



# National Logistics Policy and Green Freight Measures

## Future Directions for India's Transportation Sector Post-COVID19

Intergovernmental 13th Regional Environmentally Sustainable Transport Forum in Asia  
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# Outline

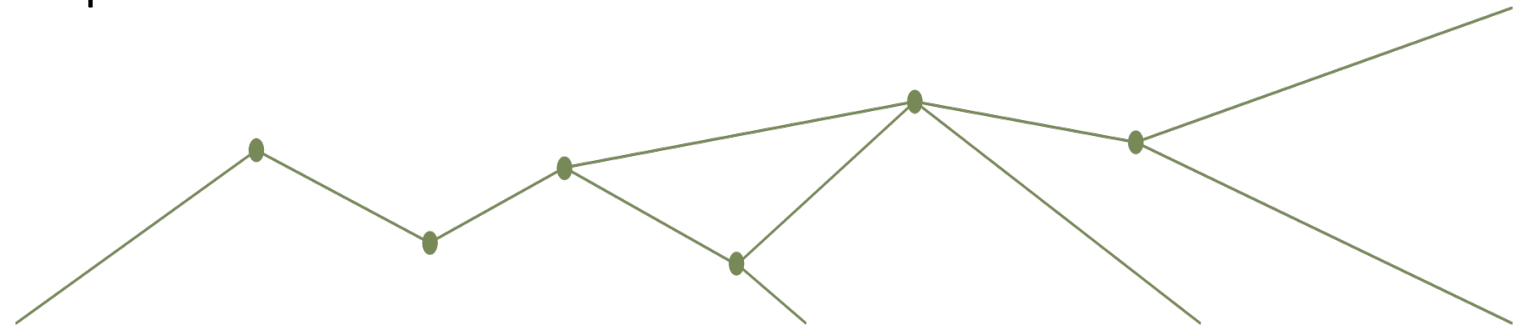
## 1. Existing Initiatives

- Direct policies and regulations
- Operational Shift leading to greener logistics options
- Policies with incremental impact

## 2. Logistics Division and its Mandate

## 3. Green initiatives under National Logistics Policy

- Programs and initiatives that directly address green logistics
- Programs and policies associated with operational shift



# Existing Initiatives: A holistic multi-pronged approach

## Three pronged approach to greener logistics

**Direct**

1 >

Policies that directly lead to adoption of standards and technologies for environmentally friendly and sustainable logistics operations

**Operational Shift**

2 >

Policies that help support shifting to environmentally friendlier and more sustainable modes of transport

**Incremental Impact**

3 >

Policies that lead to improved operational efficiency that help achieve environmentally sustainable operations

# Direct Policies

## Shift to Euro VI (Bharat VI) Standards direct from Euro IV (Bharat IV)



- Makes India the only large economy that has jumped directly from Bharat IV standard equivalent to Bharat VI standard equivalent



- Bharat VI is especially relevant for diesel vehicles that are the norm in the cargo sector. Adoption of Bharat VI would reduce the harmful NOx (nitrogen oxides) from diesel vehicles by up to 70% and cancer causing particulate matter such as PM 2.5 and PM 10 by up to 80%

## Vehicle scrappage policy (draft guidelines for setting up, authorization and operation of Authorized Vehicle Scrapping Facility issued in October 2019)



- Once finalized and adopted, the scrapping policy would provide for a process, including compensation, whereby older more polluting trucks are scrapped and replaced with newer more environmentally friendly ones

## Exploring Alternate Fuels – Hydrogen CNG Vehicles (up to 10% H-CNG Vehicle Production)

# Operational Shift: Moving to greener modes of transport

## Focus on Coastal Shipping

- Allowed mixing of EXIM and domestic containers, and mixing of EXIM and domestic cars on RoRo vessels
- Relaxation of cabotage laws to allow foreign flag vessels to carry laden containers for trans-shipment and empty containers for re-positioning
- Relaxation of cabotage rules allowing foreign flag vessels to carry agricultural commodities, and fertilizer

## Focus on Inland Water Transport

- Operationalization of NW1 connecting Haldia to Varanasi, and
- Initiatives to encourage bulk and container movement using IWTs
- Protocol on Inland Water Transit and Trade with Bangladesh to facilitate passage of cargo

# Incremental Impact: Leading to operational efficiency

Introduction of a National Ewaybill replacing individual State based good declaration formats, and elimination of several check-posts



- Transit times have reduced by almost fifth (20%), leading to significant saving in fuel consumption, and associated fuel consumption

Introduction of FASTag. Have been made compulsory



- RFID enabled FASTags allow automated payment of toll and reduce congestion and waiting time at toll plazas leading to reduced fuel consumption, emission and pollution

Clarification separate registration of tractor and trailer



- A regulatory clarification has made separate registration of tractors and trailers possible. Different interpretations of the law by state road transport regulators was preventing large-scale adoption of this model. This allows prime mover (tractors) to be optimally deployed, reducing operational redundancy and fuel consumption (therefore pollution)

Introduction of WIM technology in many corridors. All new highway development and upgradation to include WIM as a part of development plan



- Waiting time and associated fuel consumption at weighing stations during transit have gone down.

# Logistics Division

- Set up in 2017 with the mandate to make logistics in India efficient, effective, competitive with the best in class quality and standards
- Work with existing line Ministries in transport and other associated arms of government for an integrated approach to the development of the Logistics Sector

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FOCUS AREAS  
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- Taking the lead in coordination, planning, and strategic aspects logistics sector

- Develop a National Logistics Policy, which enables a National Master Plan for Logistics Infrastructure

- National Logistics Policy to address strategic issues of logistics such as multi-modal operations, regulatory reform and facilitation, tech-integration and digitalization, standards, innovation and sustainability

- A key element of sustainability is the whole area of GREEN LOGISTICS. Solutions in this area are closely related to the innovations in logistics operations

# Programs and initiatives in the NLP that proposes to directly address green logistics

- Developing an accreditation of excellent green logistics enterprises and green logistics infrastructure
- Developing a system of rating and recognition for logistics service providers (LSPs) that includes sustainability and green as points of reference
- Playing a coordinating role between line Ministries and agencies to promote the development of green innovation in infrastructure development. This would include integrating green and sustainability related principles within the projects identified in the National Logistics Master Plan
- Working with state governments in the development of their master plans. This would include putting in place schemes and programs that promote use of electric and other green alternatives for urban logistics and last mile
- Developing a 'Green Logistics' Centre of Excellence in India



# Supporting operational shift leading to green and sustainable logistics models

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Supporting development of infrastructure that makes adoption of multi-modal alternatives feasible.

Adoption of multi-modal alternatives and reducing the overall dependency on road, especially for long-haul would reduce overall emissions per ton/km for the Indian economy

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Standardization in packaging leading to waste reduction



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Supporting and providing coordination for initiatives that identify main congestion points in road networks and developing solutions. This would increase efficiency and reduce fuel consumption and emissions

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Special focus on supporting initiatives associated with coastal shipping and inland water transport that provide greener alternatives to road and rail

Thank You

