensure the safety, security, and reliability of multimodal transportation.

#### **7. Research and Development :**

- Supporting research initiatives aimed at advancing the understanding of multimodal transport challenges and opportunities.
- Encouraging the development of innovative solutions to enhance the overall efficiency of the transportation network.

#### **8. International Collaboration :**

- Establishing ties with international organizations and associations to foster collaboration, share insights, and stay updated on global trends in multimodal transportation.

As mentioned earlier multimodalism play a key role in India's economic growth.

The future of multimodalism in India

involves considering various factors such as economic trends, technological advancements, policy changes, and infrastructure development.

### **1. Infrastructure Development:**

Continued investment in infrastructure projects, including the development of dedicated freight corridors, expansion of road networks, and improvement of intermodal facilities, to enhance connectivity and efficiency.

### **2. Technological Integration:**

Increased adoption of technology, including IoT (Internet of Things), AI (Artificial Intelligence), and blockchain, to optimize logistics operations, track shipments, and improve overall supply chain visibility.

### **3. Government Initiatives:**

Implementation of government initiatives and policies aimed at promoting multimodal transportation, reducing logistics costs, and improving ease of doing business.

### **4. Sustainability Focus:**

Growing emphasis on sustainability and environmentally friendly transportation solutions, potentially leading to increased use of electric vehicles and the integration of green practices in logistics operations.

### **5. Digital Platforms:**

Expansion of digital platforms and marketplaces facilitating seamless coordination between different modes of transport, making it easier for businesses to choose and manage multimodal logistics solutions.

### **6. Customs and Regulatory Reforms:**

Streamlining of customs procedures and regulatory reforms to reduce delays and enhance the ease of cross-border movement of goods.

### **7. Intermodal Hubs:**

Development of integrated logistics hubs

and parks that serve as comprehensive centers for storage, distribution, and intermodal transfers.

### **8. Global Trade Dynamics:**

Changes in global trade dynamics, including shifts in supply chain strategies, which may influence the demand for efficient and flexible multimodal transportation solutions.

### **9. Public-Private Partnerships:**

Increasing collaboration between the public and private sectors to fund and execute multimodal infrastructure projects, promoting efficiency and innovation.

### **10. Last-Mile Connectivity:**

Focus on improving last-mile connectivity to connect transportation hubs with production centers and consumption points, reducing overall transportation costs.

### **11. Skill Development:**

Investment in skill development and training programs to ensure that the workforce is equipped with the necessary skills to operate and manage multimodal transportation systems effectively.

### **12. Resilience Planning:**

Integration of resilience planning to address challenges such as natural disasters, pandemics, and other disruptions that may impact the smooth functioning of the multimodal transportation network.

It's essential to note that the future is inherently uncertain, and various factors can influence the trajectory of multimodal transportation in India. The actual developments will depend on how effectively stakeholders collaborate, adapt to changes, and address emerging challenges and opportunities in the transportation sector.

I am sure you will learn a lot more as you read further insight from our industry stalwarts!!



## Shantanu Bhadkamkar

Immediate Past President &  
Executive Committee Member, AMTOI

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As the Association of Multimodal Transport Operators of India (AMTOI) celebrates its 25th anniversary, the Silver Jubilee, it marks a pivotal moment for introspection and strategic planning.

### Navigating the Multimodal Journey: AMTOI's Silver Jubilee Edition

As the Editor of AMTOI News, it is both an honour and a pleasure to extend heartfelt greetings to each of you on the momentous occasion of the Silver Jubilee celebrations of the Association of Multimodal Operators of India (AMTOI).

In this silver jubilee edition, we invite the members to join us in introspection, celebration, and anticipation. As we look back with gratitude, we also acknowledge the pending agenda and set our sights on the transformative journey ahead. The wave of change is upon us, and AMTOI stands ready to navigate the currents of the evolving multimodal landscape with resilience and foresight. Here's to 25 years of excellence and the exciting chapters yet to be written.

In celebrating the 25th Anniversary of the Association of Multimodal Operators of India (AMTOI), this special edition of 'AMTOI News' reflects on the organisation's journey and its pivotal role in developing multimodal transport in India. Throughout the 25th Anniversary Year, we will come out with the Silver Jubilee Edition Series of AMTOI News.

**The Silver Jubilee Edition Series aims to cover a wide range of topics and aspects:**

#### 1. Multimodal Transport Unveiled:

Delving into the roots of AMTOI's establishment and its unwavering commitment to promoting multimodalism, analysing the impact of AMTOI in catalysing multimodal transport services both domestically and in foreign trade.

#### 2. AMTOI's Evolution:

Tracing the growth of AMTOI under the stewardship of its founders and executive committee members. Exploring the establishment of regional councils, women's wing, and youth council, showcasing AMTOI's adaptability to diverse needs.

#### 3. AMTOI's Engagement in Policy Making:

Scrutinizing AMTOI's active involvement in shaping government policies related to multimodal transport and assessing the association's contributions to enacting the Multimodal Transportation of Goods Act, 1993, and subsequent amendments.

#### 4. Collaborative Endeavors:

Examining AMTOI's collaborative efforts with other trade bodies to form a Confederation of Logistics Associations.

Unpacking the association's representation on various committees and expert groups, showcasing its influence in the industry.

#### 5. **Membership and Trade Services:**

Analyzing the advantages of AMTOI membership and its impact on the industry's stakeholders. Evaluating the trade services provided by AMTOI, including newsletters, training sessions, and organising seminars and workshops.

#### 6. **Technological Leap:**

Addressing the impact of digitisation and technological advancements on multimodal logistics infrastructure. Reflecting on AMTOI's role in fostering the implementation of the Cargo Community System and navigating the changing landscape.

#### 7. **A Grateful Acknowledgment:**

Expressing gratitude to government bodies, stakeholders, founders, and customers for their support over the past 25 years. Recognising the role of trade associations and chambers of commerce as democratic institutions and engines of growth.

#### 8. **Vision for the Future:**

Gazing into the future and anticipating changes in the next decade, considering factors like digitisation and nearshoring. Emphasising the importance of a seamless multimodal logistics infrastructure for the challenges and opportunities ahead.

#### 9. **Thanks and Celebrations:**

Concluding with expressions of thanks to members, government bodies, stakeholders, founders, and customers for their continued support, celebrating the achievements of AMTOI and setting the stage for the organisation's continued success in the years to come.

**Join the AMTOI News team and share your articles to help produce exciting content!**

Trade Associations are the unsung universities of practical learning, where industry experts write the curriculum, classes are held in boardrooms, and the lessons are etched in the dynamic tapestry of real-world commerce. In business education, Associations don't just teach theories; they empower with the wisdom of seasoned practitioners, making them the unparalleled crucibles for mastering the art and science of industry success

It is essential to recognise trade associations and chambers of commerce as democratic institutions and growth engines for several reasons:

#### 1. **Representation of Diverse Interests:**

Trade associations serve as democratic institutions by representing diverse businesses within an industry. They provide a platform for members to have their voices heard and interests represented regardless of size or influence.

#### 2. **Advocacy for Fair Policies:**

Acting as democratic entities, these associations engage in advocacy to influence policies that impact their members. They work towards creating a fair and conducive business environment by collaborating with policymakers, government bodies, and regulatory authorities.

#### 3. **Transparent Decision-Making:**

Democratic principles underpin the decision-making processes of trade associations. Members often have the opportunity to participate in discussions, vote on key issues, and elect representatives. This transparency ensures that decisions align with the collective interests of the industry.

#### 4. **Information Sharing and Networking:**

Chambers of commerce and trade associations foster networking and information sharing among members. This collaborative environment allows

businesses to exchange ideas, share best practices, and stay informed about industry trends, contributing to collective growth.

#### 5. **Capacity Building and Training:**

As engines of growth, these institutions invest in capacity building and training programs. Providing educational resources, workshops, and seminars empowers businesses with the knowledge and skills to navigate challenges and capitalise on opportunities.

#### 6. **Economic Development and Job Creation:**

Trade associations and chambers are pivotal in driving economic development, promoting exports, attracting investments, and supporting entrepreneurship, contributing directly to job creation and overall economic growth.

#### 7. **Conflict Resolution and Grievance Redressal:**

These organisations often serve as mediators in conflicts and grievance redressal, fostering a healthy business environment. By offering dispute resolution mechanisms, they contribute to stability and collaboration within the industry.

#### 8. **Policy Adaptation and Innovation:**

Democratic institutions like trade associations are agile and adaptable. They facilitate discussions on industry challenges and opportunities, enabling businesses to innovate and adapt to evolving market dynamics collectively.

#### 9. **International Trade and Collaboration:**

Chambers of commerce, in particular, play a crucial role in facilitating international trade and collaboration. They create avenues for businesses to connect globally, expand markets, and contribute to economic growth.

#### 10. **Social Responsibility and Sustainable Practices:**

Recognizing their broader societal role, trade associations often engage in social responsibility initiatives and advocate for sustainable business practices. This dual focus aligns with democratic values and contributes to responsible and ethical business conduct.

**Investing in our prosperous future requires recognising trade associations and chambers of commerce as democratic institutions. Embracing their importance will pave the way for a thriving economy.**

Have you ever considered volunteering for a professional association? It's not just about giving back - it's an investment in your industry's growth and success. When you get involved in these forums, you have the opportunity to contribute to a wealth of knowledge and gain firsthand insights into the challenges and opportunities facing our industry. Best of all, you'll build a robust professional network, boost your credibility, and position yourself as a leader in the field. Volunteering isn't just about doing good - it's about shaping the future of our industry and reaping the benefits of enriched expertise, influential connections, and a legacy of impactful leadership. That's why we highly encourage you to become an active member of AMTOI and take your career to the next level. Let's make a difference together!

Pursuing a seamless multimodal logistics infrastructure is not merely a goal for AMTOI; it's a strategic imperative. We delve into the intricacies of creating an interconnected logistics network that transcends traditional boundaries. A seamless infrastructure becomes paramount as industries evolve and global trade dynamics shift. AMTOI's commitment to championing this cause reflects its dedication to fostering an efficient and transformative logistics ecosystem in its ability to navigate the complexities of the modern supply chain.

The seamlessness of multimodal transport is crucial for realising the full potential of a

globalised and interconnected supply chain. It addresses operational challenges, aligns with the demands of modern commerce, and contributes to the sustainable and efficient movement of goods worldwide. Multimodal transport must be seamless for several compelling reasons: Efficiency and Time Savings, Cost Reduction, Enhanced Reliability, Flexibility and Adaptability, Global Connectivity, Customer Satisfaction, Environmental Sustainability, Regulatory Compliance, Competitive Advantage, and Optimised Resource Utilisation.

In the upcoming issues, we will dive deeper into several initiatives taken by AMTOI. Our focus will be on topics such as ESG, SRO (Self-Regulation as outlined in trust-based governance policies), training, cyber security, Digitalisation and Digitisation, Digital Platforms and Community systems, Taxation, Compliance, legal aspects, insurance, typical quotes, standard contracts, and more.

**We welcome your suggestions for engaging articles and informative training topics.**

Let's celebrate AMTOI's 25-year journey and look forward to future adventures. It's an honour to be associated with AMTOI, an institution that values excellence and fosters progress.

The Silver Jubilee of a trade association marks its 25th anniversary. It is a time to reflect on past achievements, recognise the impact, evaluate goals and challenges, and plan for the future. It is a vital milestone to celebrate achievements, chart a course for continued success, and stay relevant in an ever-changing industry.

To our readers, contributors, and the entire AMTOI community, thank you for allowing AMTOI News to be a part of your professional voyage. May the coming years be adorned with continued success, collaborative ventures, and a spirit of unity that propels AMTOI to even greater heights.

May your holiday season be filled with joy. May the new year bring hope, prosperity, and cherished memories. Thank you for your support.

Joining an industry association is not just signing up; it's stepping into the heartbeat of your profession.

The place where knowledge and experience intersect with networks, and collaboration evolves into innovation and solutions.

Be more than a professional — become an AMTOI Member.

Because in unity, we don't just navigate the industry; we define its future.

### ***Bitcoin and Cross-Border Payments***

***With the rise of digital currencies like Bitcoin, there's increasing interest in their potential impact on international trade. Some argue that cryptocurrencies could simplify cross-border transactions by bypassing traditional banking systems.***



**Arun Kumar**  
Vice President  
AMTOI

### **AMTOI is not just an association but an institution!**

On the occasion of the Silver Jubilee year celebration of AMTOI, it is expected that many fellow members will discuss the enormous contributions that AMTOI has made to the shipping industry. The focus of this article is directed towards the human side i.e. the contribution of AMTOI to the individual member, citing personal experiences. An attempt is made to map the my journey to fulfilment through AMTOI and to capture in words the enriching experiences as a member of this institution called AMTOI.

### **The story of the agony!**

Having been a part of this industry for 22 years, after a first few years of getting to know the industry, a feeling of resentment started setting in. While intrigued with the potential of this Exim trade and understanding the importance the trade has in the development of the country, there was also an increasing awareness of the challenges impeding its growth. In the opinion of many, there was immense potential that could be realized by making some minor regulatory or procedural changes without compromising on the security aspect, yet the colonial mindset was overriding common sense. Not knowing how to challenge the status quo was rather frustrating for the young minds involved.

Whenever these challenges were discussed with close friends and colleagues in the trade, the response was either very casual, often accompanied by a piece of advice to look away or ride the tide and cultivate personal gains in doing so. The more details were learned, the more frustrated everyone got, and there came a time when there was acceptance of the evils as the norm. While making steady progress in the career

as a logistician, the frustration of not being able to try making amends in the system that could lead the country forward was overwhelming.

### **Entrance of the Heroic Organisation!**

This is the point where an opportunity to participate in a trade association arose. While very reluctant at the start, it was soon realized that this was an opportunity to give back to the trade, which had given bread, and voice opinions on contentious subjects without the fear of being shunned. This turned out to be one of the best decisions, as it gave a chance to interact with some of the brilliant minds in the cargo industry, who share the same passion for the industry and the nation at large.

Amusingly, though, while the reason for being part of the association was to give back to the industry, the honest fact is that the associations gave far more than what could ever be contributed to the industry in this lifetime. They gave a sense of pride in being a logistician, strength, and resilience to stand up for what is right, and most importantly, knowledge that gave the confidence to move forward.

When **AMTOI is called an institution of knowledge and wisdom**, it comes straight from the heart. When it comes to shipping industry, it can be very confidently said that there is no parallel to an Association like AMTOI. What makes AMTOI so special is the fact that every single person, without exception, interacted with in the association, has added value as an individual and as a professional. Each one is uniquely brilliant, some technically, while others on the management side, and they all have one thing in common, they are all generous leaders who never hesitate to share their knowledge.

Many are truly indebted to the founders and leaders of AMTOI, who have shaped the association through their hard work over the last 25 years and given it the character that it has today. The inclusive nature of the association is such that even a novice was welcomed with open arms. Today, as the Silver Jubilee of this

institution is celebrated, the opportunity is taken to express the deepest gratitude to all mentors, who have painstakingly groomed individuals to be the persons and logisticians they are today.

**It is an honour to be a part of AMTOI and stand committed to the values of the institution!**

## Feature -3



**Devpal Menon**  
Honorary Secretary  
AMTOI

### AMTOI 25th year – A Milestone Journey

Celebrating a remarkable journey of a quarter-century, AMTOI stands proudly at the milestone of 25 years. As we reflect on the past, we also look forward to the future, inspired by the achievements of the past 25 years and fuelled by the ambition to continue making a positive impact for many more decades to come.

AMTOI, a powerhouse in the realm of Multimodal Logistics Space and has been a dynamic force since its inception. From a modest beginning in 1998, AMTOI has now firmly established its presence across Pan India. The association's commitment to addressing the concerns and challenges faced by its members has been unwavering.

One of the key aspects that sets AMTOI apart is its proactive engagement with the members and statutory authorities on matters of Multimodal Transportation. The organization has been at the forefront of numerous submissions to the government, presenting industry perspectives and pushing for cost effective and reliable logistics in India.

The association's commitment to knowledge dissemination and professional development is

evident in the various initiatives and events organized regularly. Knowledge Sessions, Seminars, AMTOI Dialogues, AMTOI Newsletter's and Regional Events/ Conferences have provided a platform for members to stay abreast of industry trends, regulatory changes, and best practices.

In 2014, I embarked on a journey with the Association of Multimodal Transport Operators of India (AMTOI) as a member and little did I know that this association would become an integral part of my professional life over the years. Fast forward to today, I find myself reflecting on last 3 years during which I have the privilege of serving as an office bearer within this esteemed organization.

A cornerstone of my journey with AMTOI has been the invaluable mentorship and guidance provided by its, Past presidents, Vice presidents and colleagues. These stalwarts have not only exemplified excellence in their respective roles but have also been instrumental in shaping the trajectory of the association. Their wealth of experience and deep understanding of industry-related issues and laws have made them indispensable role models and mentors for all members.

In conclusion, my association with AMTOI has been a rewarding journey of growth, learning, and camaraderie. Together as AMTOIAN let us

navigate the complex landscape of multimodal logistics, driving positive change and shaping the future of our industry.

## Feature -4



### Haresh Lalwani

Honorary Treasurer  
AMTOI

#### AMTOI at 25: A Journey of Excellence and Safety in Shipping

Celebrating its 25th year, the Association of Multimodal Transport Operators of India (AMTOI) stands as a testament to innovation, resilience, and progress in India's shipping landscape. As this milestone is celebrated, it serves as a pivotal moment to not only reflect on the past but also to set a steadfast course for the future, with a profound emphasis on safety in the transportation of dangerous goods.

#### Reflecting on the Journey: A Legacy of Resilience

For a quarter-century, AMTOI has been instrumental in steering the course of India's shipping industry. It has been a stalwart advocate for its members, navigating through regulatory complexities, fostering collaboration, and driving innovation to propel the industry forward.

AMTOI's legacy encapsulates a saga of adaptation and growth, highlighting its unwavering commitment to addressing industry challenges. Through collective efforts, it has established itself as a cornerstone, setting high standards and driving operational excellence.

#### Looking Ahead: Safety as a Cornerstone for Future Shipping

As AMTOI forges ahead, safety emerges as an unequivocal priority, especially in the

transportation of dangerous goods. The next decade heralds significant growth for the shipping industry, particularly in transporting hazardous materials. This underscores the criticality of prioritizing safety measures to safeguard both lives and the environment.

Transporting dangerous goods demands meticulous safety protocols, proactive risk management strategies, and a steadfast dedication to best practices. AMTOI recognizes this pivotal juncture and pledges to lead the charge in prioritizing safety within the shipping ecosystem.

#### The Imperative for Safety: A Pillar of Industry Advancement

The necessity to emphasize safety in transporting dangerous goods cannot be overstated. It is not merely a goal but a moral and professional obligation for the shipping industry. Incidents related to hazardous materials can have far-reaching consequences, impacting human lives, the environment, and the industry's credibility.

Fostering a safety-centric culture within the shipping industry is not just prudent but imperative. It necessitates collaborative efforts among stakeholders, investing in robust training programs, leveraging technology for enhanced safety measures, and advocating standardized practices to fortify safety across the board.

## Conclusion: A Safer Tomorrow Through Collective Effort

As AMTOI commemorates its 25th anniversary, we should look forward with a resolute commitment to prioritizing safety in the transportation of dangerous goods. This milestone is not just a celebration; it's a call to action, reinforcing the need for heightened safety measures, industry-wide compliance, and responsible shipping practices.

Together, let us embark on this journey toward a safer tomorrow. Let us champion safety as the cornerstone guiding the shipping industry toward responsible growth and unwavering integrity. AMTOI's future is intrinsically linked to safety, and its commitment remains unwavering.

Here's to 25 years of trailblazing achievements and to a future where safety in transporting dangerous goods defines the shipping industry's ethos.

## Feature -5



### Dr. Sharmila Amin

Managing Director - South Asia India  
Bertling Logistics India Pvt. Ltd

#### Navigating India's Roads:

#### The Movement of Oversized Power Equipment

In the ever-evolving landscape of India's energy sector, the transportation of oversized power equipment stands as a pivotal aspect in the country's quest for sustainable energy. The movement of turbines, wind, and solar power equipment across the vast expanse of India's terrain has become a crucial logistical challenge, calling for innovation, precision, and collaboration.

With the surge in renewable energy projects, the transportation of large-scale power equipment has gained prominence. Turbines, towering and intricate, demand specialized handling and transport. Wind blades, often stretching beyond conventional dimensions, pose unique challenges during transit. Similarly, solar power equipment, though not as voluminous, requires careful coordination and planning for seamless transportation.

The journey of oversized power equipment begins long before it hits the road. Meticulous planning and feasibility studies are conducted to determine the most viable routes, considering factors like road width, bridge strength, overhead clearances, and any potential obstructions. Often, these routes entail meticulous coordination with local authorities to ensure smooth passage and minimal disruption to daily life.

Transporting such colossal cargo demands specialized trailers, equipment, and skilled personnel. Hydraulic trailers and customized carriers are employed to navigate sharp turns and narrow passages. Skilled engineers oversee the loading and unloading processes, ensuring the equipment's safety and integrity throughout the journey.

However, the transportation of oversized power equipment isn't without its challenges. India's diverse topography, ranging from bustling urban centres to remote rural landscapes, presents a spectrum of logistical hurdles. Narrow roads, congested streets, and inadequate infrastructure

in certain regions pose significant challenges, necessitating adaptability and on-the-spot problem-solving. Moreover, the industry is continuously evolving to address environmental concerns. Efforts to minimize the ecological impact of transportation include exploring alternative fuels for transportation vehicles, optimizing routes to reduce emissions, and utilizing eco-friendly materials for packaging and securing the equipment.

Collaboration among stakeholders - government bodies, transport agencies, project developers, and local communities - remains instrumental. Transparent communication and cooperation streamline the process, addressing challenges effectively and ensuring timely project execution.

The movement of oversized power equipment across India symbolizes the nation's stride towards a greener future. It's a testament to the amalgamation of technological advancements, logistical prowess, and a shared commitment to sustainable energy. As the renewable energy sector continues to expand, the transportation of oversized power equipment stands as a pivotal cog in India's energy revolution.

In conclusion, while the journey of transporting oversized power equipment poses multifaceted challenges, it is met with innovative solutions and collaborative efforts. The seamless movement of these colossal components contributes significantly to the nation's energy transition and reinforces India's commitment to a sustainable future.

## Feature -6



### Prashant N Popat

Director

Velji Dosabhai & Sons Private Limited

## Sharing ideas for a seamless Multimodal Transport Future

A multimodal transport system offers streamlined and simplified service along with technological support to the multiple movements so as to provide a seamless experience.

Multimodal transport operators will need to have the right infrastructure with reliable, secured and real-time information systems to connect modes, routes and schedules. This is to ensure that a seamless and quick way of processing, selecting and booking the entire transport leg through a single window for searching, booking and tracking.

Moreover; with AI and new technology, this should provide data analysis to enhance

the service experience and for real time communication on the multimodal transport movement with solutions if any required.

Collaboration of services with various operators world over through respective technology platforms will help to make this a seamless and real-time tracking of the movement with regards to schedule and service notifications.

Multimodal transport replaces the traditional way of moving cargo to provide cost viable and fast solutions. The technology is already in place to provide a seamless experience with high-end, secure and reliable systems to connect operators no matter what mode of transportation is planned.



**Delzad Vapiwala**  
Administrator - AMTOI

## **Elevating Logistics: The Unveiling Landscape of Multimodal Cargo Transport and Multimodalism in India**

India, with its dynamic economic landscape and increasing trade volumes, stands at the forefront of redefining the logistics and transportation paradigm. The integration of multimodal cargo transport and the philosophy of multimodalism are emerging as pivotal strategies to address the evolving complexities of the supply chain. Here we will briefly delve into the dynamics of multimodal cargo transport in India, exploring its significance, current state, challenges, and the transformative potential it holds for the nation's logistics ecosystem.

Multimodal cargo transport involves the seamless movement of goods using a combination of different transportation modes such as road, rail, air, and sea. The primary objective is to optimize the efficiency of the supply chain by strategically utilizing each mode based on its strengths, resulting in a more flexible and robust cargo transport system.

India's diverse geography, varying infrastructure, and the burgeoning demand for efficient logistics solutions necessitate a paradigm shift. Multimodalism becomes crucial, emphasizing the integration of various transport modes to create a cohesive and interconnected network. It acknowledges that no single mode can comprehensively cater to the complexities of India's diverse cargo transportation needs.

While India boasts an extensive network of roads, railways, ports, and airports, the seamless integration of these modes remains a challenge. The existing system often operates in silos, leading to inefficiencies, delays and increased

costs in the supply chain. There is a pressing need to transition towards a more coordinated and integrated multimodal cargo transport infrastructure.

Several challenges hinder the widespread adoption of multimodal cargo transport in India. Inconsistent infrastructure quality, varying regulations across different modes, and limited last-mile connectivity contribute to bottlenecks. Additionally, cultural and operational shifts are required within the logistics industry to encourage the seamless adoption of multimodalism.

Despite challenges, India stands on the brink of transformative opportunities in the realm of multimodal cargo transport. Integration of advanced technologies, the establishment of intermodal hubs and collaborative ventures between public and private sectors present avenues for revolutionary change. The government's initiatives like "Make in India" and the focus on digitization align with the goals of advancing multimodal logistics.

## **Key Components of Multimodal Cargo Transport**

### **1. Interconnected Infrastructure**

Developing a well-connected infrastructure that seamlessly integrates roads, railways, ports, and airports is fundamental. This involves upgrading existing facilities, building new intermodal hubs and enhancing last-mile connectivity to create a unified cargo transport network.

### **2. Digitalized Supply Chain Management**

Implementing digital technologies for end-to-

end supply chain visibility is critical. Blockchain and IoT applications can enhance tracking, reduce delays, and improve overall logistics efficiency in multimodal cargo transport.

### 3. Standardized Documentation and Procedures

Introducing standardized documentation and procedures across various transport modes simplifies regulatory compliance. This not only reduces delays but also fosters a more streamlined and efficient cargo movement system.

### 4. Technological Integration for Route Optimization

Utilizing advanced technologies such as Artificial Intelligence (AI) and data analytics for route optimization ensures efficient cargo movement. This involves real-time monitoring, predictive analytics, and dynamic decision-making for the most cost-effective and time-efficient routes.

### 5. Collaborative Ecosystem

Fostering collaboration between different stakeholders in the logistics chain – including transport operators, government agencies, and technology providers – is crucial. A collaborative ecosystem promotes information sharing, efficient operations and the overall success of multimodal cargo transport.

Global case studies, such as China's Belt and Road Initiative and the European Union's emphasis on

intermodal transport, highlight the success of integrated multimodal systems. These models underscore the importance of strategic planning, infrastructure development, and collaborative efforts in creating efficient and resilient multimodal cargo transport networks.

Government support plays a pivotal role in the successful implementation of multimodal cargo transport. Initiatives like the Bharatmala Project, Sagarmala, and the National Logistics Policy underscore the government's commitment to modernizing logistics infrastructure and promoting a more connected and efficient cargo transport ecosystem.

The future of multimodal cargo transport in India hinges on collaborative efforts between government bodies, private enterprises, and technology providers. Pilot projects, supported by comprehensive data analytics, can serve as prototypes for scaling up initiatives nationwide. Embracing a phased approach allows for refining strategies, addressing challenges, and ensuring the scalability and sustainability of multimodal cargo solutions.

In conclusion, the landscape of multimodal cargo transport in India is poised for transformation. By addressing challenges through technology integration, standardized procedures and collaborative efforts, India can build a more efficient, resilient and interconnected cargo transport system. As the nation continues to expand its economic footprint, the adoption of multimodalism emerges as a strategic imperative for sustaining and enhancing the efficiency of India's logistics and supply chain ecosystem.

## ***Container Revolution***

***Did you know that the standardized shipping container, introduced in the 1950s, revolutionized the logistics industry? This simple metal box drastically improved efficiency by allowing goods to be easily transferred between ships, trains, and trucks, streamlining the global supply chain.***



## Jayaram Radhakrishnan

CEO – India & Executive Director  
Wiz Logtec India Pvt. Ltd

### Multimodalism and Economic Growth

Multimodalism refers to the concept of using multiple modes of transportation, such as roads, railways, waterways, airways, and pipelines, in an integrated and interconnected manner to facilitate the movement of goods, people, and services. It aims to improve efficiency, connectivity, and sustainability in transportation networks by leveraging the strengths of various modes of transport.

The relationship between Multimodalism and economic growth is significant and multifaceted:

- 1. Efficiency and Connectivity:** Multimodal transportation networks enhance efficiency by allowing the seamless movement of goods and people across different modes. This integration reduces transit times, improves connectivity between regions, and facilitates trade, thereby boosting economic activities.
- 2. Cost Savings:** Using multiple modes of transport optimizes cost-effectiveness by choosing the most efficient mode for different legs of a journey. For instance, utilizing trains for long-haul transportation and trucks for short haul can reduce overall transportation costs, benefiting businesses and consumers.
- 3. Trade and Commerce:** Efficient multimodal transportation systems are vital for global trade. They improve access to markets, enable businesses to reach customers more effectively, and facilitate international trade by streamlining the movement of goods across borders, contributing to economic growth.

### 4. Infrastructure Development:

Developing a robust multimodal transportation infrastructure requires investments in various sectors like roads, railways, ports, and airports. These infrastructure projects generate employment opportunities and stimulate economic growth through construction, maintenance, and operation activities.

- 5. Supply Chain Resilience:** Diversifying transportation modes enhances the resilience of supply chains. By having multiple options available, disruptions in one mode due to weather, accidents, or other unforeseen events can be mitigated, ensuring the continued flow of goods and services.

- 6. Sustainability:** Well-planned multimodal transportation systems promote sustainability by reducing congestion, emissions, and energy consumption. Integration of eco-friendly modes such as rail or waterways alongside traditional ones like road transportation can contribute to a greener environment and support sustainable economic growth.

Governments and businesses recognize the importance of Multimodalism in fostering economic development. Policies supporting infrastructure improvements, intermodal connectivity, and technological advancements in transportation systems are often aimed at leveraging the benefits of Multimodalism to drive economic growth, improve efficiency, and create more competitive markets.



## Shankar Shinde

Immediate Past Chairman - FFAI

### AMTOI has a greater role to play in connecting International Transport Corridors

*"Efficient logistics is a key driver of economic growth and competitiveness." - World Bank*

Heartiest congratulations to the Association of Multimodal Transport Operators of India (AMTOI) on completing its 25 years of successful journey celebrating Silver Jubilee serving EXIM trade.

I am happy to note that on its silver jubilee Occasion, AMTOI will be publishing its souvenir which will go a long way as it would be time to take stock of the journey travelled, recognize its achievements and set the path ahead with a vision, It's an occasion to celebrate the past, honour the present and welcoming the future

I also take this opportunity to congratulate AMTOI's continued leadership and present President Mr Xerrxes Master and Managing Committee members for onboarding all the logistics stakeholders on a common platform establishing the AMTOI extended Board which in true spirit is connecting Multimodal, Intermodal Transport Association (Transport, Warehousing, Coastal, Inland Waterways, Warehousing, Heavy lifters, Breakbulk, Liquid Bulk, Port, CFS, Vessel operators etc..) and people which is most important factor of success demonstrating integration of Logistics and I am proud to be associated with AMTOI.

AMTOI has a greater role to be played without limiting to National transmodal operation and would have to go a mile ahead connecting International Transport Corridors with the implementation of the National Logistics Policy (NLP), and announcing new The India-Middle East-Europe-Economic Corridor (IMEC) on the sidelines of the G20 meeting in New Delhi when a memorandum of understanding was signed between the European Union and seven countries, namely India, the US, Saudi Arabia, the United Arab Emirates (UAE), France, Germany, and Italy. In logistics will have more opportunities for AMTOI member roles with a new dimension of diversification in connecting cross borders.

This has added up to the existing corridor on the International North-South Transport Corridor (INSTC) established in 2000 is now shaping up in a good way generating volumes, It was well-witnessed post-sanction on Iran and Russia that this was the only corridor option for the Indian market to access where the members of AMTOI played important role in maintaining the continuity of logistics wheel for connectivity and hence the role of logistics is very important in International connectivity for EXIM trade and play imperative role as backbone of Economy development.

The role of AMTOI should be more emphasized upon competing International corridors to educate their members with Safety and Security measures penetrating new markets and providing logistics services at competitive rates in promoting EXIM trade with the competitive rates on long-term sustainability not within the internal at National level, but competing with the international logistics players, If eastbound cargo is moving to west of India using international route corridors then Indian logistics service provide should have better option to provide being easy access with transport modality and geographical advantages.

The Government of India initiative towards “MAKE IN INDIA” creating INDIA as a manufacturing hub is being witnessed and its success depends on logistics services with competitiveness, transparency & efficiency.

Digital initiatives with Artificial Intelligence, Language learning, Robotic, DATA Analytics, Block Chains across the globe implementing innovative models like drones, and driverless vehicles etc., is driving force for economic development and the Government of India has supported various reform initiatives in Trading across borders in India largely revolving around Simplification, Modernization, Harmonization, and Automation of Process and Procedures.

India as a signatory of the WTO's Trade Facilitation Agreement (TFA), has introduced a plethora of trade facilitation reforms aimed at streamlining documentary requirements, automating procedures and improving the availability of information, which have facilitated the creation of a robust regulatory ecosystem for the trading community. As the country stands at the threshold of integrating deeper into supply chains with enhanced competitiveness, against the backdrop of rapidly evolving geopolitical dynamics, the increasingly imperative role of trade facilitation cannot be overemphasized. The government's focused and coordinated efforts for modernization and harmonization of trade processes will therefore, undoubtedly, continue

to play a pivotal role in bringing down the transaction cost and dwell time.

As the part of International Coordinating Council on Trans-Eurasian Transportation (CCTT), we have the opportunity to learn and adopt best practices to participate in these international corridors and complement with integration on some of the International Transport Corridors:

#### **1. Trans-Siberian Railway:**

Connecting Russia from Moscow to the Far East, providing a major rail route across the continent.

#### **2. Silk Road Economic Belt:**

An extensive network of roads, railways, and maritime routes connecting China to Europe and Africa, promoting trade and cultural exchange.

#### **3. European TEN-T Network:**

Trans-European Transport Networks established by the European Union, comprising road, rail, air, and maritime routes to improve connectivity among European countries.

#### **4. Pan-American Highway:**

A network of roads extending from Alaska in North America to Argentina in South America, promoting travel and trade across the Americas.

#### **5. North-South Transport Corridor:**

Connecting India to Russia via Iran, facilitating trade between South Asia, Central Asia, and Europe.

#### **6. Mekong-Lancang Cooperation Framework:**

An initiative to enhance connectivity among countries along the Mekong River, promoting economic and social development.

#### **7. Cairo-Cape Town Road:**

A planned road network running from Cairo, Egypt, to Cape Town, South Africa, aiming to improve road connectivity across Africa.

## 8. Asian Highway Network:

A project by the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) to develop a comprehensive road network across Asia.

## 9. African Integrated High-Speed Railway Network:

Planned high-speed rail network to connect major African cities, promoting intra-African trade and connectivity.

These corridors vary in scope, scale, and purpose, but they all aim to facilitate transportation, trade, and connectivity across regions and continents.

The "One Belt, One Road" (OBOR), also known as the Belt and Road Initiative (BRI), is a colossal Chinese-led infrastructure and economic development project. It aims to create a network of trade routes linking China to Central Asia, Europe, Africa, and beyond.

When discussing international transport corridors, the Belt and Road Initiative is often referenced due to its extensive network of transportation routes and infrastructure projects that span multiple continents. The OBOR/BRI concept encapsulates various international transport corridors under its umbrella, contributing significantly to the global transportation landscape.

We urge members to participate in such international transport corridor development initiatives to educate the EXIM industry in creating opportunities with the help of networking agencies.

Greetings and best wishes on the Silver Jubilee celebrations. I wish you all the best success for the future.

### Shankar Shinde

Immediate Past Chairman (FFFAI) :  
Federation of Freight Forwarders Association  
In India

### *Longest Freight Train*

*The record for the longest freight train ever recorded goes to Australia. In 2001, a train stretching over 4.5 kilometers (2.8 miles) and consisting of 682 wagons traveled from Kalgoorlie to Perth. That's the equivalent of about 44 football fields!*

### *Fair Trade Movement*

*The fair trade movement emerged to address social and environmental concerns in international trade. It focuses on ensuring that producers in developing countries receive fair wages and adhere to sustainable practices.*



## Dushyant Mulani

Chairman - FFFAI

### Multimodal Transport: Potential factor to reduce logistics cost drastically

Heartiest congratulation to Association of Multimodal Transport Operators of India (AMTOI) for completing 25 years of services to the logistics industry in India and celebrating the Silver Jubilee!

AMTOI's contribution to the multimodal sector and the Exim trade is commendable. Federation of Freight Forwarders Association in India (FFFAI) is happy to be associated with AMTOI in various endeavors for the betterment of the industry as a whole.

With announcement of National Logistics Policy, Multimodal Transportation in logistics is surely going assume new dimensions and AMTOI, being the nodal trade body will play a lead role in enhancing the multimodal transport sector.

The regulatory significance of AMTOI is very large since the Multimodal Transport Operator acts as principal, and not as an agent. He assumes responsibility for the performance of the contract.

Under the leadership of AMTOI President - Mr. Xerrxes Master, activities undertaken by AMTOI have increased substantially externally with Government, other stakeholders and internally with members. Initiatives of training and skill development, taxation planning besides the regular activities have been hallmark to train the trade and industry for

improving timelines in logistics, reducing bottlenecks, creating seamless transshipments and importantly working on digitization - paperless concept.

There are plenty of advantages in multimodal transport. It minimizes time loss at trans-shipment points with minimum risk of loss, pilferage and damage to cargo at trans-shipment points. Moreover this avoids multiple documentation and verification time from one agency to other. Advance planning is also done by a MTO as he is having knowledge of the status of the cargo from its initial stages. Multimodal transport also reduces burden of documentation and formalities, the burden of issuing multiple documentation and other formalities connected with each segmented of the transport chain. There will be savings in costs resulting from these advantages and thereby will help to reduce the cost of exports and improve their competitiveness.

Rapid growth of Indian economy and focus on decreasing the logistics cost have increased the demand for integrated transport services and further underlines the importance of providing an efficient multimodal logistics infrastructure in India. Multimodal transportation, which has been proven elsewhere in the world as a solution to reduce logistics costs, is touted as an efficient way of transporting goods over long distances. It is, however, struggling to make its presence felt

in India today. It is now understood by the policy makers that the transport and logistics sector are fundamental to the development of a country, to reach it to the desired goal of \$5 trillion economy by 2025.

It may be pertinent to mention that the country's manufacturing hubs are located deep in the hinterland and far away from the gateway ports. Hinterland connectivity can only be provided by surface transport mixed with rail and road, and inland waterways in many cases.

It is exciting to witness the government emphasis on the creation of adequate infrastructure like dedicated freight corridors and multimodal logistics parks across the country. Meanwhile, there are 13 projects of logistics parks included in the Sagarmala Programme. These projects are undertaken by Ministry of Road Transport & Highways, Ministry of Railways, Major Ports, and State Governments. Further, Ministry of Road, Transport and Highways is developing 35 Multi Modal Logistics Parks (MMLPs) under Bharatmala Phase 1. Of these, 6 MMLPs are undertaken by MoRTH in port cities namely

Cochin (Kerala), Chennai (Tamil Nadu), Vishakhapatnam (Andhra Pradesh), Mumbai (Maharashtra), Kolkata (West Bengal), and Kandla (Gujarat).

We are highly optimistic about the future of Indian logistics industry especially after the announcement of PM GatiShakti Master Plan and National Logistics Policy which opened up immense opportunities to logistics industry stakeholders to facilitate the Exim trade through efficient multimodal transport system. Post announcement of PM GatiShakti and National Logistics Policy remarkable progress has been made across key action areas viz. digital integration, services improvement, state engagement, skill development, logistics performance index, logistics cost reduction, EXIM logistics, etc. It would help making India's domestically manufactured goods globally competitive and achieving the USD 2.5 trillion EXIM target by 2030. It is imperative to have an efficient logistics ecosystem.

Our full support to AMTOI for its efforts and initiatives to make logistic sector an efficient eco-system and work towards nation building.

### ***Global Shipping Lanes***

***More than 80% of the world's trade by volume is transported by sea. The strategic importance of shipping lanes, such as the Suez Canal and the Panama Canal, highlights the critical role they play in connecting different regions and economies.***



## Yashpal Sharma

President - ACFI

On behalf of Air Cargo Forum India, I take this opportunity to congratulate AMTOI on its silver jubilee! Such milestones reflect dedication, hard work, and a commitment to the industry.

May this anniversary be a time of reflection on past achievements, a celebration of the present successes, and a look forward to continued growth and innovation in the years to come.

Simply put, Multimodal transport refers to the use of multiple modes of transportation (such as road, rail, sea, and air) for the movement of goods, while multimodalism involves the integration of various transportation modes into a cohesive and efficient logistics system.

India has been making efforts to build a more robust and flexible multimodal logistics ecosystem, driven by various initiatives and reforms. Some of the key developments and initiatives that suggest India is on the path to developing a stronger multimodal logistics ecosystem are:

- Goods and Services Tax (GST)
- Sagarmala Project
- Dedicated Freight Corridors (DFCs)
- Bharatmala Project
- Inland Waterways Development
- Customs Reforms
- Digital Initiatives
- Logistics Parks and Warehousing Development

**Policy Support:** The government has shown intent to support multimodal logistics through

various policies and initiatives, acknowledging the importance of an integrated transportation network for economic growth.

While these initiatives indicate progress, building a strong and flexible multimodal logistics ecosystem is an ongoing process that requires sustained efforts, investments, and collaboration between the government and private sector. Monitoring more recent developments and policy changes will provide a clearer picture of India's continued efforts in this direction.

While the Government is pursuing its above listed long term development policies, AMTOI can guide their members to understand and adopt FOUR action points, namely:

### **A) Integrated Planning and Coordination:**

**Collaborate with stakeholders:** Foster collaboration between various stakeholders, including transportation authorities, carriers, shippers, and technology providers. Integrated planning ensures seamless connectivity and efficient use of multimodal infrastructure.

### **B) Information Sharing and Technology Integration:**

**Implement technology solutions:** Leverage advanced technologies such as Internet of Things (IoT), real-time tracking, and data analytics to enhance visibility and coordination across different modes of transportation.

**Information sharing:** Facilitate the exchange of real-time information among all parties

involved to improve decision-making, reduce delays, and enhance overall efficiency.

### **C) Standardization and Interoperability:**

**Adopt standards:** Promote the use of standardized protocols and interfaces to ensure interoperability between different modes of transportation. This facilitates smooth transitions between modes and reduces friction in the supply chain.

### **Last-Mile Connectivity:**

**Develop last-mile infrastructure:** Address the challenges of the "last mile" by investing in efficient and sustainable last-mile transportation options. This can include urban logistics solutions such as micro-hubs, electric vehicles, and shared transportation networks.

### **D) Environmental Sustainability:**

**Promote green logistics:** Prioritize environmentally friendly transportation options, such as electric vehicles, hybrid systems, and energy-efficient practices. This not only reduces the ecological impact but can also lead to cost savings in the long run.

### **Regulatory Support:**

**Advocate for supportive policies:** Work with policymakers to create regulations that facilitate multimodal transportation. This may involve streamlining customs procedures, standardizing documentation, and creating incentives for companies to adopt multimodal solutions.

**Build expertise:** Provide training and education to logistics professionals to enhance their understanding of multimodal transportation. This includes staying updated on new technologies, best practices, and regulatory changes.

### **Risk Management:**

**Develop contingency plans:** Anticipate and plan for potential disruptions in the supply chain. This includes having contingency plans for natural disasters, geopolitical events, and other factors that may impact the smooth operation of multimodal transportation.

### **Customer Collaboration:**

**Work closely with customers, stakeholders, trade bodies:** Collaborate with customers to understand their supply chain needs and customize multimodal solutions that meet their requirements. This customer-centric approach can lead to long-term partnerships and increased efficiency.

AMTOI can become a beacon of knowledge for all the logistics Industry stakeholders by helping them to embrace multimodal transport and multimodalism that can significantly enhance the efficiency, reliability, and sustainability of the Indian logistics sector.

Congratulations to AMTOI and its members on reaching this milestone, and best wishes for the future endeavours in promoting and enhancing the efficiency of multimodal transportation in India.

## ***The Mega Ships***

***Modern container ships are engineering marvels. The largest container ship, the HMM Algeciras, has a capacity of over 24,000 twenty-foot equivalent units (TEUs). To put it in perspective, it could theoretically carry more than 1.5 billion bananas!***



## Capt. Vikas Vij

President  
ICC Shipping

### COASTAL SHIP OWNING IN INDIA - PRESENT & FUTURE

#### Indian Coastal Ships

Presently we have a total of about 1530 ships registered under Indian Flag. About 1000 ships are coastal ships, a dismal number & major chunk are non-trading ships. In developed Maritime countries, the number of coastal ships is pretty large. China for example boasts an impressive 30000 plus coastal ships.

India as a maritime country with a large coastline, needs to add thousands of Indian Coastal ships, to meet growing demand.

#### Domestic Seaborne Trade

The modal mix of freight traffic in India is highly skewed, 71% is by Road, 17.5% by Rail, 5.5% by Air & Pipelines. Domestic sea transport contributes only 6% of the modal mix. With projected growth in GDP, there will be more burden on roads if we continue in this manner. Roads cannot grow beyond limits adding woes to already congested roads and requires enormous infrastructure.

In developed maritime states, domestic transport by sea contributes about 15 to 30% of modal mix. India aims to enhance coastal waterways contribution. Movement of cargo by sea is natural infrastructure for sea legs and efforts are needed only to ensure seamless transition for first mile & last mile connectivity.



#### Cargo Potential For Domestic Seaborne Trade

Potential Cargo for coastal movement is available but the domestic cargo shipped by sea is scant due to lack of right size and type of ships; also domestic cruise Industry has not developed to its full potential. To some extent, non-trading ships capacity building is in place for essential services such as harbour, offshore operations, dredgers and bunker supplies. Trading ships are definitely inadequate & limited to MBCs (Mini Bulk Carriers), towing tugs with dumb cargo barges & some feeder vessels. Movement of bulk cargo on the coast is restricted to few major shipping companies only.

Coastal movement of Passengers and Transportation of goods is substantial in developed maritime countries with proper infrastructure in view of supportive eco system

and focus has been in place over decades. To stimulate Indian coastal ships for modal transport and building cruise Industry, several initiatives and reforms are required simultaneously with urgency. To some extent even more non-trading ships such as harbour tugs and dredgers will be required to support increased port capacity & EXIM trade calls.

### Time Barred Trading License

The recent Order issued by D.G. Shipping restricting the trading age of Indian vessels irrespective of their actual technical condition and compliance status will further hamper the modal shift and reduce the size of the Indian fleet. ICCSA has taken up this matter and the administration has decided to appoint an independent Agency to review the said order.

Absolute Cabotage rules do not exist in India, viz. nominated domestic cargo on Indian coast to be moved only by Indian Coastal ships. Presently there exists Right of first refusal (RoFR) for Indian flagged vessels and in the absence of available ships, foreign ships can be employed for coastal movement. Lack of absolute Cabotage and non-creation of assured Cargo on long term basis has resulted in lack of investment in this sector.

Many developed countries such as USA has absolute Cabotage rules for the protection of National Flag state vessels, which ensures that tonnage under the flag also continues to grow as the domestic trade grows, national flag ships carry out supply & evacuation to smaller ports in Hub & Spoke Model. India will need to build capacity and robust national policy is needed for



dedicated domestic cargo by sea.

### Ship Financing In India

SARFAESI ACT 2002 (Securitization and Reconstruction of Financial Assets and Enforcement of Security Interest Act 2002) Clause 31 d) states that Provisions of this Act does not apply to “Creation of security interest in any vessel as defined in of the Merchant Shipping Act 1958”. Due to this exemption, banks cannot securitize vessels registered under MS Act and therefore ask for collateral security.

Removal of this exemption will enable banks to exercise their right of enforcement of Security Interest and may stop the need for additional security. In many countries, banks give the loan against mortgaging the vessel and without taking collateral.

### Lack Of New And Modern Vessels On Indian Coast

Even though there is enough cargo, implementable solutions are required to identify required ships for domestic cargo to be moved by sea on Indian coast. Ship Owners can order building ships with Indian yards provided long term contract for 7-10 years can be undertaken at reasonable freight rate with safe guard for force majeure.

For influx of new, modern ships with green fuels, Govt. can create mechanisms and subsidies. Govt. may provide viability gap funding for such ships built in India. The fuel used on coastal vessels should be brought under GST regime. Once ship building order is placed, owner may be allowed to charter foreign ship for trade not to suffer as interim arrangement. In long term, this will bring more ships under Indian flag built in Indian ship yards.

Over the years, the ICC Shipping Association has played the leading and proactive role as advisory and in shaping the policies of the government of India with regard to the development of domestic sea-borne trade and regulatory framework.



### Capt. P S Rath

CMD – Econship Marine Pvt Ltd

#### **Celebrating 25 Years of Excellence: AMTOI's Silver Jubilee**

Twenty-five years of grit and hard work are hard to hide. Today's success of AMTOI is the harbinger of tomorrow's great Indian logistics story. All Indian logistics players are essentially MTOs or multi-modal operators, as long as they issue Bills of Lading (BLs) under the said act. AMTOI, the Association of Multi-Modal Transport Operators in India, has given them a voice and a face. AMTOI embraces all who issue their own Bills of Lading under the said Act, covering liabilities over sea, rail, truck, air, or any combination thereof. There are specialist carriers for sea, river, inland waters, roads, rail, and air. The industry landscape for each is nuanced and riddled with constraints. An MTO specialises in understanding and solving those nuances and constraints, ushering in efficiency, competence, and cost reduction in exports and imports. Therefore, the importance of an MTO can not be overstated.

AMTOI's role is clear. It underscores the industry hurdles and systematically works to alleviate them, ensuring MTOs have a free and fair marketplace to thrive and grow. Without an effective association, industries struggle and often flounder. Take the example of ship chandling or the container leasing segment. In the absence of any effective association for these Indian operators, laws and legislations have slowly smothered their operations. Those who survived are fragmented and can not compete with their foreign counterparts.

Being the face and voice for the MTOs for 25 years is a significant achievement. AMTOI has

brought players together, not just in hands but also in minds. Little wonder that AMTOI is recognized and invited to other prominent associations serving different industry segments and governmental authorities like DG Shipping and Customs. They persistently voice concerns on adverse notifications and rulings from Service Tax, GST, and Income Tax cells and will continue to do so. At the same time, they raise concerns about excesses by shipping lines and terminals to protect themselves and their customers. The Grievance Redressal Forum (GRF) has been an initiative to resolve disputes among various players timely and cost-effectively. Extending as chapters to places beyond Mumbai, like Chennai, Kolkata, and North India, has given AMTOI a pan-India representation. Sub-committees focus on specialised niches like Taxation, Technology, Liquid Cargo, MTO Licensing, Women's Wing, and more. The most remarkable has been the creation of the Council for NVOCCs or Box Operators Forum to address the difficulties of that segment.

The road ahead is clear. Strengthen the association, have more members for a bigger voice and a larger face. This would make it easier to serve the MTO community even more effectively. Strength comes from numbers, and unity comes from common purposes. Therefore, AMTOI will aim to objectively identify all industry constraints and their roots, articulating them in ways that catch the imagination of the larger public and the common man, who may not have an in-depth understanding of our industry. This requires two areas of specialisation: a diverse team of

industry specialists and a specialist communication team. The second team will research and find the right words, pictures, icons, and even sounds to bring about messaging & content. These are to align with the government's stated policies while catching public imagination. Government authorities and the regulators would be more than eager to sit up and listen. And actions would follow. This takes time and patience.

Bringing all Indian NVOCCs (Non-Vessel Owning Container Carriers) under AMTOI has been a great accomplishment. NVOCCs, or NVOs, have no ships or consortia of their own. They own or lease containers and operate on a smaller scale than shipping lines or MLOs (Main Line Operators). They play a crucial role in short-haul foreign trade, operating on coasts and connecting immediate neighbourhoods by sea. MLOs generally work on larger scales, with large ships and long hauls, and are not particularly suited for short hauls. With India's "neighbourhood first" and "look east" policy, NVOs are essential. However, legislative and uneven taxations hinder their growth. AMTOI has taken cognizance of these challenges. Formation of the Box Operators Forum (BOF) to voice NVOs' concerns and remedy situations where possible, has been the big-foot-forward by AMTOI.

International leasing companies need to be paid for their billing outside India without the hassle of TDS and GST implications. Otherwise, why should they lease out to Indian NVOs? Buying new containers from outside India requires the bonds of the containers to be nullified to satisfy RBI, posing a risk if they don't come to India within six months of purchase. GST application is predicated on the Indianness of a service provider, recipient, and place of supply. As an Indian NVO, all your incomes outside India would come under GST if the recipient is Indian. Receiving money from outside is cumbersome, involving a bunch of documents for every single inward or outward transaction. For the Steamer Agency License, if your principal is outside India, you get your licence in due course, but if you are an Indian principal, it's complicated. No feeder is willing to accept slot payments in India for similar reasons. The Damocles' Sword does not disappear even if you do everything right. Any minor infringement could be held against you. NVOs, being small and medium in size, lack the legal, political, or legislative muscles to protect themselves. Initiatives like those of AMTOI are the need of the hour, not only for the interest of Indian NVOs but also for the larger national interest.

### ***Intermodal Transportation***

***Efficient logistics often involve intermodal transportation, where goods seamlessly switch between different modes of transport. This can include a combination of trucks, trains, ships, and even planes to optimize the delivery process***

# Message From Trade

Dear President AMTOI,

AMTOI has been so supportive in all our initiatives.  
A small way of showing our gratitude!!

Association of Multi Modal Transport Operators of India (AMTOI), I consider not only as the equity consortium partner of Tamil Nadu Apex Skill Development Centre for Logistics (TNASDCL) (a section - 8 company formed with 50 % equity from Tamil Nadu Skill Development and 3 consortium partners) but much way beyond. Under the able guidance and mentorship of Shri. Shantanu Bhadkamkar, one of the Directors' of the company; TNASDCL grew at a much rapid pace than mandated.

Till date, it has skill trained close to one lakh workforce in various sub-sectors of Logistics & Supply Chain. But for the able support from the Southern Regional Head, Smt. Vinita Venkatesh, we would not have achieved what we are today. Be it accommodating TNASDCL in all their seminars, symposiums, workshops, conclaves etc., the professional journey thus far has been enriching.

The support rendered by the AMTOI members in terms of periodical professional online lectures to the participants was of very high quality. Heartfelt gratitude to the AMTOI and its members for being proactive in guiding us in the industry-academia connection in skill training and providing internships and placements.

I wish AMTOI and its members all the very best in all their future endeavours. We look forward to more such professional engagements between TNASDCL and AMTOI in the future.

Warm regards,  
**Giridharan R**  
Managing Director  
TN Apex Skill Development Centre for Logistics



I was one of the few fortunate persons (Companies) to have witnessed the Birth of AMTOI!

We were a few (barely a handful) to meet once every 3 months in the Office of Lee & Muirhead, the birth place of AMTOI!

Respected Arvind Parikh would call Us to his Office and all of us would discuss – Multimodal Transport!

As AMTOI had no office for the longest time the Office of Lee & Muirhead was the postal address of AMTOI!

On occasion we had D. G. Shipping also join us.

SCI had then taken the Lead and All of us would be Guests at the office of the Chairman of SCI.

Shri Sudhir Rangnekar (Director @ SCI) was then unanimously elected as the President of AMTOI

Very soon thereafter we needed to have some Secretarial Staff for AMTOI, but the problem was – where do we seat them ?

Mr Anand Sheth of Chinubhai Kalidass very graciously offered us His Office (he too was part of the small group of AMTOI Committee)

For over a decade AMTOI H.Q. operated from this office.

Thanks & Regards  
**Shashi Tanna**  
Past President AMTOI



**Dear President Xerrxes,**

On behalf of the Air Cargo Agents Association of India, I extend heartfelt congratulations to AMTOI on reaching the significant milestone of 25 years. This remarkable journey is a testament to AMTOI's unwavering dedication to the logistics industry in India.

As we commemorate this milestone, it is with great pleasure that I acknowledge AMTOI's pivotal role in advancing multimodal transport in our country. The special edition of AMTOI News, celebrating your Silver Jubilee, reflects the association's commitment to shaping the future of multimodalism. The contributions from members, policymakers & logistics service providers showcased in the newsletter underline the collaborative efforts that have propelled AMTOI to this noteworthy anniversary.

AMTOI's steadfast commitment to the multifaceted landscape of transportation aligns seamlessly with our shared vision for a dynamic and efficient logistics sector in India. Your leadership in fostering collaboration, shaping policies, and driving innovation has undoubtedly made a significant impact on the industry.

May this 25th anniversary mark not only a celebration of past achievements but also a stepping stone towards a future where multimodal transport continues to thrive, evolve, and contribute to India's economic growth.

Once again, congratulations on this remarkable achievement, and we look forward to many more years of collaboration and shared success.

Best Regards,

**C K Govil**

President, The Air Cargo Agents Association of India



**Dear Team AMTOI,**

While it is true that I am very closely associated with AMTOI from 1997 onwards i.e. even before the formation of AMTOI, when it was called a "Container Club", an informal group of parties interested in supporting container transport in India, it would be difficult for me to go back 26 years of my memory & write an article. I was very fortunate that I had the opportunity of working very closely with Arvindbhai Parikh, PK Srivastava, Vaishnav Puri, SK Shetty, Shantanu Bhadkamkar, Sailesh Bhatia, Tushar Jani, Anand Sheth, Shashi Tanna with whom I hv very closely worked, even before formation of AMTOI, which benefitted me immensely.

I wish AMTOI all the very best for continuing to serve the Industry.

Best Wishes / Sudhir Rangnekar / Past President – AMTOI

Mr Rangnekar was President of AMTOI for the longest period from 2002 to 2007. His experience speaks for his qualification to be our President for the longest period.

In his own words -

My first job was in Delhi. I worked with Engineers India Ltd from 1973 to 1976 and used to stay in Green Park area behind Upahaar Theatre. During this period, I also had the opportunity of closely working with the Planning Commission of India on their various multimodal transport projects. Fortunately enough, I was also one of the founding members of the group which worked on INSTC Corridor through Iran, Central Asia & Russia. I have physically travelled to most of these countries many times even during 1993 to 1996 when I was MD of Irano-Hind Shipping Co, Tehran. I was the Director (Liners & Passenger Services) of SCI from 1997-2007 before I left SCI & joined SICAL Logistics (Muthaiya Group Co in Chennai) as MD & Group CEO, thereafter as CEO of INSA, CEO Oman Shipping Co & Adviser to Oman Shipping Co.

Now I lead a retired life in Mumbai.



## Tarun Sharma

Director  
Skyways Group

### Seamless Trade Facilitation: Freight Forwarders as Catalysts in India's Economic Growth

Economic growth happens in a country with an increase in the production of goods and services measuring to year on year basis. Therefore flow of cargo for any country is very important. India's Geographically area size is number 7 in world and has an amazing landscape with diverse culture and Languages. Therefore India economy requires close connect with exporters and importers for their small to large size flow of cargo within India and outside India.

Freight forwarder play a pivotal role in flow of cargo. Their expertise in logistics management, trade regulations, and international transportation significantly contributes to various aspects of economic growth.

Firstly, freight forwarders optimize the transportation process, reducing transit times and operational costs. This efficiency enhances competitiveness, enabling businesses to reach broader markets and consumers to access goods more easily.

Secondly, they bridge regulatory complexities, ensuring compliance with customs procedures and documentation requirements. This smoothens cross-border trade, promoting international business expansion and increasing trade volumes.

Thirdly, freight forwarders integrate different modes of transport, enhancing supply chain efficiency. This connectivity accelerates

production and distribution processes, benefiting industries from manufacturing to retail.

Freight Forwarders play a defining role in the Flow of any Cargo proces, as listed below :

#### a) Information:

Over the years the role of Freight Forwarder has incresed manifold with growing customer needs. Realttime tracking through GPS/RIFD devices have added great value in the entire logistics ecosystem that provides full visibility of the entire process from end to end.

#### b) Documentation:

Digital adoption in the Logistics sector has seen humengous leap in the last few years where most documents invloved in the international trade ecosystem going digital. , thereby creating a paperless process. Freight Forwarders have undertaken the digital switch in their daily exim processes, so that the customer gets efficient and correct documentation to fulfill their complainces under agreed Incoterms. Documents like E-Awb, E-BL, VGM filing, Container allotment, Custom EDI are being offered across the spectrum.

#### c) Physical movement of goods:

An organized and well-coordinated transportation network ensures that goods reach their destinations promptly, meeting customer demands and keeping the supply chain running smoothly. Here, it is well established that the freight forwarder

play a leading role by adopting newer technologies that help in real time tracking of goods and proper flow of information to all stakeholders.

d) Financial flow: Maintaining financial flow throughout the cargo movement process is crucial for sustainable business operations. The numerous activities listed under various Incoterms involves heavy funds requirements, both at origin and destination, wherein a well customized solution is provided to the end customer. A freight forwarder is in need of funds, as much as any service provider to keep its various service activities running smoothly and efficiently. This involves cost management, risk assessment, and effective resource allocation. By monitoring expenses companies can identify opportunities for cost reduction and process optimization. Additionally, adhering to financial best practices ensures that businesses remain profitable and competitive in the long run.

Freight forwarders have taken certain initiatives themselves which helps plays vital role in Indian economy:-

### 1. Infrastructure

With growing economy, large and modern infrastructure is being created and some

Freight Forwarders have started investing in building modern warehouses, Cold Chain warehouses, Reefer Vehicles etc to enhance our supply chain performance index on global platform.

### 2. Employment

The Logistics sector employs close to 22 million people and another 10 million are likely to be added into various processes that have come into demand due to automation and growing E-Commerce business in Tier-2 and 3 areas.

3. Promoting India Logistics brand with international companies

Freight Forwarders have always participated in the branding opportunities arising from their collaboration with overseas countries through service partner networks or attending global seminars and conferences.

None of the challenges are insurmountable, so by promoting exports, attracting foreign investment, and contributing to the growth of micro, small, and medium enterprises (MSMEs), freight forwarders will continue to stimulate economic activity, create jobs, and support a nation's overall economic progress.

### ***Just-in-Time Shipping***

***Some industries, like automotive manufacturing, rely on just-in-time shipping. This approach minimizes inventory storage costs by ensuring that components and materials arrive precisely when needed for production, reducing waste and overhead.***



## Anjali Bhide

MD - NYANJA Group of Companies,

### Decoding ESG...

#### Men Argue, Nature Acts, (voltaire).

This proverb is significant for the current environmental problems, unprecedented in history and caused by anthropogenic activities leading to imbalance in the earth's atmosphere. Climate change, is in fact, the root cause of global as well as regional environmental problems, such as rise in temperature, heat waves, forest fires, bio diversity loss, drought, water scarcity, torrential rains. This year is said to be the world's warmest in last 125,000 years as per EU scientists. At the current rate of GHG emissions, we are heading for a global temperature increase of nearly 3 degrees Celsius by 2100, far above the 1.5 degree Celsius target established by the 2015 Paris climate agreement. Increasing frequency and intensity of extreme weather events are impacting the lives and livelihoods of half a million people. India is at risk. With a 7000kms coastline and Himalayan landscape of over 2000kms, it ranks high on global vulnerability index for climate disasters. A world bank report in November warned that by 2030, over 160-200 million people across India could be exposed to lethal heat waves annually. The most vulnerable groups viz the elderly and children are exposed to twice as many heat wave days as they were 30 years ago. As climate change worsens, its effects on our physical and mental health are no longer hypothetical. The effects of increasing heat is the calling card of the climate crisis. The pressure to decarbonize and reduce emissions of greenhouse gases is mounting in all sectors. India's commitment is to be NET ZERO by 2070.

Hence being environmentally conscious has no longer remained just a matter of choice..... It has become the need of the hour. The time has come to focus on "action", on how to mitigate and protect .....rather than just deliberate on cause and extent of damage.

This is where ESG kicks in.. the role of ESG is to enable businesses to address climate change by reducing their GHG emissions. The term ESG has become one of those acronyms which everyone recognizes, although not everyone understands !!! it was first coined in 2005 at the United Nations Environment Programme Initiative and the person who coined the term ESG is James Gifford.

In simple words, ESG means using Environmental, Social and Governance factors to assess the sustainability of companies and countries. These three factors are seen as best embodying the three major challenges facing corporations and wider society, now encompassing climate change, human rights and adherence to laws. It is a framework used to assess an organization's business practices and performance on various sustainability and ethical issues. These are the 3 pillars or principles which are crucial and essential. However, since all economic activity is a result of human behaviour, which in turn impacts human welfare, the 'S' of ESG is arguably the most important dimension.

If we are to look at it more holistically, the S also stands for sustainability. Sustainability seeks to prevent the depletion of natural or physical resources, so that they will remain available for the long term. Today, as per the

CEO of Citigroup, Jane Fraser, there is a new S in ESG which is security, be it food security, energy security, defence or financial security. In short the sustainability landscape has undergone a remarkable transformation in the past few years extending far beyond its conventional definitions and practices. Sustainability is now seen as a strategic, imperative and fundamental element of business operations - not an act of philanthropy or compliance.

By adopting ESG practices, each of us can make a positive, effective and lasting impact in protecting our environment. The New IPCC WG 111 report by the UN working group released in May this year says that we are at a really critical moment in the fight against climate change. How we react in the next few years is

really going to set the stage for how humans live on this planet for the next century or two.

As quoted by Barack Obama, "We are the first generation to feel the effect of climate change and the last generation who can do something about it."

In short, things have accelerated from climate change to climate emergency.

Understanding and adopting ESG is the need of the hour.

We have to bring about a SEA change .....Wave by Wave.

If you really think that environment is less important than the economy, try holding your breath while you count your money.!!!

## Feature -16



**Anand Sheth**  
Past President - AMTOI

A Brain Child of AMTOI, the GRF was conceptualized in early 2010 and was launched at the **AMTOI DAY function on 20th August 2010** by **Mr K Mohandas – the then Secretary of Shipping in the presence of the Dr Satish Agnihotri the then Director General of Shipping.**

**The Constituents of GRF are**

**AMTOI** Association of Multimodal Transport Operators of India  
**FFFAI** Federation of Freight Forwarders Association of India

**CSLA** Container Shipping Lines Association  
**MANSA** Mumbai & Nhava Sheva Steamer Agents Association  
**FEDSAI** Federation of Ship Agents Associations of India  
**BCBA** Brihanmumbai Customs Brokers Association  
**ACAAI** Air Cargo Agents Association of India  
**CAI** Consolidators Association of India



#### Additional/Optional Constituents if Required

- a. Lawyer (Independent)
- b. Insurance Company – Primarily Covering Liability

#### Insurance (Not Involved in the Case)

- c. Any Other Associations as Agreed by Forum Either on Case to Case Basis or as Permanent Invitee

This forum was constituted to resolve problems between the EXIM Trade and Service Provider organisations in an amicable and cooperative manner.

#### The constituents of the Forum would be:

1. Convenor
2. Constituent Committee Nominated by the Constituents
3. Complaint Hearing/Resolution Panel Minimum 3 (or 5 as Decided) Persons Nominated by the constituents
4. Constituents of Complaint Hearing/Resolution Panel
  - a. Convenor
  - b. Service Provider Member Body
  - c. Complainant's Member Body
  - d. Other Forum Members

AMTOI was Nominated as the Convenor of this Forum and also provides Secretariat Support to the forum.

It was agreed and decided between all the constituents that Commercial Disputes would not be taken up by the forum. It was also agreed that for complaints to be genuine the same

should be routed by Complainants through their respective Associations only and complaints received directly would not be taken up by the Forum. However subsequently the forum agreed to take up matters raised before it even if received directly from the complainant.

In the initial stages the forum met on every 4th Thursday of the month and took up all complaints forward to the forum by the Director General of Shipping's office and any others received directly.

Over the years the need for holding meetings came down and now the forum is able to resolve most matters by e mail exchanges showing the huge maturity and healthy and deep-rooted relations between the stakeholders.

#### The process to be followed by AMTOI as the Secretariat to the forum was

1. Receiving Complaint from Service User Associations / Chambers.
2. Acknowledgement of Complaint
3. Forwarding of Complaint to Member Body
4. Follow Up with Member Body
5. Receiving Reply
6. Convening of Meeting of Forum
7. Recording of Minutes of Meeting
8. Keeping All Forum Records
9. Giving Public Information as Directed by Forum

The procedure to be followed for Service User Complaint / Issues would be as follows: Routed Through Service User Association / Chamber –

e.g., CII/FIEO/IMC/FICCI etc. To The Forum Forwarded By Forum to Respective Member Body of Forum for Explanation Forwarded Respective Member Body to Service Provider for Explanation Received by Member Body from Service Provider Response to Forum by Member Body (Representing Service Provider)

The forum subsequently also started taking up issues between Service Providers.

The Objective of the forum was to have matters resolved through discussion, cooperation and amicably.

The GRF over the years has received

hundreds of issues before it and over 99% of the issues have been resolved to the satisfaction of the parties involved.

The only issues which the forum have been unable to resolve involved parties (Freight Forwarders) who were not members of any Service Providers bodies which only emphasises the benefits of being members of service provider associations. Shippers / Consignees need to be careful in choosing their service providers and use providers who are members of respective trade associations whereby problems if any can be resolved through the GRF.

Last but surely not the least the GRF provides solutions for the EXIM trade free of cost and in a timely manner most of the times solutions are provided on a live basis.

The last 13+ years that the GRF has been in existence and the track record shows that with a simple process of resolution being adopted,

maturity shown by all stake holders disputes can be resolved within the domain of the Logistics Service Providers in an efficient and free of cost manner.

The activities of the Forum in terms of matters received before it and action taken and status are regularly updated to the Director General of Shipping and the Special Secretary Logistics, Ministry of Commerce, Govt. of India, (earlier to the Secretary Shipping, Govt. of India).

AMTOI would like to place on record and thank all the constituents of the GRF especially members of CSLA, MANSA / FEDSAI and CAI who have responded to matters raised with positivity and with the intention of finding a solution and found amicable resolutions to the issues. It is this spirit of cooperation between the various different service provider bodies that is making logistics activities grow and be hassle free for the Indian EXIM Trade

### ***Port Cranes***

***The enormous cranes used in container ports can lift containers weighing up to 100 tons. Their efficiency in unloading and loading ships contributes significantly to the speed of cargo handling in busy ports worldwide.***

### ***Trade Imbalances***

***Some countries have chronic trade surpluses or deficits. China, for example, has often had a trade surplus, exporting more than it imports, while the United States has experienced trade deficits, importing more than it exports.***

# Down the Memory Lane - the Journey of AMTOI











# Managing Committee 23 - 24



1	<b>Mr. Xerrxes Master</b>	President
2	<b>Mr. Arun Kumar</b>	Vice President
3	<b>Mr. Devpal Menon</b>	Hon Secretary
4	<b>Mr. Haresh Lalwani</b>	Hon Treasurer
5	<b>Mr. Shantanu Bhadkamkar</b>	Immediate Past President
6	<b>Ms. Anjali Bhide</b>	Executive Committee Member
7	<b>Mr. Ravi Gandhi</b>	Executive Committee Member
8	<b>Mr. George Abrao</b>	Special Invitee
9	<b>Mr. Sam Katgara</b>	Special Invitee
10	<b>Mr. Shankar Shinde</b>	Special Invitee
11	<b>Mr. Prashant Popat</b>	Special Invitee
12	<b>Mr. Vasant Pathak</b>	Convenor WRC
13	<b>Mr. Sanjay Rane</b>	Co-Convenor WRC
14	<b>Mrs. Priya Anil Thomas</b>	NRC Convenor
15	<b>Mr. Supratim Majumdar</b>	Co-Convenor NRC
16	<b>Mr. Brij Lakhotia</b>	ERC Convenor
17	<b>Mr. KaushiK Roy</b>	Co-Convenor ERC
18	<b>Ms. Vinita Venkatesh</b>	Convenor SRC
19	<b>Mr. Jayaram Radhakrishnan</b>	Co-Convenor SRC
20	<b>Capt P S Rath</b>	Convenor NVOCC Council
21	<b>Mr. Biju Sivakumar</b>	Co-Convenor NVOCC Council
22	<b>Mr. Venkataraman</b>	Special Invitee
23	<b>Mr. R K Rubin</b>	Special Advisor
24	<b>Mr. Nailesh Gandhi</b>	Advisor
25	<b>Mr. Vivek Kele</b>	Advisor
26	<b>Mr. Tushar Jani</b>	Advisor
27	<b>Mr. Anand Sheth</b>	Advisor
28	<b>Mr. Shashi Tanna</b>	Advisor
29	<b>Mr. Shailesh Bhatia</b>	Advisor
30	<b>Mr. Clarence Xavier</b>	Information Security - Co-Convenor
31	<b>Dr. Sharmila Amin</b>	Women's Wing- Convenor
32	<b>Mr. Dushyant Mulani</b>	Convenor - Taxation sub-committee

# Our All Time Presidents



**Mr. P.K. Srivastava**  
Tenure - 1999-2002



**Mr. Sudhir Rangnekar**  
Tenure - 2002-2007



**Mr. Tushar Jani**  
Tenure - 2007-2010



**Mr. Anand Sheth**  
Tenure - 2010-2012



**Mr. Shashi Tanna**  
Tenure - 2012-2013



**Mr. Sailesh Bhatia**  
Tenure - 2013-2015



**Mr. Vivek Kele**  
Tenure - 2015-2017



**Mr. Nailesh Gandhi**  
Tenure - 2017-2018



**Mr. Shantanu Bhadkamkar**  
Tenure - 2018-2021



**Xerrxes Master**  
Tenure - 2021-

# Key Contributors



Mr. Arvind Parikh



Mr. Shashi Kiran  
Shetty



Mr. R K Rubin



Mr. Sunil Vaswani



Mr. Vaishnav Puri

## AMTOI Patron Members

### Member Name

Transcon Freight System Pvt Ltd

Teamglobal Logistics Pvt Ltd

Allcargo Global Logistics Ltd

Triton Logistics & Maritime Pvt Ltd

## AMTOI Term Gold Members

### Member Name

CKB Global Logistics Pvt. Ltd.

ATC Global Logistics Pvt Ltd

Bhatia Shipping Pvt Ltd

Velji Dosabhai & Sons Pvt Ltd

Express Global Logsitics Pvt Ltd

Neptune Container Line &  
Logistics Pvt Ltd

GRT Global Logistics Pvt Ltd

Links Cargo Agencies Pvt Ltd

PDP International Pvt Ltd

Prudential Global Logistics (India)  
Private Limited

Sanco Trans Ltd

Orchid Shipping Pvt Ltd

### Member Name

Chakiat Agencies Pvt. Ltd.

AVANA Logistek Ltd

Link Shipping & Management  
Systems Pvt Ltd

EXPO Freight Pvt Ltd

TVS SCS Global Freight Solutions Ltd

Goodrich Maritime Pvt Ltd

Awatac Container Line Pvt Ltd

DSV Air & Sea Pvt Ltd

Insynergy Supply Chain  
Solutions Pvt Ltd

Radar Ventures Pvt Ltd

Freight Lines (India) Pvt Ltd



Hearty Congratulations To

**AMTOI**

(Association of Multimodal Transport Operators of India)

on

Its 25th Anniversary!

Proud To Be A Member Of AMTOI.

Warmest Wishes

**ATC Global Logistics Pvt. Ltd.**

Multimodal Transport Operator

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