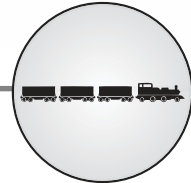


ENROUTE™

VOLUME-XXIII | ISSUE - 1 | JANUARY - MARCH 2018

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60
YEARS



CONTAINERIZATION IN MULTIMODAL LOGISTICS

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Multimodal
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60
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EDITORIAL

Dear Readers,

Container business in India is growing at a brisk pace, it has revolutionized the transport industry and is considered as one of the main parameter towards the growth of global trade.

Apart, we have also seen manufacturing sector relying on the multimodal transportation and to reap the benefit there is urgent need to work upon the infrastructure gaps and increase the container penetration.

The world is taking the concept of Containerization and the Multimodal Logistics, as one of the important aspect in dealing with the challenges of supply chains. It enables & promotes "Green Logistics"

This edition of ENROUTE focuses on the crucial theme "**Containerization in Multimodal Logistics**"

An effort to make this edition more engaging, this time in the **Pull Out**, you will find short quiz where you just need to answer questions correctly and you will get a **self-help book** and chance to **visit one of the ICDs (Inland Container Depots)**. As a hint for some of the question you will find the answers in this book itself.

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Krishna Rao



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CONTAINERIZATION

Containerization is a technique or a method of distributing goods in unitized form thereby making it convenient to evolve or establish an intermodal transport system which can be a combination of railways, roadways, waterways or airways.

The containers have standardized dimensions. They can be loaded and unloaded, stacked, transported efficiently over long distances, and transferred from one mode of transport to another—container ships, rail transport flatcars, and semi-trailer trucks—without being opened.

INDIAN CONTAINER MARKET OVERVIEW:

Indian Container market is burgeoning we see a huge investment from India and the global operator. With advanced infrastructure, digitization, innovative business practices, process automation, transparency etc. the box business is transforming rapidly.

Indian Container market is trending over the last few years. Volume handled and the capacities installed have been growing consistently and this shows a positive sign for the industry apart from achieving best capacity utilization levels of almost 65 per cent.

Year over year growth of Indian container installed capacity and throughput are 11 and 10 per cent respectively.



Global and Indian Operators are one of the key stakeholders of the industry, aiming high with their big ticket investments in India for the betterment of the industry.

TYPES OF CONTAINER

Container units is the most important part of the entire shipping industry. The container are used to store and move the materials and products safely across the world.

Depending on the type of products to be shipped or the special services needed from them, container units may vary in dimension, structure, materials, construction etc. various types of shipping containers are being used today to meet requirements of all kinds of cargo shipping.

ome of the most common types of shipping containers in use today are mentioned below.



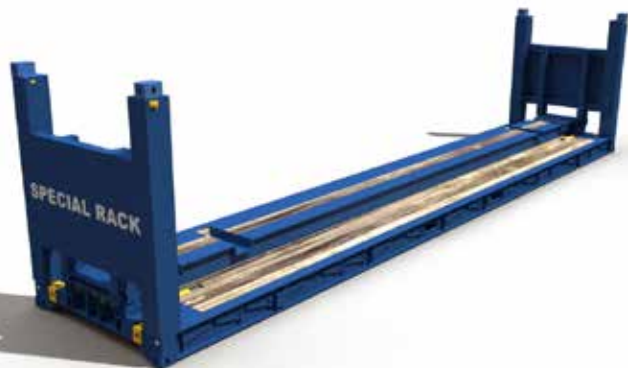
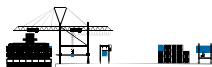
1. Dry Storage Container:

This is one of the most common containers used in the shipping industry. The length of the container varies from 10, 20, and 40 feet, and are designed to transport dry goods.

Typically, goods are boxed, placed on pallets, and loaded into the container. Once in the container they can be easily loaded and unloaded to ships, trains, and trucks.

This type of container is ideal for manufactured products





and some natural resources.

2. Flat Rack Container :

This type of container are generally used for the heavy loads and cargo that are loaded from top or sides for example pipes and machinery. Flat rack container comes in 20' and 40' sizes.

Flat rack cargo is ideal for cargo which is difficult to handle such as heavy machinery, large industrial parts and construction material.

3. Open Top Container :

Open top container are used for general cargo (dry cargo). The walls of open top containers are made of corrugated steel while the floor is made of wood. This type of shipping container is similar to that of a standard 20' or 40' container, with one key difference: the top of the container is not solid, and is removable. And because of this feature it is easy to load and carry over sized equipments, bulk item This type of container is ideal for bulky cargo such as machinery, wood, etc.



4. Tank Container :

Tank container are multimodal containers used for transportation of bulk liquids, powders and gases.

A tank container is built to the ISO standards, making it suitable for different modes of transportation. Both hazardous and non-hazardous products can be transported in tank containers.

The tank container is mostly made of strong steel or other anti-corrosive materials providing them with long life and protection to the material.





5. Refrigerated Containers :

A refrigerated container also known as reefer container that is used for the transportation of sensitive cargo. They are mainly available as 20' and 40' containers.

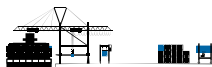
Reefer containers have the ability to maintain the cargo at the required temperatures for the duration of the transit.

Reefer container is ideal for cargoes such fruits, meat, fish, seafood, vegetables, dairy and also non-food products such as flowers, pharmaceuticals etc.



6. Car carriers

This type of container is used for the movement of cars via roads and rails. They come with collapsible sides that help a car fit snugly inside the containers without the risk of being damaged or moving from the spot.

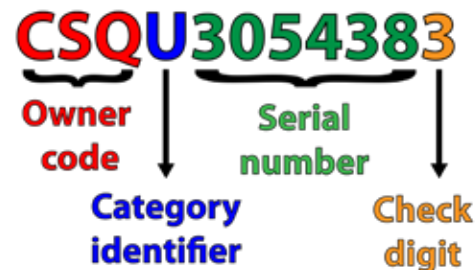


HOW CONTAINERS ARE IDENTIFIED??:

The container identification is composed of a sequence of letter and number below marking is to be considered viz; Owner Code, Serial Number, and Check Digit

Country Code and Type Code

Maximum, Gross & Tare Weight



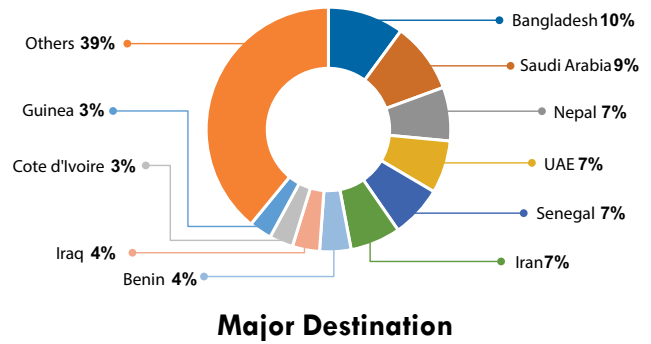
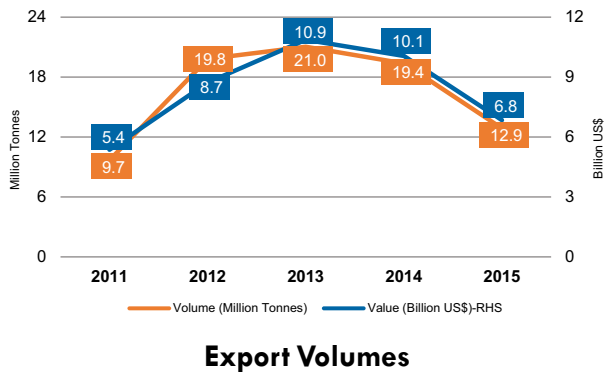
- **Owner Code:** Consisting of three capital letters that identifies the owner of the container. There is an international agency that issues owner codes on behalf of ISO so that no single code is assigned to more than one owner.
- **Product group code :** Appears right after the owner code and consists of one capital letter, either U, J or Z; U refers to a container, J refers to equipment that can be attached to a container, such as a power unit and Z refers to a trailer or chassis used to carry a container. Therefore, each mobile intermodal equipment has its own identification code.
- **Registration Number (or Serial Number):** A sequence of 6 digits where each container belonging to an owner has a unique value. Therefore, each owner code can have up to 1 million containers.
- **Check digit:** This single digit is used to cross-verify if the identification sequence is accurate. By convention it is boxed to make sure it is separated and is standing out from the registration number. Since terminal gates handle a large amount of containers, there is always a risk that the identification sequence was not correctly inputted.
- **Size and type code :** A sequence of 4 letter or digits that commonly appear right under the container identification sequence. Its purpose is to provide information about the dimensions and the type of container; the first character is related to the length of the container while the second character is relative to its height.



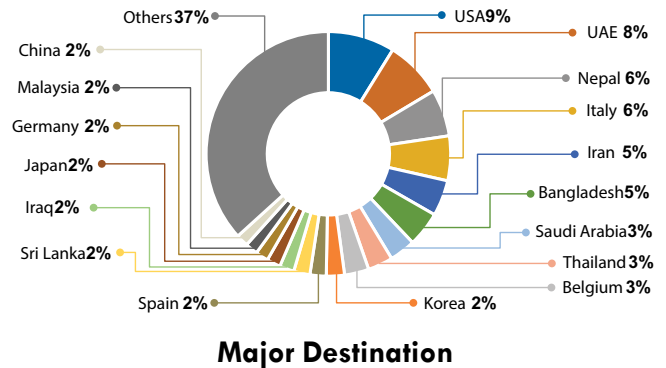
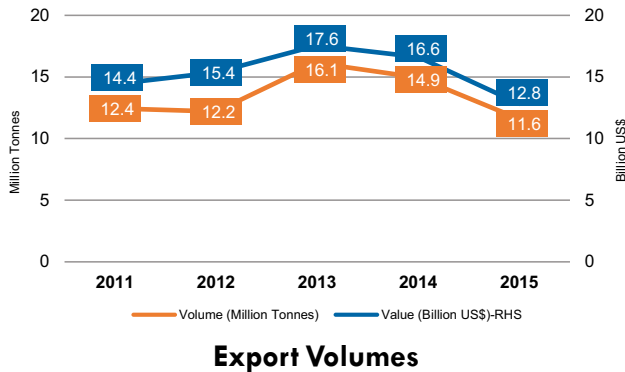
DISADVANTAGE OF CONTAINERIZATION	ADVANTAGES OF CONTAINERIZATION
<p>Site Constrain: Large consumption of terminal space (mostly for storage); move to urban periphery. Draft issues with larger containerships. A large containerships requires a draft of at least 13 meters.</p>	<p>Standardization of container-universally acceptance</p>
<p>Capital intensiveness: Container handling infrastructures and equipment (giant cranes, warehousing facilities, inland road, rail access), are important capital investments.</p>	<p>Flexibility of container-for different types of goods</p>
<p>Stacking: Complexity of arrangement of containers, both on the ground and on modes (containerships and double-stack trains). Restacking difficult to avoid and incur additional costs and time for terminal operators.</p>	<p>Low transportation cost</p>
<p>Empty containers: Containers are intended to be used constantly, being loaded with new cargo for a new destination soon after having been emptied of previous cargo. This is not always possible, and in some cases, the cost of transporting an empty container to a place where it can be used is considered to be higher than the worth of the used container.</p>	<p>Fast transportation, less time at terminal and less costly warehousing</p>
<p>Theft and losses: High value goods and a load unit that can forcefully opened or carried (on truck). Vulnerability between terminal and final destination. About 1,500 containers are lost at sea each year (fall overboard), but these figures vary substantially depending on if a specific incident takes place on any given year.</p>	<p>Less chances for damage and loss of cargo</p>

EXPORT OF 5 MAJOR COMMODITY BY VOLUME

1. Cereals

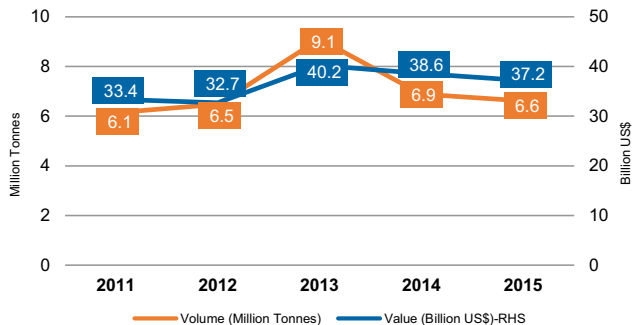


2. Iron & Steel Products

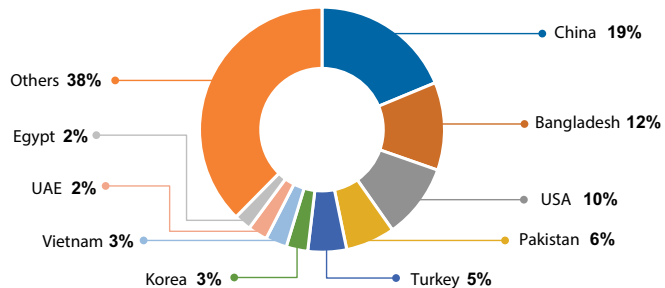




3. Textile & Garment

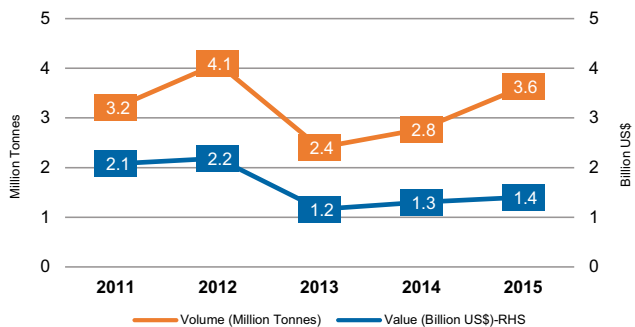


Export Volumes

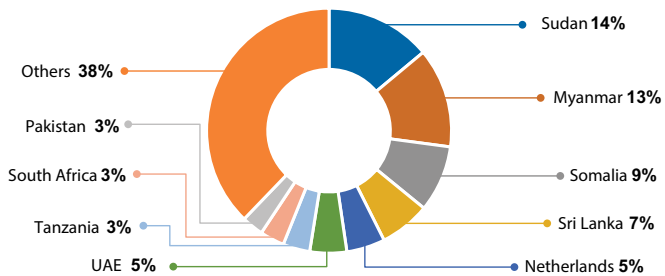


Major Destination

4. Sugars & Sugar Confectionery



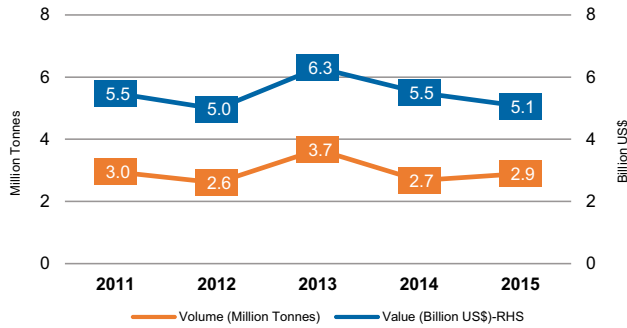
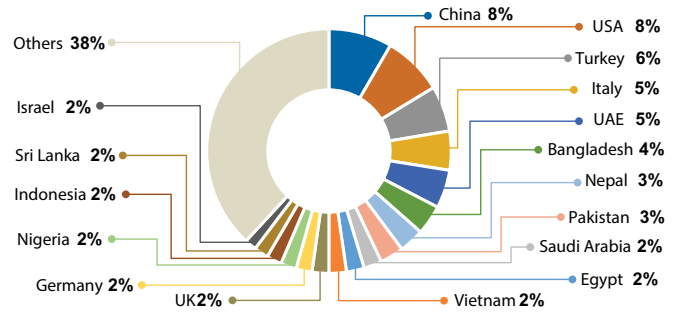
Export Volumes



Major Destination

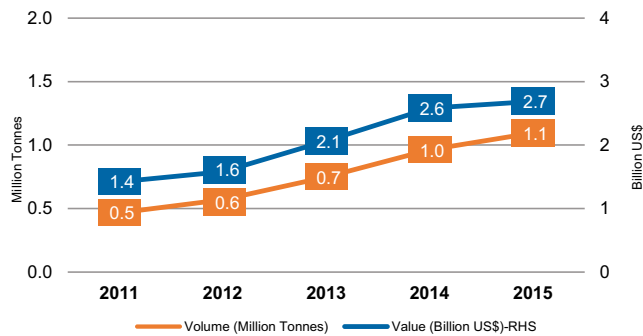
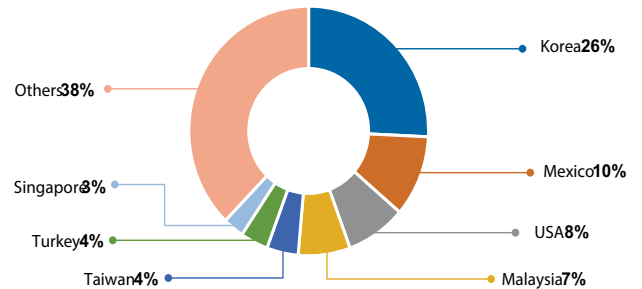


5. Plastic Products

**Export Volumes****Major Destination**

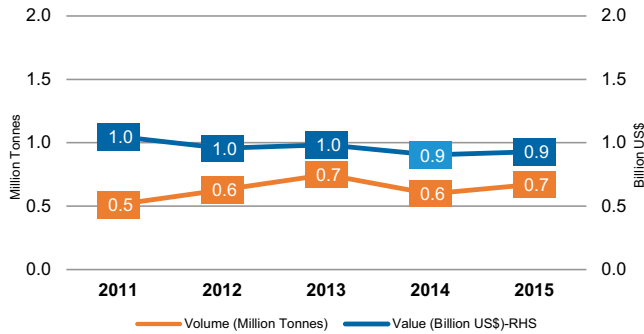
EXPORT OF 5 MAJOR COMMODITY BY HIGH GROWTH

1. Aluminum Products

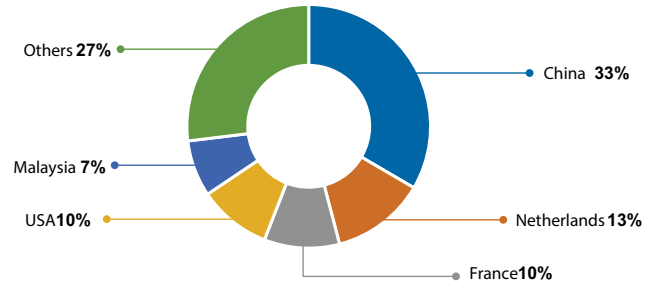
**Export Volumes****Major Destination**



2. Animal & Vegetables Fats, Oils

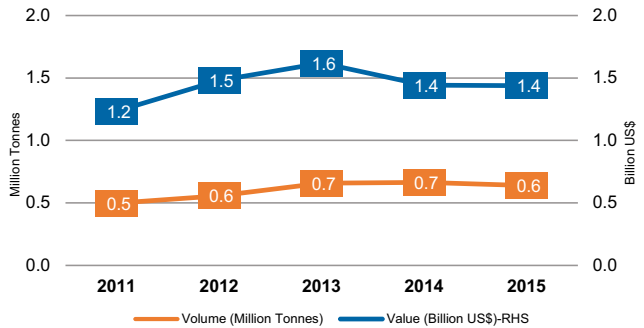


Export Volumes

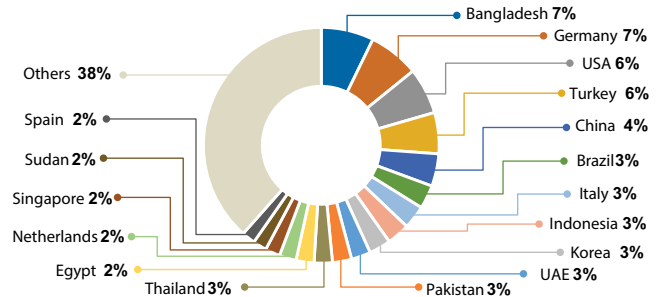


Major Destination

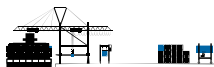
3. Paints & Dyeing Materials



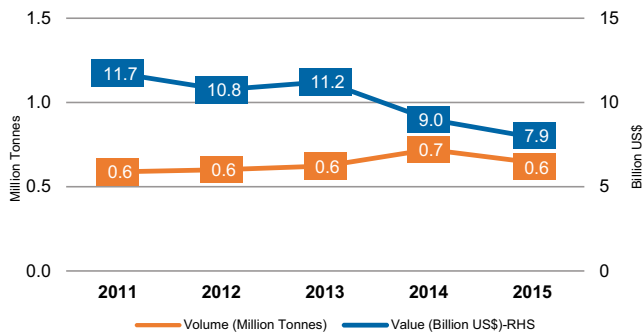
Export Volumes



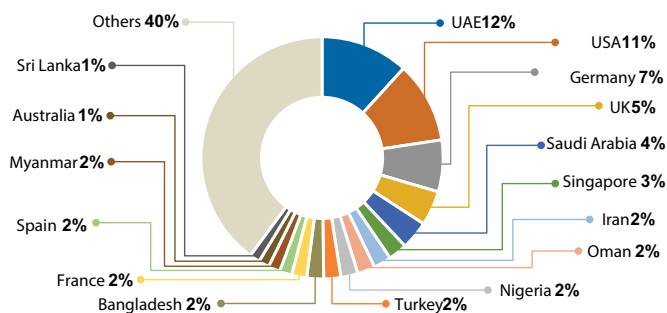
Major Destination



4. Electrical & Electronic Equipments

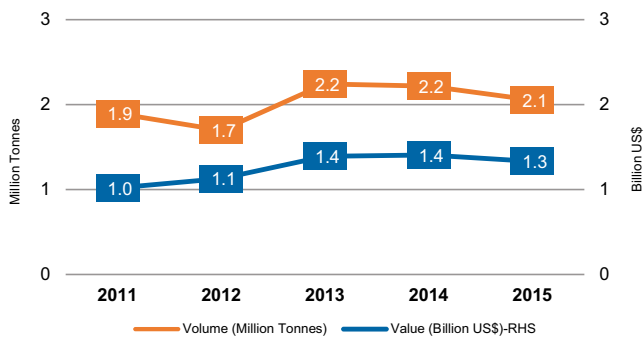


Export Volumes

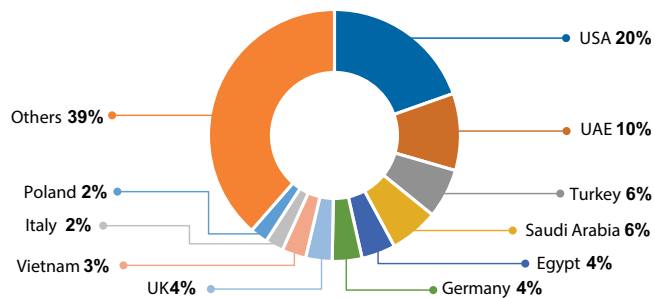


Major Destination

5. Art of Stone, Plaster, Cement Etc.



Export Volumes



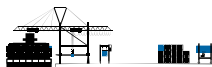
Major Destination



CHALLENGES & THE GROWTH DRIVERS OF CONTAINERIZATION

CHALLENGES

- 1. Spatial Distribution of Ports:** Fragmented container terminal capacity and development of new facilities in close vicinity will lead to traffic diversion. This will be a significant headwind to optimum utilization of terminal facilities.
- 2. Vessel upscaling:** Increasing pressure on terminal assets from vessels upscaling will inflate the sunk cost for terminal operators as container handling equipment becomes obsolete and yard space becomes scarce. For instance, in March the government approved a project worth ` 2,029 crore for the widening and deepening the Mumbai harbour channel to enable large vessels to call at JNPT.
- 3. Delay in policy implementation and project approvals:** The best example to cite here is the Vizhinjam port. The plan to develop this port was mooted way back in 1991 and it materialized after 24 years. Another example is the delay in the construction of the fourth container terminal at JNPT that has proved costly for the port, in terms of traffic diversion to the neighbouring ports.



GROWTH DRIVERS:

With the various initiatives such as Make in India, Goods and Services Tax (GST), Digital India, new Foreign Trade Policy and port linked infrastructure projects, we see the future of container growth in India is optimistic.

Below are the growth drivers of the containerization in India:

1. Improving global economic environment:

According to Drewry's report the global container traffic is expected to grow by 3.5 per cent in 2018. The container traffic in North America and Europe is expected to grow by 3 per cent and 3.9 per cent respectively in 2017. The positive demand outlook globally will reflect on the box traffic in India.

2. New Foreign Trade Policy (FTP):

By 2020 India aims to increase its share in the global trade to 3.5% under the new Foreign Trade Policy (2015-2020). Incentives to agricultural exports and extension of the same under Merchandise Exports from India Scheme to units in SEZ are part of the new FTP. This is aimed to integrate with Make in India and Digital India initiatives.

3. Infrastructure projects linked to port :

Various infrastructure projects, eyeballing to improve India's logistics proficiency and hinterland connectivity, will boost the country's trade. Some of the key projects includes:

- **Multi-modal terminal under Jal Marg Vikas project:**

The 170 crore multi-modal terminal at Varanasi, under the Jal Marg Vikas project that will open before December 2018, will be a major logistics hub connecting North India to North East India. The government will also develop 35 multi-modal logistics parks for freight aggregation and distribution, multi-modal transportation and warehousing.

- **Port based multi-product SEZ at JNPT:**

A port-based SEZ at JNPT will be developed with Free Trade Warehousing Zone, Engineering Goods sector, Electronics & Hardware sector and Pharma sector.

- **Dedicated Freight Corridor :**

DFC will provide logistics support for the Make in India initiative. Two of the three DFCs are scheduled to be operational in the next three years. DFC will reduce the inland transit time significantly.

- **Sagarmala programme :**

The Indian government is implementing the Sagarmala programme in phases, spanning over 20 years from 2015-35. Four hundred and fifteen projects have been identified for port modernization, new port development, port connectivity enhancement and port linked industrialization. Six new port locations have also been identified.



4. Transshipment hubs in the south :

INR 27,000 crore port project at Enayam has been approved by the government. This port is expected to become a gateway port for India by shifting boxes that are currently transshipped at Colombo or South East Asian ports such as Singapore or Port Kelang.

The location has a natural draft of 16 meters, and its proximity to East-West shipping route will enable it to be a transshipment hub for cargo from Bangladesh and Myanmar, which are currently being transhipped at Colombo or other South East Asian hubs.

CONTAINER INFRASTRUCTURE IN INDIA

- In 2016-17, container traffic at major ports stood at 8.45 million TEUs, recording a year-on - year increase of about 3 per cent. Major ports have dominated the container traffic in India. However, their share has declined significantly in the past six years, from about 85 per cent in 2010-11 to 67 per cent in 2015-16.
- In the last five years non- major ports, particularly the private ones have enumerated higher growth rates owing to their expanding container handling capacity, improved road and rail connectivity, better draft levels, etc.
- The last two years has seen the biggest development like launch of the Sagarmala programme which aims to improve evacuation to and from the hinterland and promote the setting up of logistics hubs and manufacturing centres, among others. The other development includes relaxation of the cabotage law for some kinds of vessels and improvement in connectivity.
- Rail Container traffic is improving and has been taking the initiative to resolve some long pending issues of industry and this includes cancellation of the 10 per cent port congestion surcharge, withdrawal of the 15 per cent busy season surcharge and expanding freight basket, and introduction of time-tabled freight trains on a pilot basis.
- The positive growth in container traffic has resulted in demand for multimodal logistics parks, free trade warehousing zones, container freight stations, inland container depots.
- Smooth last-mile connectivity to ports by rail and road is the matter of concern and it needs a serious attention. Coastal movement which is cost effective and environmental-friendly mode of transport need to be focused upon.

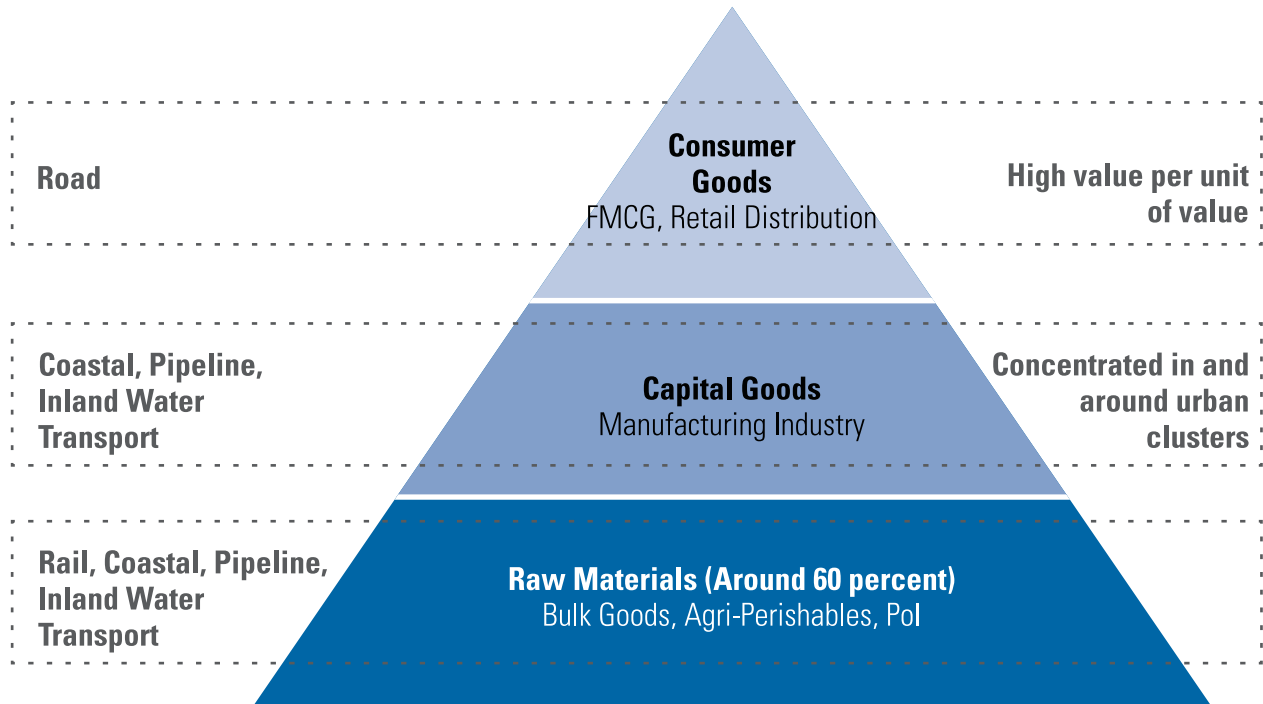


MULTIMODAL TRANSPORTATION

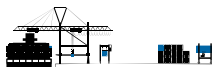
It refers to transport of goods from one point to another via more than one mode of transport. Multimodal Logistics has driven efficiencies in the developed countries and helped growth of global trade. It can be a game changer for movement of goods in the Indian Sub-continent. The Container plays a vital role in Multimodal Logistics.



CARGO CLASS / VOLUME PYRAMID AND OPTIMAL MODES OF TRANSPORT



Source: KPMG, Logistics Game Changers Transforming India's logistics industry



KEY ISSUES IN MULTIMODAL LOGISTICS

Road Freight	Rail Freight	Air Freight	Coastal Freight
Poor quality of roads and network connectivity	Lacks reliability and track ability	Absence of integrated cargo infrastructure	Inefficiencies in berthing, and delays in loading and Unloading. i.e. high turnaround time of vessels
No stringent requirement or regulations for starting a trucking business	It is deficient in terms of quality of operations, speed, and customer orientation.	Inadequacies in gateway and hinterland connectivity through rail and road;	Delays in co-ordination between ports and the Customs authorities
Unorganized players, with no industry consolidation & intense competition		There is a need of technological up-gradation of cargo handling processes	Poor hinterland connectivity and poor port- and land-side infrastructure and outdated equipment
			Navigation channel restrictions do not allow bigger vessels to be berthed

PROJECTED FREIGHT MOVEMENT DURING 12TH YEAR PLAN

Modes	Traffic	2012-13	2016-17	CAGR (2012-17)
Rail	Freight (million tonne)	1038	1405	7.86%
Road	Freight (billion tonne km)	1315	1835	8.69%
Civil Aviation	Freight (MMTPA)	2.4	4.4	16.36%
Shipping	Freight Traffic (million tonne)	970.6	1758.26	16.01%



FUTURE OUTLOOK OF MULTIMODAL LOGISTICS

Rail Freight	<ul style="list-style-type: none">• Rising investment in railway will fuel growth in allied industry• Wagon manufacturing, port handling equipment, railway electrification systems and construction companies key areas
Trucking	<ul style="list-style-type: none">• About 110 new logistics parks are expected to be operational• Spread over approximately 3,500 acres at an estimated cost of USD 1 billion
Air Freight	<ul style="list-style-type: none">• Tier-2 cities next cargo centers• Development of 25 greenfield airport in tier-2 and tier-3 cities• Modernization of 35 non-major airport
Ocean Freight	<ul style="list-style-type: none">• Growth of non-major ports, containerisation and east coast ports• BOT terminal opened for• Modernization of 35 non-major airport



SHIPPING

12 Major & 187 non-major ports handle about 95% of the country's foreign trade by volume and 70% by value.

Inland waterways carry only 0.15% of the cargo transported within India.

ROADS

3.83 million Km long, 2nd largest in the world.

Carries 85% of passenger traffic and 65% of freight.

RAILWAYS

Carries about 1.1 billion tonnes of freight annually.

It accounts for 26% of total freight.

AVIATION

Air Freight accounts for 2% of logistics movement in terms of volume, and 30% in terms of value.

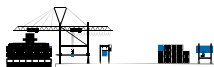
WAREHOUSING

It accounts for 5% of Indian logistics market (excluding inventory carrying costs).

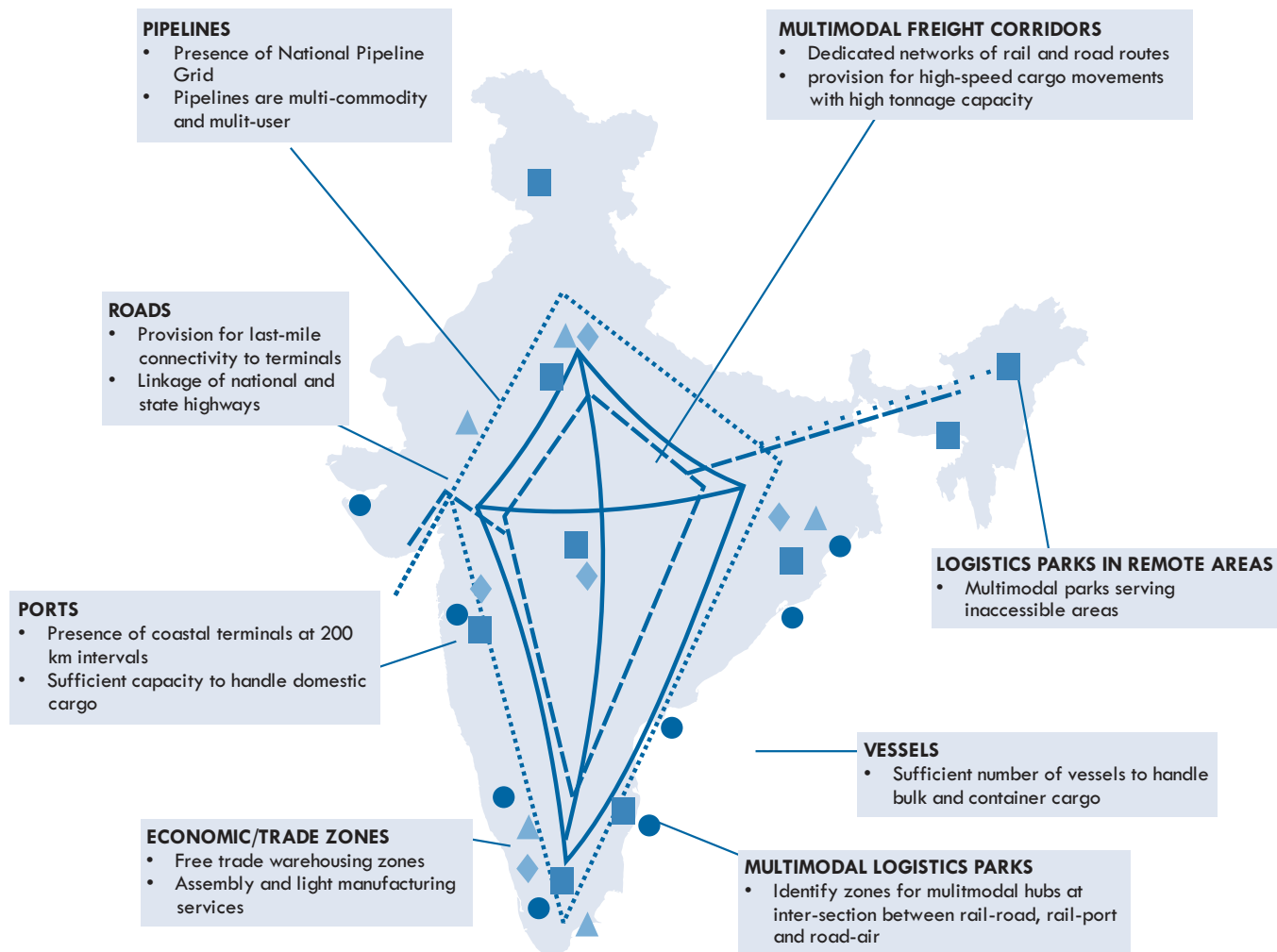
What India Lacks?

- Seamless movement of goods across modes.
- Right inter-modal transport (costly roadways commanding 65% of freight and mere 26% for rail-ways is flawed).
- Skilled manpower in logistics.
- An integrated IT infrastructure with single window system.
- Coordination among various logistics stakeholders, ministries.
- Benchmarking and standardization.

(Please note the above information is taken from The Economic Times January 07-13 2018)



THE DESIRED STATE OF INDIAN LOGISTICS INFRASTRUCTURE



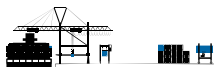


CONTAINER FREIGHT STATIONS (CFS)/INLAND CONTAINER DEPOTS (ICD)

CFS / ICD plays a very vital role for handling and temporary storage of containerized cargo as well as empty containers and are served by rail or roads and helps in reducing transport costs and transit time.

Moreover it facilitates connectivity to hinterland by making port services closer to them.

Functionally there is no distinction between an ICD and CFS as both are transit facilities, which offer services for containerization of break bulk cargo and vice-versa. These could be served by rail and /or road transport.



THE BENEFITS

Transfer of cargo (mainly unitized) between two modes) concentration points for long distance cargoes and its unitization

Customs clearance facilities obviating the need for customs at ports thereby decongesting ports.

CFS/ICDs offer a range of services like rail siding in case of rail based terminal, storage facilities in the yard area, and warehousing.

The CFSs/ICDs function as dry ports and help reduce congestion and augment terminal capacity at ports.

NUMBER AND GEOGRAPHICAL SPREAD OF ICDS/CFS

CFS / ICDs are the important aspects in logistics infrastructure. It plays a vital role on the efficiency and competitiveness of the whole supply chain like connectivity, modes of transport and more importantly transportation cost.

Presently, 177 CFS /ICDs via road and rail based are functioning out of 277 approved by the ministry of commerce.

STATE WISE AND THE COUNT ICDS AND CFS ARE:

State	Counts
Tamil Nadu	47
Maharashtra	33
Gujurat	25

Out of the total 177 ICDs and CFSs in operation, as many as 99 (56%) are in the private sector; of a total of 177 functional ICDs and CFSs, CONCOR facilities account for only 17 per cent.

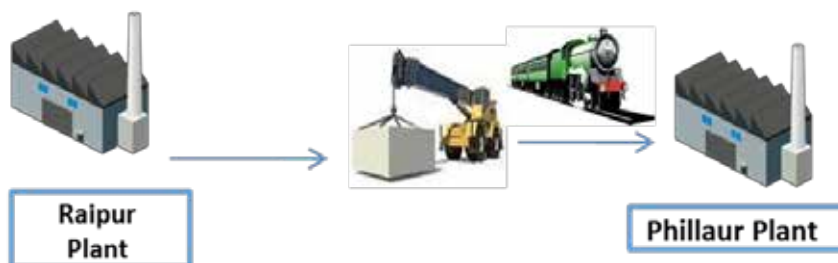




MULTI MODAL (RAIL-ROAD) MOVEMENT OF IRON

TCI CONCOR

Multimodal Logistics Solutions



ABOUT CLIENT

The Company is one of India's Leading Metal & Mineral Company around Raipur & Raigarh Area. It Has Facilities in Raipur and in and Around Area.

SCOPE OF WORK

- Movement From Raipur To Phillaur, Punjab
- Commodity: Pig Iron And Sponge Iron
- Material In Loose & Bags
- 90 Teu Container Used.
- Multimodal Movement (Rail-Road)
- Using Own & Vendor Vehicle.
- Hub And Spoke Model

FROM	TO	DISTANCE
Raipur	Phillaur	1542 Km
Raipur	Raigarh	258 Km
Phillaur	Chandigarh	122 Km
Phillaur	Ludhiana	49 Km



MULTI MODAL (RAIL-ROAD) MOVEMENT OF COPPER

TCI CONCOR

Multimodal Logistics Solutions

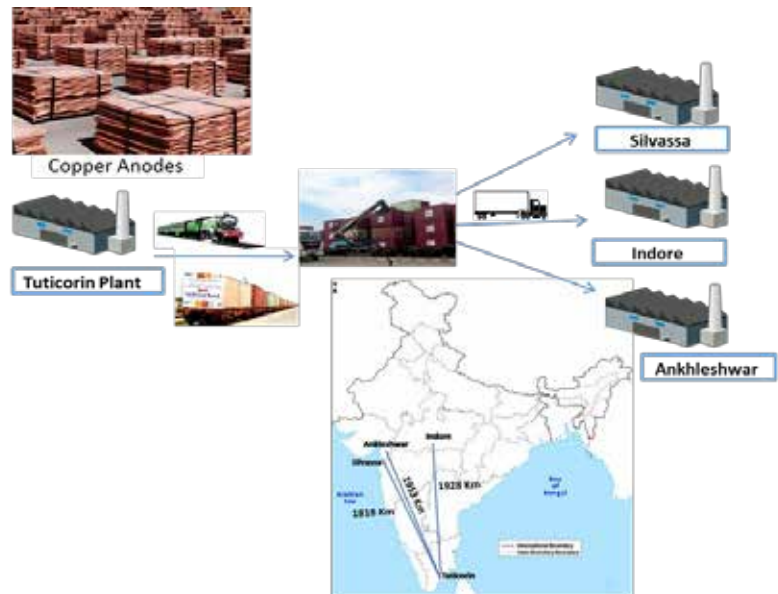
ABOUT CLIENT

The company is a subsidiary of a diversified and integrated metals and mining group. The company engages primarily in the production of copper. Its products include copper cathodes; and cast copper rods, including 11 mm and 12 mm rods used in the transformer industry, and 8 mm rods used by the wires and cables industry with applications in housing wires, electrical cables, and telecom cables.

FROM	TO	DISTANCE
Tuticorin	Ankleshwar	1953 Km
Tuticorin	Silvassa	1818 Km
Tuticorin	Indore	1928 Km
Phillaur	Ludhiana	49 Km

SCOPE OF WORK

- Movement from Tuticorin to Ankleshwar, Gujarat Silvassa, Gujarat, Indore, MP
- Commodity: Copper Anodes
- Own siding of customer at Tuticorin.
- Tripartite agreement to operate
- 90 TEU Container Used.
- 1890 MT in a rake.
- Multimodal Movement (Rail- Road)
- Using own & vendor vehicle.
- Hub and spoke model



FIRST TIME IN INDIAN HISTORY “ON-WHEELS LOADING OF ISO TANKTAINERS”

ABOUT CLIENT

The company was established as a single mono-ethylene glycol plant in 1983.

The client a leading company that manufactures green technology based Bulk, specialty and performance Chemicals and Natural Gums, Spirits, Industrial Gases, Sugar Nutraceuticals



THE CHALLENGES

- Challenge in moving a huge volume of approx. 6000 MT per month of DEA
- From Pipavav port, Gujarat to their plant at Kashipur, Uttarakhand on continuous basis.

MAIN CHALLENGES

- Huge Volume & Long Distance
- Safe Delivery without any contamination of cargo
- Growing congestion and poorer road conditions making it difficult to do movement by road
- Increasing oil price / persistent oil dependency
- Deteriorating climate and local environment making company's main aim to “Go Green”

THE APPROACH

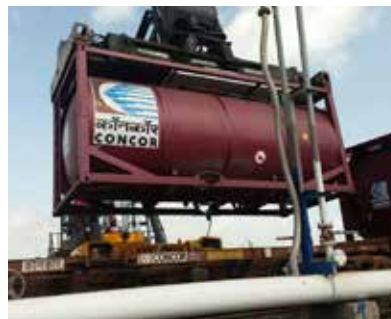
- Over the last few years there has been a continuing trend to transport an increasingly wide range of cargoes in ISO Tanktainers.
- Tanktainers have provided safe, reliable and cost-effective transport for liquids, both hazardous and non hazardous, foods and chemicals.
- Typically, a standard tank carries 26 MT and has a maximum gross weight of 36 MT
- A discharge valve is mounted at the rear end; access for loading, cleaning and maintenance is at the top.
- Accessories can include steam heating, ladders and walkway access to the top.



OPERATIONS



A rake with 90 ISO Tanktainers reach at loading point



Loading on-wheels is done in all ISO Tankainers at one go



After loading a seal is put on each and every valve of ISO Tanktainer.



After loading rake is dispatched to its destination

CONCLUSION

1. TCI has handled around 1.5 Mn – 3 Mn. MT of cargo safely, with zero level failure so far.
2. The main aim is to use resources efficiently and minimize waste.
3. Improve continuously environmental, health, safety and security knowledge and performance so as to avoid harm to people and the environment.



CUSTOMER TESTIMONIAL



INDIA GLYCOLS LIMITED

LETTER OF APPRECIATION

I would like to express my deepest gratitude of your company for providing us in-interrupted transportation services to meet our dispatch and customer requirement with timely loading and delivery of product on Pan India basis.

We especially appreciate & recognize your efforts for providing end to end logistics, rail & surface transport services by upgrading the systems and taking initiatives of deploying latest technology & keeping your organization at par with best service network across India.

It's a surreal experience of 15 years, we are proud to have a business associate like you who is having an efficacious experience in the field of logistics and a leader in his space, during this glorious journey have earned various accolades and dedicated to evolve in rendering proficient services.

We are thankful to you and your team for actively participating in yearly Road Safety event organized at India Glycols Campus, Kashipur (a CSR initiative)

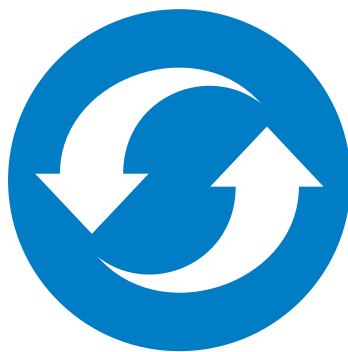
Thanking You

Yours truly

For India Glycols Limited

SK Shukla, General Manager – Logistics & Commercial





CORPORATE UPDATES



AWARDS & RECOGNITION



TCI Bags the Overall Excellence in Logistics & Supply Chain



TCI won the **“Overall Excellence in Logistics & Supply Chain”** award under the category of Logistics Service Industry at the Supply Chain and Logistics Excellence Awards (SCALE) hosted by CII, at Hyderabad. It is a platform to recognize supply chain excellence by industry apex body. The award was presented by Hon’ble Deputy Chief Minister of Telangana, Mr. Mohammad Mahmood Ali, and Shri. Binoy Kumar, Special Secretary (Logistics), Department of Commerce. Mr. Rajkiran Kanagala, Group Head Business Development & Mr. Yakshith Singh Rautela, Executive Group BD Bangalore received this prestigious award on behalf of TCI.

This is one amongst the most prestigious logistics awards on the industry which TCI has ever won.

TCI Foundation Awarded for CSR Excellence Award



TCI Foundation, the social arm of TCI was recently honored with **“CSR Excellence Award”** at the prestigious ceremony held at Hyderabad. Dr. Munish Chander, Head TCI Foundation received the award on behalf of TCIF given by Indyywood and the Government of Telangana for TCIF’s outstanding CSR work.



TCI Supply Chain Solutions has been bestowed with Marketing Excellence in Supply Chain & Logistics Sector



TCI Supply Chain Solutions Bags the award for **“Marketing Excellence in Supply Chain & Logistics Sector”** at the recently concluded Global Marketing Excellence Awards at Mumbai. The award was received by Mr. Manoj Tripathi, VP, TCI SCS

Another Feather along the way to our journey



TCI Seaways was bestowed with the award **“Best Coastal Container Vessel Operator of the Year”** – East Coast of India award at the recently concluded event Coastal Shipping and IWT Business Summit by India Seatrade at Cochin. The award was handed out by Prof. P.J. Kurien – Honorable Deputy Chairman Rajya Sabha, Parliament of India, along with Mr. K. Mohandas- IAS, Former Secretary Ministry of Shipping.



TCI has been bestowed with back to back three awards

We feel proud to break the news that we topped the charts in 3 categories at 11th Express Logistics & Supply Chain Conclave by Kamikaze B2B Media.

Below is the award title that TCI has been bestowed with –

1. Diversified Logistics Company of the Year – TCI Group
2. Best 3PL Transportation Company of the Year – TCI Freight
3. Supply Chain Company of the Year – TCI Supply Chain Solutions



**Diversified Logistics
Company of the Year – TCI
Group**



**Best 3PL Transportation
Company of the Year –
TCI Freight**



**Supply Chain Company
of the Year – TCI Supply
Chain Solutions**



TCI CONCOR Multimodal Logistics Solutions has been bestowed with back to back two awards



We feel proud to share with you that TCI Concor Multimodal Solutions Pvt. Ltd. was conferred with back to back two awards in the recent award function **“21st Annual Awards Function 2017, Container Corporation of India North West Region Ahmedabad”**. The award title includes **“1st Position Domestic Business PSCT- Mundra & 2nd Position Domestic Business DCT- Sabarmati.”**

Mr. RK Kaushik, Regional Manager Western Region received both the award on behalf of TCI CONCOR given by Mr. Amit Kumar Singh Divisional Railway Manager



EVENTS & SEMINARS



TCI Participated India Economic Summit by World Economic Forum (WEF) & CII

India Economic Summit was held on 4th -6th Oct at New Delhi. The summit was jointly organized by WEF & CII with the theme “Creating Indian Narratives on Global Challenges”.

The summit saw the gathering of 600+ delegates from business, government, civil society and academia from India and abroad. Our MD Mr. Vineet Agarwal was the key speaker in the session “Steering India towards Safer Roads”, where he shared the insights on increasing consumer awareness in favour of new road safety technologies.



TCI Express participated in GARTEX 2017, New Delhi



TCI EXPRESS was the Logistic Partner at GARTEX 2017. The event was scheduled from 29th – 31st July at Pragati Maidan.

Gartex a comprehensive tradeshow on garment textile machinery. The show targeted to address the interests of those who wish to reach out to the textile and garment machinery & accessories market in India.

TCI Express was the exhibitor. Mr. Ajay Semwal, Controlling Manger, Delhi South, Mr. R. S. Poonia, Controlling Manger, Delhi North, Mr. Ashish Pradhan, Executive BD , Ms. Vrinda Rai, TSOT Ms. Subhra Das, TSO Mr Prant Kumar TSO were the participants from TCI Express.

Apart, Mr. Chander Agarwal, MD TCI Express & Mr. P.C.Sharma CEO TCI Express also visited the tradeshow.



TCI Supply Chain Participated 4th SIAM Automotive Logistics Conclave



TCI Supply Chain Solutions was the gold sponsor at the recently concluded 4th Automotive Logistics Conclave by SIAM held on 9th - 10th October at New Delhi. The theme of the conclave was “Changing Facets of Automotive Logistics” and the objective was to discuss the common concern, discuss current market scenario and dynamics, and evaluate new

solutions.

Mr. Rajkiran Kanagala, Group Head Business Development & Mr. B. Sumit Kumar, VP TCI Supply Chain Solutions were the key speakers from TCI where they shared the insights on ‘Opportunities & Challenges Faced in Automotive Logistics Sector’ & Road Transportation, which is currently the backbone of CBU logistics respectively.

Apart, Mr. Ashish Ranjan Roy, VP TCI SCS, Mr. PK Kaushik, Asst. VP TCI SCS & Mr. Shashank Gupta, Executive Transystem Logistics were the delegates at the event.

Our stall at the event was managed by Ms. Nilam Khaire, Executive Business Development, TCI SCS, Ms. Shruti Upadhayay, Officer Logistics TCI SCS & Ms. Ria Kundu, Officer Logistics TCI SCS.

TCI Express participated at Massmerise Conference by FICCI



TCI Express was the logistics partner of FICCI – Massmerise. It was a two day conference that brought together Retail & FMCG experts to align new ideas and approaches.



TCI Supply Chain Solutions participated at 11th Express Logistics & Supply Chain Conclave by Kamikaze B2B Media



The 11th edition of ELSC was the Asia's largest end-to-end logistics and supply chain conference. The conference was scheduled on 4th -5th Oct at Mumbai. TCI SCS sponsored the event as Silver Partner. Over 500 + supply chain decision makers from diverse sectors, all on one platform was gathered discussing the present and future course of supply chain industry at large.

ELSC co-hosted several industry tracks across 2 days, running parallel to the main conference & ELSC awards. During ELSC forums, various topics were discussed by different speakers. TCI also shared their knowledge with eminent industry leaders while covering major topics of the logistics and supply chain. Mr. Jasjit Sethi, CEO TCI SCS was the part of panel where he spoke about Customer Centric Supply Chain: Driven by the customer, Delivered by Logistics, Mr. Manoj Tripathi, VP TCI SCS shared his knowledge at Auto & Aftermarket Supply Chain Forum & Next Generation Supply Chain Forum while Mr. Atul Endlay, General Manager Warehousing TCI SCS shared the insights at Retail & E-comm Supply Chain Forum & Fast Moving Consumer Supply Chain Forum.

Our stall at the event was managed by Ms. Neha Soni, Officer Logistics, Ms. Nabasmitta Borah, Officer Logistics & Ms. Garima Chaudhary, Officer Logistics.



TCI participated at National Apprenticeship Promotion Scheme (NAPS)



TCI Participated in National Apprenticeship Promotion Scheme (NAPS) organized by the Logistics Sector Skill Council. Our MD, Mr. Vineet Agarwal, delivered the keynote address at the Inauguration on “Apprenticeship in Logistics Sector”, He shared his thoughts on the importance and the need for skilled and diverse manpower in the sector.

TCI SCS Participated at India Cold Chain show by Reed Manch



India Cold Chain Show one of the most dynamic B2B trade show serving India’s cold supply chain industry was scheduled from 12th -14th Dec at Mumbai. The prime focus areas at the event includes Cold Chain, Cold Logistics, Temperature Controlling, Refrigeration, Storage, Distribution and Cold Supply Chain Sectors.

TCI Supply Chain Solutions was the exhibitor in the show. Our stall at the event was managed by Ms. Neha Soni- Officer, Ms. Garima Chaudhary- Officer, Ms. Nabasmita Bora- Officer.



TCI Foundation Participated at World AIDS Day BY National AIDS Control Organization (NACO)



The World AIDS day scheduled on 1st Dec, TCI Foundation along with partner agencies like Hindustan Petroleum Corporation Limited [HPCL], Gas Authority of India Limited [GAIL], State AIDS control societies, Valvoline- Cummins and Bill & Melinda Gates foundation actively participated in it with NACO & State AIDS control Societies & District Health Departments.

The theme of the event was “My health My Right”. TCIF showcased its journey of development and progression of HIV/ AIDS Control Program among truck drivers in India.

Ms. Anupriya Patel, the Hon'ble Minister of Health & Family Welfare Union Government of India, graced the occasion along with Secretary & Joint Secretary Ministry of Health & Family Welfare.

TCI Express organized 1st Annual Analyst Meet 2017



TCI Express organized its 1st Annual Analyst Meet 2017. The meet was held on 30th May 2017 at Hotel Grand Hyatt, Mumbai.

The meet witnessed gathering of around 75-80 analysts. Mr. Chander Agarwal, MD –TCI Express, Mr. PC Sharma, CEO & WTD – TCI Express and Mr. Mukti Agarwal, CFO – TCI Express graced the meet.



TCI Participated at Fostering Belgian investment in India by Indo-Belgian- Luxembourg Chamber of Commerce & Industry (IBLCCI)



TCI participated in the breakfast networking event organized by Indo-Belgian-Luxembourg Chamber of Commerce & Industry. The event was scheduled on the 10th Nov at Mumbai. In this event the need and opportunity for Belgian investments in India was highlighted. The list of impressive cabinet members and the company heads from Belgium were the participants. From TCI Mr. Prokash Roy, Manager, Group Business Development attended the event.

TCI Supply Chain Solution Participated in Auto SCM Summit by ITLN



The second Auto SCM Summit 2017 was scheduled on 5th -6th Dec at Pune. The event saw the participants from logistics & supply chain, key auto & auto components manufacturers.

The key discussion areas at the event includes emerging trends in auto logistics from around the world; ideas that will help you keep your supply chain agile; and the best practices that will help your organization gain a competitive advantage in the age of rapid digital transformation and understanding every nuance of the centralized tax reform that is significantly altering the dynamics for the auto supply chain.

From TCI Mr. Manoj Tripathi, VP, TCI SCS was the delegate at the event.



TCI SCS Participated in Aerospace & Defense Executive Delegation and Export Control and Acquisition by USIBC

Aerospace & Defense Executive Delegation and Export Control and Acquisition Conference was scheduled on 4th Dec. All the senior executives from global aerospace and defense companies were the participants.

The program aimed to promote policies that improves ease of doing business in India's defense market, generate new industry partnerships, and promote trade. From TCI Mr. Ashish Ranjan Roy, VP, TCI SCS was the delegate at the event.

TCI Foundation participated in AIMA's 7th Innovation Practitioners Summit



The 7th edition of The Innovation Practitioner's Summit organized by AIMA was scheduled on 13th Dec at New-Delhi with the theme "Technology-based Innovation: Business Drivers of the Future"

The summit showcased Hi- impact innovations and its Practitioners. Dr. Munish Chandra, Head TCIF delivered a Key Note Address on

"Innovations in Sustainability and Corporate Social Responsibility".

TCI Participated in Shaping Young Mind by AIMA



TCI Participated in Shaping Young Mind organized by AIMA with Navsari Management Association on 20th Jan 2018 at Navsari. Our MD, Mr. Vineet Agarwal, addressed the gathering, he shared anecdotes from his career and experience.

TCI participated in Pharma Connect by Surecom Media



TCI participated at the Pharma Connect 2018. The event was scheduled on 18th Jan 2018 in New-Delhi. Pharma Connect was an out-standing knowledge sharing and networking platform for supply chain leaders of top pharmaceutical firms, industry experts and pharma logistics visionaries.

Mr. Rajkiran Kanagala, Group Head Business Development and Ms. Kriti Sharma, Asst. Manager Group BD was the delegates at the event and Ms. Saluja Byahut, Asst. Manager Marcom was the representative at the stall.



39th Controlling Manager's Conference (CMC)



TCL's 39th CMC was held at Bangkok, Thailand from 14th -17th August 2017. This year's theme for the CMC was "Moving India's Growth Story".

A special invitation was extended to the participant's spouses, to accompany the participants to Bangkok.

The four day event saw participants deliberating on key issues impacting the company and the economy and discussing on goal setting and target achievement strategies for the year and also celebrated 50 years completion of our VCMD Shri DP Agarwal ji.



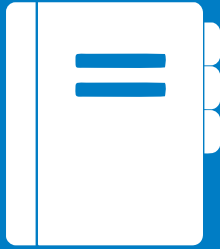


The proceedings started off on 14th with the sightseeing tour and then followed with the introduction of the participants and their spouses. On 15th the team celebrated Independence Day with a flag hosting ceremony and gathered for a group photographs. The latter half of the day conference started with an opening keynote address by our VCMD Shri D.P Agarwal ji and then followed by the special address by Mr. Chander Agarwal, MD TCI Express and Mr. Vineet Agarwal, MD TCI deliberated the way ahead and concluding note.

Each divisional CEO gave their presentation and also deliberated on the theme “Moving India’s Growth Story and proceeded with the divisional review.

In the evening participants along with their spouses gathered and proceeded for the visit to Chayophraya River Cruise.

The next 2 days were spent in Divisional Reviews & followed by the award ceremony and cultural evening.



QUICK FAQs (GLOSSARY : CONTAINER)

Container - A box typically ten to forty feet long, which is used primarily for ocean freight shipment. For travel to and from ports, containers are loaded onto truck chassis' or on railroad flatcars.

Containerization - A shipment method in which commodities are placed in containers, and after initial loading, the commodities per se are not re-handled in shipment until they are unloaded at destination.

Containerized Cargo - Cargo that is transported in containers that can be transferred easily from one transportation mode to another.

Container Traffic - The movement of goods using containers.

Container Check Digit - The 7th digit of the serial number of a container used to check whether prefix and serial number are correct.

Container Depot - Storage area for empty containers.

Container Manifest - The document specifying the contents of particular freight containers or other transport units, prepared by the party responsible for their loading into the container or unit.

Container Number - Identification number of a container consisting of prefix and serial number and check digit. (E.g. KNLU 123456-7)

Container Prefix - A four letter code that forms the first part of a container identification number indicating the owner of a container.

Container Size Code - An indication of 2 digits of the nominal length and nominal height.

Container Terminal - Place where loaded and/or empty containers are loaded or discharged into or from a means of transport.

EXIM Traffic- "Export and Import Traffic" or "Exim Traffic" means carriage of maritime Containers/ goods where (i) in case of export, the origin of such Container/goods is from any location within India and the final destination is at a location outside India and (ii) in case of import, the origin of such Container/goods is from any location outside India and the final destination is at a location within India.

FEU - Forty Foot Equivalent Unit of measurement equivalent to one forty foot container.

General Purpose Container - A Container with two end walls and open sides. A container used for the carriage of general cargo without any special requirements for the transport and or the conditioning of the goods.

ICDs - Inland Container Depots a common user facility with public authority status equipped with fixed installations and offering services for handling and temporary storage of import/export laden and empty containers carried under customs control and with Customs and other agencies competent to clear goods for home use, warehousing, temporary admissions, re-export, temporary storage for onward transit and outright export. Transshipment of cargo can also take place from such stations.

ISO Containers - A container specially designed to facilitate the carriage of goods by one or more modes of transport without intermediate reloading. Constructed to dimensions and to quality criteria set out by the ISO. Container is designed as to be easy to fill and empty.

Seal - A device used for containers, lockers, trucks or lorries to proof relevant parties that they have remained closed during transport.

Stack - An identifiable amount of containers stowed in a orderly way in one specified place on an (ocean) terminal, container freight station, container yard or depot.

Stripping - The unloading of cargo out of a container.

Stuffing - The loading of cargo into a container.

TEU - The twenty-foot equivalent unit (often TEU or teu) is an inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals.

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SECURE YOUR BUSINESS

CHEMICAL SHIPMENTS?

WE HAVE YOU COVERED.

Dry, Liquid & Gas bulk



Services:

1. Movement of hazardous & non-hazardous Chemicals.
2. Movement of bulk liquid chemicals in ISO Tanktainers by Road & Rail.
3. Movement of liquid & dry chemicals in drums & bags.
4. Movement of gases in gas tankers.
5. Safe warehousing services in chemically compliant warehouse.
6. Movement of Chemicals in dedicated containers.
7. Exim movement of bulk chemicals in ISO Tanktainers

Safety Standards;

1. Member of NicerGlobe for emergency response.
2. ISO Tanktainers Fleet Data Uploaded Online on Bureau International des Containers et du Transport Intermodal (B.I.C.).
3. Encouraging Mutimodal movement (Rail & coastal) to reduce carbon footprints.



Transport Corporation of India Ltd.

CIN: L70109TG1995PLC019116

TCI House, 69 Institutional Area, Sector - 32, Gurgaon- 122 001, Haryana, India.

Tel: +91-124-2381603 | Fax: +91-124-2384085, Email: corporate@tcil.com, | Website: www.tcil.com



**IMMUNIZE
YOUR BUSINESS
WITH TCI**

Our Services



FTL, LTL



Express Movement Air & Surface



Temperature Controlled warehouse and transportation

Refer Truck Movement



ISO Tanktainer Movement APIs/Bulk Drugs



Vale Added Services



Order Management



Monitoring /Control Panel



Soft Processing



State of art WMS



RF HHT



Road Permit Mgmt.

A division of Transport Corporation of India Ltd.

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Connecting Boundaries

SAARC EXPORTS/IMPORTS



TCI group has a strong presence in the SAARC countries with offices at borders and capital cities. TCI through its own companies provides Door-Door seamless services to its customers covering CHA at both borders as well as Transportation.

Services

- Road, Rail & Sea (Multimodal) Movements to SAARC Nations
- Customs Clearance - CHA (Both sides of the Borders)
- Express Distribution (Air and Surface)
- Warehousing & Yard Solutions

TCI's Presence in SAARC Nations

- Bangladesh (Own Company)
- Bhutan
- Nepal (Own Company)
- Sri Lanka (Under Formation)

1400 fully computerized officers • 6000+ strong and dedicated team members • Over 12000 trucks in operations • Fleet of 5 cargo ships • 11.5 million Sq. ft. of covered warehousing space • Moving 2.5% of India's GDP by value of cargo • Own offices in 4 countries • CHA License • ISO Certified • IATA Certified



Transport Corporation of India Ltd. (CIN: L70109TG1995PLC019116)

Corporate Office : TCI House, 69 Institutional Area, Sector-32, Gurugram-122 001, Haryana, India

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Find us on :





MULTIMODAL LOGISTICS

LEADERS IN GREEN LOGISTICS

TCI-CONCOR offers its customers a reliable, efficient and cost-effective multimodal Road-Rail Service and can cater to all your logistics needs for any type of cargo.

Rail is the backbone of TCI-CONCOR's transportation plans and strategy. The majority of the terminals are raillinked, with rail as the main carrier for haulage. The first and last mile needs are addressed through road transportation. This rail-road combination is price competitive over long haulages and hence allows for competitive pricing and reliable carriage of which places our customers at an advantage.

Our Strengths :

- Experience of nearly 5 years in Multimodal Rail-Road logistics
- Pan India Presence
- Customized Solutions
- Tracking & MIS
- Access to CONCOR's extensive assets & Infrastructure
- Door Pick Up & Door Delivery

TCI-CONCOR Multimodal Solutions Pvt. Ltd.

Corp. Off. : 69 Institutional Area, Sector-32, Gurugram - 122001

Phone : +91 124-2381603-07 | Fax : +91 124-2361611 | E-mail : info@tciconcor.com



CONNECTING INDIA LIKE NEVER BEFORE!

A LEADING MULTIMODAL PLAYER IN COSTAL SHIPPING



FEATURES

Custom Clearance & CHA

- Custom clearance & In house customs clearance for all the major sea ports of India.
- Cross Dock Management.

Documentation

- Full Documentation service.
- Real time information systems.
- Integrated IT network of communication & tracking systems.

Container Service

- FCL & LCL to and from all major markets.

- Cargo consolidation, Container shipping / break bulk.
- High-frequency and high reliable, bulk & container service.
- Multimodal coastal player.

Door to Door

- Door-to-door service.
- Dependable transit schedules and sailing.
- Port to port and town to town shipping service.

BRANCHES / NETWORK:

With Headquarter in Gurgaon and Operational Offices in Chennai and Port Blair, TCI Seaways is also backed by Group TCI's extensive network of 1200 (domestic) and 12 (International) company owned branches.

A Division of Transport Corporation of India Ltd.

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