HTOA Hydraulic Trailer Owners Association

Volume 10 Issue 3
September 2024

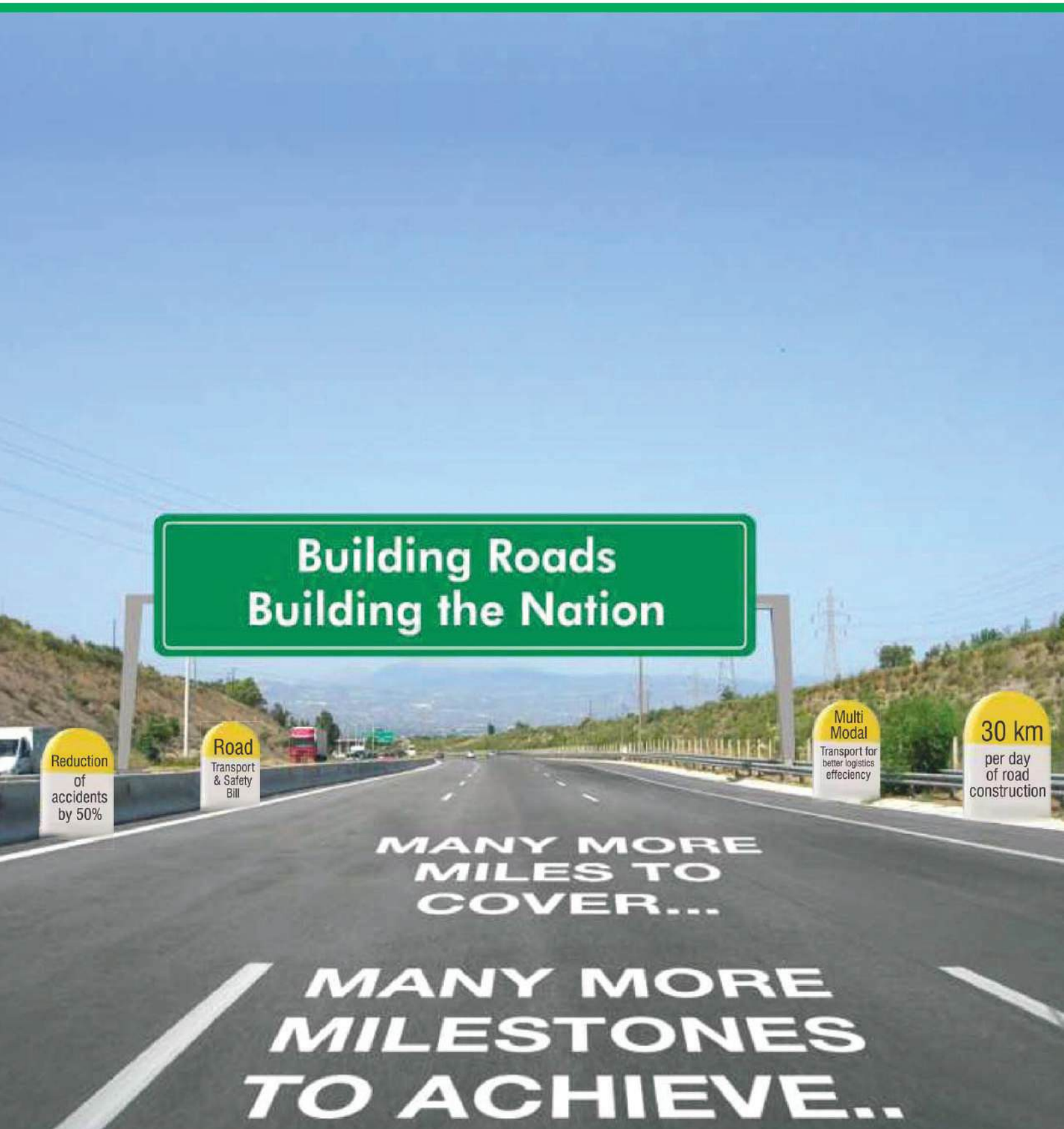
# HEAVY HAULERS

FIRST HEAVY LIFT JOURNAL OF INDIA

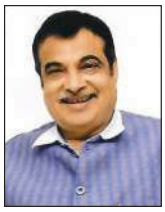
## Wheels of Progress

सत्यमेव जयते

सड़क परिवहन और राजमार्ग मंत्रालय
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
भारत सरकार
Government of India



नितिन गडकरी
NITIN GADKARI



सत्यमेव जयते

मंत्री
सड़क परिवहन एवं राजमार्ग
भारत सरकार
Minister
Road Transport and Highways
Government of India

## MESSAGE

I congratulate Hydraulic Trailer Owners Association (HTOA) on the publication of "Heavy Haulers," a bi-annual journal that has established itself as a platform for regular communication on policy issues on movement of Over Dimensional / Over Weight Consignments (ODC/OWC).

2. I feel pleased to convey that the Government is in process of streamlining & bringing further improvement in online movement permissions for indivisible ODC/OWC by updating / integrating the new roads & bridge structures in the Indian Bridge Management System with objective of providing safer roads to all users.

3. I wish HTOA and "Heavy Haulers" all success and expect that it will continue its efforts for ODC/OWC movements in India.

**(NITIN GADKARI)**

**NEW DELHI**
**Date 12.09.2024**

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LARSEN & TOUBRO

**MESSAGE**

I congratulate Hydraulic Trailer Owners Association (HTOA) for publication of "Heavy Haulers," a journal which gives insight on Over Dimensional/Over weight consignments movement and promotion of safe practices through regular interactions with key stakeholders.

The guidance and insights provided through "Heavy Haulers" article have been invaluable in navigating the complex logistics challenges associated with the transport of critical equipment for key industries.

Your efforts in creating a dynamic platform where industry stakeholders can interact and collaborate have not only improved the operational efficiency but also fostered a deeper understanding of the regulatory landscape. This has undoubtedly led to more informed decision-making and a smoother execution of logistics operations critical to our projects.

We thank you sincerely for your dedication to enhancing the heavy lift and transport sector and look forward to your continued support. Congratulations once again on this significant achievement, and we anticipate more collaborative successes in the future.

**For Larsen & Toubro Limited**

**Dharmendra Gangrade**
**Head – Logistics Managment Centre**

Date - 15/09/2024

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# Contents







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# Editorial

# HEAVY HAULERS

**September 2024 Edition**

The heavy haulage industry stands at the crossroads of significant transformation, with technological advancements, regulatory changes, and increasing demands for safe and efficient cargo transportation shaping its future. At HTOA, we remain steadfast in our mission to serve as a bridge between stakeholders, fostering collaboration, enhancing safety standards, and championing best practices. The Heavy Haulers Journal continues to play a critical role in driving this mission forward, providing industry professionals with the knowledge and insights necessary to navigate these evolving challenges.

In this edition, we bring you a range of articles that reflect the dynamic nature of our industry and the forward-looking strategies that can help members remain competitive and compliant. The expansion of the bridge study and the memorandum of understanding (MOU) with the Indian Army are clear milestones that align with HTOA's vision of strengthening the heavy haulage sector's role in national infrastructure and emergency logistics. Yet, challenges persist, such as railway shutdown costs, underscoring the need for continuous dialogue with regulatory bodies.

Our journal also highlights the critical role of events in promoting industry collaboration. With the establishment of a dedicated event management subcommittee, HTOA ensures that key conferences and discussions continue to foster knowledge sharing and partnerships across the sector.

Technology and training are essential pillars of the future of heavy haulage. As highlighted in this edition, HTOA's IT and Training Subcommittee is working diligently to enhance digital capabilities and skill development within the Association. By implementing new training programs and leveraging cutting-edge technology, we are improving operational efficiency and ensuring that our members are prepared to meet the demands of a rapidly evolving logistics landscape.

Safety and compliance remain at the forefront of HTOA's agenda. Improving safety standards and ensuring regulatory adherence are not just goals; they are integral to the industry's long-term sustainability. This journal edition reiterates the importance of following the latest guidelines and implementing rigorous safety measures in every aspect of heavy cargo transportation.

The complexities of managing Over-Dimensional Cargo (ODC) and Overweight Cargo (OWC) transportation are explored in detail, emphasizing the importance of meticulous planning and engineering excellence. In an industry where every project involves high stakes, understanding load distribution, route planning, and timely execution is key to success.

As the logistics industry becomes increasingly digitized, the need to protect digital assets is more critical than ever. This edition explores how companies can safeguard themselves against cyber threats, offering practical advice on how to secure the right coverage and mitigate risks. Equally important is the understanding of cargo insurance, which protects goods during transit and reduces financial liabilities for logistics providers. Comprehensive insurance is not just a protective measure—it's an essential component of risk management in today's complex supply chain environment. It is important that stakeholders come forward and transparently put forward their foreseen risk with underwriters for suitable insurance coverage product in this liberalized economic scenario.

Leadership in logistics is another focal point of this edition. The industry's future will be shaped by leaders who prioritize authenticity, integrity, and collaboration. Building a value-driven organization requires fostering a culture of transparency and accountability, qualities that are essential for navigating the complexities of today's logistics challenges.

Regulatory updates are a critical part of this journal, helping members stay informed about changes that directly impact their operations. From simplifying GST compliance to discussing recent legislative reforms that drive supply chain efficiency, these updates are vital for businesses looking to streamline operations and reduce costs.

Our industry continues to face challenges, whether it's securing adequate insurance for ODC/OWC transportation or overcoming the logistical bottlenecks of using inland waterways for heavy cargo. However, this journal offers actionable solutions and insights that aim to empower members to overcome these obstacles.

As we are aware that innovation in lifting heavy loads, whether through cranes or advanced modular transporters, remains a vital aspect of our industry. The journal explores these techniques, helping users & service providers as well take informed decisions about the best methods and equipment for their projects.

At its core, the Heavy Haulers Journal is more than just a publication—it's a platform for the heavy lift industry to share knowledge, showcase best practices, and drive the industry forward. It serves as a crucial resource for members of HTOA, offering them the tools and insights needed to stay ahead in a competitive and rapidly changing market.

As we continue on this journey, we hope that this edition will inspire and equip you with the information necessary to tackle both current and future challenges. HTOA remains committed to supporting our members and the heavy haulage community at large, ensuring that together we can lead the way toward a safer, more efficient, and innovative future.

Warm regards,

Editorial Team – Heavy Haulers

# From the desk of Chairman

**Sameer Parikh**
Chairman HTOA

Dear Members,

It is with great pleasure that I present to you the 10th edition of the Heavy Hauler journal, coinciding with the 17th Annual General Meeting (AGM) of the Hydraulic Trailer Owners Association (HTOA). Over the last few months, we have made significant strides on several fronts, demonstrating the collective strength and determination of our Association.

**Key Developments:**

1. Bridge Study Expansion: We are under discussion to expand our study to cover longer bridge spans and introduction of six new categories to ensure better operational clarity and safety.

2. Insurance Claims Review: We are actively reviewing insurance claims to limit the liability of our members as Common Carriers. This step will protect our stakeholders and bring much-needed relief against large value unforeseen liability claims.

3. Collaboration with Authorities: Our engagement with Road & Bridge Authorities in Rajasthan and Madhya Pradesh has resulted in productive dialogues, streamlining permissions for our operations.

4. MoU with the Army: It gives immense pleasure to convey that the Indian Army has agreed to sign an MoU with HTOA. The army will provide training and guidance on how we can utilize our assets in National emergencies, further cementing our role in Nation service.

However, some challenges persist. The issue of Railway shutdown costs and processes remains unresolved. We are in constant discussions with the relevant authorities and hope to reach a breakthrough in the coming months.

**Welcome to New Members:**

Since our last AGM, we have welcomed 6 new members into the HTOA family. Their addition strengthens our community, and I am confident that together we will achieve new heights.

**HTOA Website Enhancements:**

For those who have not yet visited our website ( www.htoa.org), I encourage you to explore the new features on our website. We have added useful links and processes that will help our members stay informed and compliant with the latest regulations.

As we approach the Festival of Lights, we, the office bearers, wish you and your families a joyous and prosperous festive season. May this time bring happiness, health, and prosperity to all.

Looking forward, our next journal will be published in first half of 2025. I encourage members to contribute articles that will educate and inspire, drawing from both local and global experiences. Your insights can help guide our collective efforts to drive progress in the industry.

# अध्यक्ष की कलम से

समीर पारिख
अध्यक्ष - HTOA

प्रिय सदस्यगण,

मुझे अत्यंत प्रसन्नता हो रही है कि मैं आपके समक्ष हेवी हॉलर जर्नल का 10वां संस्करण प्रस्तुत कर रहा हूँ, जो हाइड्रॉलिक ट्रेलर ओनर्स एसोसिएशन (HTOA) की 17वीं वार्षिक आम बैठक के शुभ अवसर पर जारी किया जा रहा है।

पिछले कुछ माह में, संस्था ने कई महत्वपूर्ण क्षेत्रों में उल्लेखनीय प्रगति की है, जो हमारे संगठन की सामूहिक शक्ति और संकल्प को दर्शाती है।

मुख्य अंश:

1- पुल अध्ययन (Bridge Study) का विस्ताररू हम वर्तमान में लंबे पुल खंडों पर सुरक्षा के साथ अविभाजित भारी माल को कैसे परिवहन किया जाए, इस बिंदु पर भारत सरकार द्वारा मान्यता प्राप्त विशेषज्ञ अभियंताओं के साथ समन्वय कर अध्ययन विस्तार करने पर चर्चा कर रहे हैं और बेहतर संचालन स्पष्टता और सुरक्षा सुनिश्चित करने के लिए हाइड्रोलिक ट्रेलर कांबिनेशन की 6 नई श्रेणियाँ को मान्यता प्रदान करने पर चर्चा कर रहे हैं।

2- Carrier liability की समीक्षा रू हम सक्रिय रूप से सड़क परिवहनकर्ताओं पर दावों की समीक्षा कर रहे हैं ताकि हमारे सदस्यों की जिम्मेदारी को सीमित किया जा सके। यह कदम हमारे हितधारकों की सुरक्षा करेगा और अत्यधिक अप्रत्याशित दावों के विरुद्ध आवश्यक राहत प्रदान करने का मार्ग प्रशस्त करेगा।

3- राज्य शासन स्तर पर नीति निर्धारण हेतु चर्चा रू राजस्थान और मध्य प्रदेश के राज्य राजमार्ग शासकीय अधिकारियों के साथ हमारी चर्चा से सकारात्मक परिणाम सामने आए हैं, जिससे सुरक्षित रूप से भारी माल परिवहन हेतु अनुमतियाँ प्राप्त करने की प्रक्रिया सरलीकरण की दिशा में सकारात्मक प्रगति हो रही है।

4- भारतीय थल सेना के साथ समझौता ज्ञापन (MOU) रू मुझे यह घोषणा करते हुए गर्व हो रहा है कि भारतीय थल सेना भ्ज्व् के साथ समझौता ज्ञापन पर सैद्धांतिक सहमति हो गई है। सेना राष्ट्रीय आपातकालीन स्थितियों के दौरान हमारे सदस्यों के संसाधनों के उपयोग के लिए प्रशिक्षण और मार्गदर्शन प्रदान करेगी, जिससे राष्ट्रीय सेवा में हमारी भूमिका और सशक्त होगी।

हालांकि, कुछ चुनौतियाँ अभी भी बनी हुई हैं। रेलवे शटडाउन की लागत और प्रक्रियाओं के संबंध में चर्चा जारी है। हम संबंधित अधिकारियों के साथ निरंतर संवाद कर रहे हैं और हमें उम्मीद है कि आने वाले कुछ माह में इसके सकारात्मक परिणाम सामने आएंगे।

नए सदस्यों का स्वागत:

पिछली वार्षिक बैठक के बाद से, हमने HTOA परिवार में 8 नए सदस्यों का स्वागत किया है। उनका जुड़ना हमारे समुदाय को और मजबूत करता है, और मुझे विश्वास है कि हम सभी मिलकर नई ऊँचाइयाँ प्राप्त करेंगे।

HTOA वेबसाइट में सुधार:

जिन सदस्यों ने अभी तक हमारी वेबसाइट (www-htoa-org) नहीं देखी है, मैं उन्हें नई सुविधाओं का अवलोकन करने के लिए प्रोत्साहित करता हूँ। हमने उपयोगी लिंक और प्रक्रियाएँ जोड़ी हैं, जो हमारे सदस्यों को नवीनतम नियमों के साथ अद्यतित और अनुपालन में रहने में मदद करेंगी।

जैसे ही हम प्रकाश पर्व (दीपावली) के करीब पहुँच रहे हैं, हम सभी पदाधिकारी आपके और आपके परिवार के लिए सुखद और समृद्ध त्यौहार की कामना करते हैं। यह समय आपके लिए खुशी, स्वास्थ्य सफलता एवं संपन्नता लेकर आए।

हमारा अगला संस्करण 2025 की प्रथम छमाही में प्रकाशित होगा। मैं सदस्यों से सादर अनुरोध करता हूँ कि वे ऐसे लेख साझा करें जो स्थानीय और वैश्विक अनुभवों से प्रेरित होकर हमें दिशा प्रदान करें। आपके विचार हमारे सामूहिक प्रयासों को उद्योग में प्रगति के लिए प्रेरित करेंगे।

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# Project Management

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## Engineering excellence in

The intricate world of project cargo logistics.

Project Cargo encompasses transportation of cargo with diverse dimensions, sizes, and weights, ranging from small packages to loads exceeding hundreds of tons. This involves multimodal transport via sea road, rail or air necessitating meticulous timeline planning to meet project deadlines. However, when delving into Project Cargo logistics for over Dimensional Cargo logistics for over Dimensional Cargo (ODC) or heavy cargo the dynamics change significantly. The scope of work, timelines, and challenges inherent in the cargo's size or weight define the transportation process.

ODC cargo especially for power plants, refinery plants nuclear plants, fertilizer plants, and infrastructure projects like metros and bridge construction, presents unique challenges. Transporting these cargos involves specialized equipment, such as utilizing hydraulic axles for weight exceeding 35 tones or dimensions surpassing 12 m in length, 3 m in width, or 2.5 m in height, flat top barges for coastal shipping for heavy dimensions and weights not transportable on roads.

Use of Conventional Hydraulic Axles or SPMT, Load distribution

### Challenges

Handling project cargo, especially Over Dimensional Cargo (ODC), presents unique challenges distinct from regular freight. The dimensional complexities require a thorough understanding of each job's critical requirements. Transportation planning may require overcoming obstacles like height barriers, signal gantries, high-tension electrical wires, and even temporary railway blocks and shutdowns. Additionally, challenges may involve removal of roadside electrical poles, traffic control measures, considerations for turning radius, road development, load distribution to ensure safe bridge crossing.

Unlike standard freight, each project cargo job is singular, requiring tailored solutions and strategic planning to navigate through a myriad of obstacles inherent to its size and weight.

### Strategic Cargo Transport

Transporting project cargo, especially in challenging or remote locations, requires meticulous consideration of optimal routes and modes. The movement of heavy cargo inherently poses distinct challenges, demanding a commitment to engineering excellence, safety and on time delivery.

In selecting transportation modes and routes, a critical aspect involves conducting suitability surveys. Teams of experts evaluate potential routes, weighing factors such as difficulties, cost and safety considerations. While the quest for short routes might be challenging the primary goal is to identify routes that are not only safe but also cost effective.

Comprehensive solutions are pivotal in this domain. Whether it's multimodal transport, road haulage, marine logistics, or erection services, a holistic approach is essential. The industry strives for innovation to address diverse needs and challenges, providing a one-stop-shop solution for clients.

*****

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# Cyber Insurance

**Trupen Desai**
INSURANCE BROKERS

## What is cyber insurance policy?

This Cyber insurance policy is specifically designed to safeguard commercial businesses/individuals against various unforeseen first-party and third-party liabilities. It covers risks arising due to cyber exposures associated with networks, information assets, e-business, and the internet.

Cyber security insurance safeguards online users from damage and loss which might arise due to unauthorized disclosure of personal and financial data. Apart from financial cover, it will also give you the umbrella to keep away from psychological stress which might arise otherwise due to hacking of sensitive data.

## Types of Cyber Security Insurance

**This insurance can be classified under two headings:**

**Individual Cyber Security Insurance:** It is meant for the daily online users. The policy covers risks associated with fraudulent activities like identity theft, malware attacks, cyber stalking, IT theft loss and social media liabilities.

**Cyber Liability Insurance:** It covers cyber risks associated with IT firms. It is an IT firm's liability when it stores customers' personal and financial data on the servers.

# What all Cyber Security Insurance Covers?

Cyber security insurance coverage can be classified under the following heads:

### Identity Theft:

Use, deletion or alteration of personal data stored on the computer:

- It covers prosecution costs which arise when a case is filed against a third party.
- Cost of transportation to the court and photocopying of documents.

### Social Media Liability:

Identify theft occurring on social media account.

- It covers prosecution costs which arise while filing a legal case against a third party.
- Costs of transportation to the court and photocopying of documents.

### Cyber Stalking:

Using digital media to harass or frighten an online user.

- Costs which arise when a legal case is raised against a third party.

### Malware Attacks:

This is a computer program which is received through texts, file transfer, downloaded programs or malicious activities on digital devices.

- It covers restoration cost of damage to the digital device caused by malware.
- Costs of transportation to the court and photocopying of documents.

### IT Theft Loss:

Cyber intrusion in the computer which led to unauthorised payment to third parties.

- Financial loss due to IT theft.
- Legal expenses which arise from a claim lodged by a third party.
- Prosecution cost against a third party for causing IT theft.

### Phishing:

Unauthorised access to usernames, passwords and credit card details.

- Financial loss due to loss of sensitive information.
- Prosecution costs which arise against a third party for phishing attack.

### Email Spoofing:

Forgery or manipulation of email headers so that the recipients understand that the email is from the actual source.

- Financial expenses arising out of email spoofing.
- Prosecution costs which are against a third party.

### Media Liability Claims:

Unintended publication or broadcast of any digital content as a result of cyber-attack.

- Prosecution costs to claim compensation from a third party.
- Costs of transportation to court and photocopying of documents.

### Cyber Extortion:

Threat to cause privacy breach, cyber attack or data breach.

- Loss caused by such threats.
- Prosecution costs which arise when claiming compensation costs from a third party.

### Privacy & Data Breach by third party:

Unauthorised disclosure of personal data.

- Legal expenses insured to claim compensation from a third party when any of the above mentioned breaches arises.

*****

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# Techno Commercial Aspects of Cargo Transportation for High Value projects

## Part 2...

# Cargo Insurance

When goods are transported from one country to another, the shipper, the receiver expects cargo to be received in the same condition as shipped. The carrier else would be responsible for loss / damage to cargo during transit and be legal labile.

If the carrier has insured his liability, they would be inclined to pay a valid claim made by the shipper or receiver. It is thus important that the cargo owner (shipper or receiver) too insures the goods against loss/damage. It is important to note however, that the carrier and the cargo owner do not insure the same risks in relation to the cargo.

**Why insurance?**

Insurance is essentially a contract between the insurer and the assured. The assured agrees to pay the premium, to secure financial assistance of the insurer for the risks specified in the contract.

The shipper/receiver insures loss/damage to goods (cargo insurance) depending on the documentary credit sale and usually covers loss/damage to the cargo, general average, salvage and any other liability that may be incurred during transit.

### Why is it necessary to insure?

- Accidents occurs during transportation.
- Goods are stolen while in transit.
- Goods can be damaged due to bad weather.
- Goods can be damaged due to careless handling.
- Goods are subject to marine hazard.
- Carrier, forwarders, accept only limited liability.

### Types of insurance coverage

- Free of Particular Average (FPA)
- With Average or With Particular Average (WA/WPA)
- All risks
- Institute Cargo Clauses A,B,C
- War, strikes and civil commotion

### Risk not covered by insurance

- Inherent vice of the goods
- Inadequate packing
- Delay
- Willful misconduct and/or fault of the insured
- Normal wear and tear

### Multimodal Transport Operator/Freight Forwarder

The multimodal transport operator (MTO), who, during transport, offers a door-to-door service is bound to accept responsibility for loss/damage to cargo. In an ideal scenario, the MTO should first compensate the cargo owner for any loss/damage to goods and then recover from the actual carrier.

The MTO may incur other liabilities arising due to mistakes in documentation or procedures.

The MTO will thus be initially responsible for loss/damage to the goods during its entire transportation through several means of transport and during the interface between ship and shore, at the port.

In countries where multimodal transport is well established, the MTO insures his/her liability through mutual insurance – with a Through Transport (TT) club.

### Following are some of the risks that would be recovered:

a) Loss of Assets - Loss or damage to his assets (equipment, warehouses, etc.)

b) Third party liabilities - Liability for injury to any person working on his premises etc. Death or injury to third parties.

c) Customer liabilities - Liability for loss/damage to cargo during the entire carriage Financial loss “Error or omissions”

d) Customs liabilities - Liability for irregularities made in customs procedures

### Liability, Insurance & Claims

The transport chain has many parties that interact closely with each other, giving rise to a series of contractual arrangements. The contractual arrangements may be verbal, written, or on standard form contracts. The parties may be governed by national rules flowing from international conventions, or regional / sub-regional arrangements. These contractual arrangements results in rights and obligations, risks and liabilities. Prudent traders and transport operators insure their risks and liabilities.

In the course of arranging the transport of goods, seller or buyer would enter into contracts with one or more of the above parties who would assist in moving the cargo from the point of origin to point of destination. Accordingly, the shipper would either directly or through the

freight forwarder make a contract of carriage with each of the parties in the transport chain.

With the growth of multimodal transport, the freight forward of MTO often offers to carry the cargo from the seller/shipper's premises to the discharging port or beyond. In offering this service the freight forwarder or MTO undertakes responsibility for the entire transport. The freight forwarder/ MTO however may not own or operate nay means of transport. In this event, the freight forwarder or MTO would sub-contract different segments of the carriage to a road haulers/ railway and / or to the sea carrier. Where cargo moves from one country to another by road, rail or sea, different regimes of liability would be applicable to the carriage of goods and loss/damage delay during the transport.

## International Conventions on Transport Liability

- Road – Convention on the Contract for International Carriage of Goods by Road (1956) " CMR"
- Railway - Convention Concerning International Carriage by Rail (1980) "CONTIF/CIM"
- Sea-International Convention for the Unification of Certain Rules Relating to Bills of Lading (1924) " Hague Rules".
  - Visby Protocal of 1968 "Hague/Visby Rules"
  - SDR Protocol 1979
- United Nations Convention on the Carriage of Goods by Sea, 1978 "Hamburg Rules"
- Air – Convention for the Unification of Certain Rules Concerning Air Transport (1929) and Protocols " Warsaw Convention"
- Multimodal Transport – United Nations Convention on International Multimodal Transport of Goods – " MT Convention"

## Liability regime of the Multimodal Transport Operator (MTO)

**The MTO may be one of the following:**

- Sea carrier who has extended his/her service to provide a door-to- door service.
- Land/air carrier who has extended his/her service to provide a door- to-door service.
- Freight forwarder who has decided to offer a transport service.
- An operator who has decided to set up a business of multimodal transport.

## Period of liability

When containerization first commenced, the sea carrier extended the services beyond the ship's rails.

However, the carrier only accepted liability for loss/damage to cargo from the ships rails. The risk of any loss/damage to cargo before loading, and after discharge remained with the shipper or the receiver. When the sea carrier specifically offered to carry the goods by more than one mode of transport, he/she attempted to restrict liability to the period when the goods were in his custody.

Thus, if the place of loss/damage was known (loss localized), the sea carrier would direct the shipper or the receive to the actual carrier, in whose custody the cargo was lost or damage.

If the place of loss/damage was not known, the sea carrier would compensate the shipper/ receiver, according to the regime of liability applicable to carriage by sea (e.g. Hague-Visby rules).

This practice was adopted by other carriers and freight forwarders who offered a door-to-door service. It resulted in the shipper having to deal

with an unknown carrier.

The next stage was a scenario where the MTO agreed to accept liability for loss/damage to cargo. Where loss was localized the liability of the MTO would be identical to the liability accepted by the actual carrier. The MTO would thus enjoy the same exclusions and limitations as carriers he sub-contracts with.

Where the place of loss was not detected, the MTO took the position that not having a compulsory regime of liability he/she was free to exclude, or limit liability for loss/damage of goods to a minimum.

### UN Multimodal Transport Convention

The following are some of the important points in the Multimodal Transport Convention:

- The MTO must accept responsibility for loss/damage to goods during the entire transport chain.
- The MTO's liability is similar to that of the Hamburg Rules, and is based on the concept of fault.
- The liability of the MTO is independent of the actual carriers he sub- contracts with.
- The shipper/receiver who has a damage claim may direct it to the MTO, who must settle the claim and seek recourse from his/her sub- contracts.
- Where loss is localized, the limits of liability would be according to the regime of liability in place for that mode of transport.

### Basis of liability

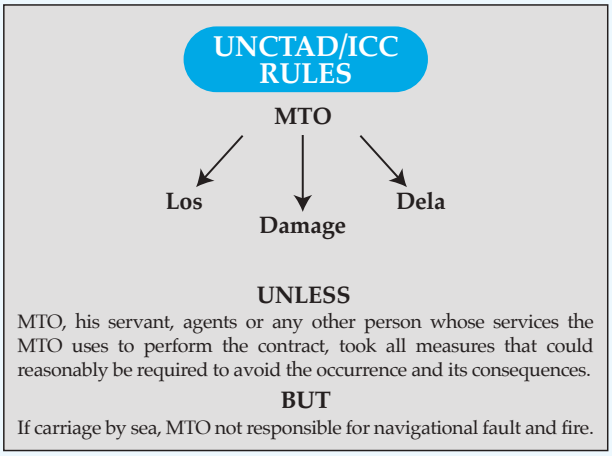
The multimodal transport operator shall be liable for loss resulting from loss or damage to the goods as well as from delay in delivery, if the occurrence which caused the goods were in his/her charge unless the multimodal transport operator proves that he, his/her servants or agents or any other person took all measures that could reasonably be required to avoid the occurrence and its consequences.

Delay in delivery occurs when the goods have not been delivered within the time expressly agreed upon or, in the absence of such agreement, within the time which it would be reasonable to require of a diligent Multimodal Transport Operator, having regard to the circumstances of the case.

If the goods have not be delivered within 90 consecutive days following the date of delivery determined according to paragraph 2 on this article, the claimant may treat the goods as lost.

### Limitation of liability

The UNCTAD/ICC Rules adopts the system of "network liability", with regard to the limits of liability.




### Logistics and Supply Chain Management

Logistics is a management technique that controls the physical flow of goods and the flow of information on a synchronized basis. Transport operators and service providers must therefore comply with the specification laid down in the logistics system. This system's approach to the individual activities such as supply production, and distribution, in the manufacturing process eliminates the separation of such activities and links them in

new and more powerful combinations to achieve incased levels of efficiency, enhance quality and reduce the costs of finished goods. Logistics management also plays a strategic role in the decision-making process as well as in the organisation's structure.

## Issues related to logistics

### Logistics impact on competitive advantage

The competitiveness of internationally traded products is greatly influenced by various factors, which build up the overall logistics cost. The main once are:

### 1. Costs

The cost associated with the physical transfer of the goods.

This is an essential piece of information in the negotiation of an international trade transaction. To maintain competitiveness, the trader must make sure that his cost is as low as possible. However, on any particular logistics channel, this cost is made up of a number of costs elements corresponding to the services provided along each specific link. These elements cannot always be clearly quantified beforehand. Usually there exist 2 types of costs: direct and indirect.

Direct costs are directly related to service provided. In general, they are based on published tariffs, which reflect the local market conditions, the quality of the service, and the management capacity of the service provider. These considerations depend on the state of the local infrastructure, equipment, on local infrastructure / equipment maintenance policy to provide reasonable transport services. They depend on the local capacity to plan human resource development to assist managers in making the best use of existing infrastructure and equipment.

Indirect costs are a consequence of the service provided. They build up as financial costs resulting from poor operations (low speed, unexpected delays, etc.) as additional costs (e.g. increased insurance premiums), or as "consequential costs" (e.g. sales opportunities lost because goods are not readily available). They reflect the efficiency of the services, the level of risk involved, and the capacity of the service providers to cope with administrative and operational problems.

### 2. Transit time

Transit time is an important element as goods in transit cost money. Any reduction in transit time would therefore reduce the overall cost of the delivered goods.

Transit times can be improved by increasing transport speed while cargo is moving on any transport mode, and/or by reducing idle time while cargo is waiting at some interface point for its next movement.

The lack of proper integrated logistics strategies or the excessive burden of administrative and documentary requirement might neutralize any effort or investment in increasing commercial speed.

To reduce the financial costs of their inventories, procedures favour arrangements that supply the required input goods "just in time" (JIT), that is, within a short time span before the anticipated use in production or sale. Under these conditions, time reliability is very important. A business under tight schedule operations cannot afford delays on delivery.

### 3. Safety of goods

Safety of goods is equally important. Any loss or damage, because of theft, mishandling, poor

quantity packaging or physical damage caused by accident will result in the non-availability of the goods at the expected time and place, and in expected conditions.

The financial consequences of such non-availability, in addition to the cost of loss or damage, are like the time reliability consequences mentioned earlier. Strangely enough this has been an area where logistics research is scare but where legal opinions and proceedings have taken precedence.

Uncertainties of schedules, breakages, loss, pilferage, rules and regulations, etc., are some of the issues faced by traders and might disadvantage exporters and importers.

The above-mentioned considerations indicate that trading opportunities can benefit from better-organised logistics services. To take advantage of efficient logistics systems in increasing their competitiveness, sellers and buyers must adopt their commercial practices, and governments must provide logistics service providers with an institutional, regulatory, and operational environment, which can stimulate the application of logistics systems.

The introduction of logistics practices in a country provides the opportunity to realize synergy from the potential improvements, which can be obtained from public and private interests: public administrations, state owned and private logistics companies, importers and exporters.

Logistics should be seen as a system approach to trade efficiency and competitiveness, not as a turnkey system, which can be bought and installed from one day to the next. Such a system approach calls for an integrated view of all relevant trade, transport, and logistics related issues in a country. Governments can take a leading role in supporting this approach by designing the proper legal framework and streamlining administrative bottlenecks such as Customs, banking, insurance, foreign exchange controls, etc.

An integrated logistical system approach must encompass not only the economic, commercial, and operational aspects of the international movement of goods, but also all issues related to the facilitation of trade and the responsibility for the goods while in transit. To consider all interest involved in the development of logistics management, the relationships between transport users, services providers and governments must be clearly identified and proper co-ordination in the implementation of improvements must also be established.

Logistics management can provide a greater awareness of the specific modal and interface improvements by identifying physical and institutional bottlenecks along the supply chain. The development of logistical services will also promote the need for properly regulated logistics service providers. This can result in an increased level of trade competitiveness for all involved.

“These groups of activities can be classified into two dimensions. The first dimension includes the physical activities that are required to create the form, time, place, and quantity utilities. They are manufacturing/operations and transportation, which create the product/service and movement, as well as physical distribution that stores the product/service. The second logistics dimension includes the transaction activities (behavior and information flows) that follow or initiate the physical activities discussed previously.”

However, there have been noticeable trends towards greater involvement of logistics in production scheduling, order processing, and purchasing. In addition, the area of customer service logistics has been recognized more and more as an essential element in the overall process of creating customer value through customer relationship management.

*****

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**Behram Sabawala**
Chief Strategy Officer,
Express Global Logistics

# The Challenges with ‘LOGISTICS LEADERSHIP’

Most supply chain and logistics groups in our country continue to be family-owned and -led, with some Companies having survived more than a century and some others close to that landmark. This is not surprising considering that the logistics business itself is very people-driven and will continue to be that no matter how much we automate.

It is therefore an imperative that we learn to lead by example, and perhaps most critically, learn to ***hire people who can challenge us and then allow them to challenge us***, so that everyone learns.

Most owners believe they know everything about their organization and their people because they feel they have complete visibility. This is furthest from the truth. What is truer is that multiple pairs of eyes are watching us, and our people will not do what we tell them to do. ***They do what they see us doing***.

From the shop floor supervisors to the task-focused managers, to the leaders of people and ultimately to the inspirers, who grow and develop everyone they work with, they all play a vital role in an organization’s evolution. And an organization who allows people the space and opportunity to transition through these phases will be the one that benefits the most.

Evolutionary leadership by its very nature involves inspiring others to growing and transforming first themselves and then those around them. This needs a strong and constant ***willingness to learn*** and needs the support and backing of an organization ***ready and willing to change***.

Integrity is what we do when nobody else is watching and can only be either 0% or 100%, black or white, nothing in between. It is also important for each member of the team to hold themselves ***accountable*** for all that they do. When teams are made up of such folk, the cumulative effect is magical, and everyone gets to move from good to great – together.

Nothing beats ***authenticity*** and when that is visible from the very top down, it has a ripple effect across the Company. This builds a work environment where everyone trusts each other and works better together resulting in the establishment of a strong value-driven consistent reputation.

***Treating people with respect and developing an attitude of gratitude*** is also very essential. When we treat people as we expect to be treated ourselves, the seeds of ***collaboration*** are sown. Natural outcomes will include ***inclusivity***, more frequent and more honest ***sharing, unity, openness, transparency and harmony***.

It is also very essential to ensure that performance is reviewed objectively, and difficult decisions are always taken in the best interests of the organisation. A parent will not deny their child food, clothing or shelter even if the child has not done well, but when punitive action is necessary, it must be taken fairly and squarely, because efficiency and productivity can never be compromised for any reason whatever.

Finally, an area where most Companies need to improve is faster and better communication of the difficult decisions. These are usually put off interminably but must be dealt with when the iron is hot, and the deed has just been done.

Good luck to everyone to implement these very basic but also very challenging actions. We have a lot to look forward to considering how we are growing as a nation, with the world watching us and depending on us to lead the planet to a better tomorrow.

*****

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# HOTA Recent Activities

## 1. Transit Risk Coverage for ODC/OWC Transportation.

- Meeting with Executive Director (NL), IRDAI Hyderabad for discussion on Transit risk coverage for ODC/OWC Transportation on 21st May,2024

**HTOA Participants: Sh. Manish Kataria, Sh. Jignesh Patel and Sh. Vinay Ranade (Insurance Expert).**

(L to R) Sh. Manish Kataria, Sh. Jignesh Patel, Sh. Suresh Nair, Sh. Sridhar Panda

Discussion held with Sh. Suresh Nair, General Manager (NL). HTOA has highlighted non-availability of adequate insurance products in Country for Over dimensional/ Overweight consignment carrying motor vehicle owners as well as common carriers booking such consignments, which is leading to heavy financial burden on operators, in event of claims under Carriers Liability. HTOA had also handed over written submission. IRDAI gave patient hearing to issues raised with assurance for favourable consideration at early date.

## 2. Mobilisation and movement of critical Vehicles during the national emergency – development of software for MHT tracking.

- Meeting with Mr. Mahmood Ahmed, Additional Secretary, MVL and Ministry of Defence (MoD) at Delhi on 11th July 2024

HTOA Participants: Sh. Suhas Lade and Nitin Singal.

MoRTH & MOD has targeted implementation of AIS 140 on pullers to be completed by 15-Aug-24. MoRTH has issued instructions to states government to ensure mounting of AIS 140 on vehicles and going forward may make it compulsory for all MVs. HTOA has to share MHT data to ministry.

## 3. Integration of vehicle gate pass system with Vahan Portal System (Meeting with Mumbai Port Authorities)

- Meeting with Port officials- Sh. A Gneshan, Chief Mech Engr, Ramesh Podar, Dy Dir. EDD, Sanjay Joglekar Chief Technology Officer on 02nd August 2024.

HTOA - Sh. Suhas Labde, Gopinath Thube, Ramesh Manadal.

Post detail discussion CME has agreed to implement measures to control and allow loading on Mech Trailers up to 55 ton GVW. He issued instructions to DD, EDD for incorporating this restriction in new software planned for implementation within the next 2/3 months. And also, to issue trade circular for port users.

## 4. Integration of State ODC permission with MoRTH Portal- Meeting with PWD Jaipur

- Meeting with Principal Secretary, PWD, Government of Rajasthan at Jaipur on 3rd August 2024 on ODC/OWC Movement Permission over modular hydraulic trailers on RIDCOR/State Road & Bridge Infrastructure.

**HTOA Participants: Sh. Jignesh Patel, Sh. Zarksis Parabia, Sh. Surendra Gahlot, Sh. Gopinath Thube.**

(L to R) Sh. Gopinath Thube, Sh. Zarksis Parabia, Sh. Praveen Gupta IAS, Sh. Jignesh Patel, Sh. Surendra Gahlot

**Following points were discussed in meeting:**

**i.** Collection of user fee as a single vehicle under Over size category (FASTAG category 15) as per Ministry's order & procedure being followed by NHAI across the Nation.

**ii.** Integration of State Expressways, R&B infrastructure with MoRTH ODC portal and collection of online ODC/OWC fee as charged by MoRTH instead of HT operator being compelled for hefty amount security deposit for movement on RIDCOR road.

**iii.** Free movement of HT combinations upto 8 axle lines i.e. HT 1 to HT 3 with Gross combination weight upto 169 tons.

## 5. ODC/OWC Movement Permission over modular hydraulic trailers on MPRDC /State Road & Bridge Infrastructure.

- Meeting with Managing Director, MP Road Development Corpn Ltd, Government of Madhya Pradesh at Bhopal on 13th August 2024 on

**HTOA Participants: Sh. Manish Kataria, Sh. Gurupreet Singh, Sh. Gopinath Thube.**

(L to R) Sh. Gurpreet Singh, Sh. Avinash Lavania IAS, Sh. Manish Kataria, Sh.Gopinath Thube

**Following points were discussed in meeting:**

**1.** Toll fees collection: To consider & order for collection of user fee as a single vehicle under Over size category (FASTAG category 15) as per Ministry's order no. H-39011/12/2017-Toll dtd 20.02.2021 & procedure being followed by NHAI across the Nation as per its order dtd. 22.02.2021.

**2.** Free movement for ODC/OWC up to 8 axle line modular hydraulic trailer combinations on MPRDC roads & bridges against collection of a fee as per MPRDC order no. 7527 dt.29.09.2011 and MoRTH notification No. S.O. 1434 E dtd 18.04.2016.

**3.** Integration of ODC movement permission system with MoRTH ODC portal (www.morth-owc.nic.in) in a time bound manner to promote EASE OF DOING BUSINESS.

**4.** Withdrawal of requirement of security deposit for grant of permission for movement of ODC/OWC over Modular Hydraulic Trailer combination.

**Assurance by MPRDC:**

1. agreed for levy of Toll Fees on the lines of MoRTH/NHAI and instructed departmental officials to issue the order accordingly and share copy to HTOA.

2. Free movement for ODC/OWC up to 8 axle line to be implemented with immediate effect by issuing internal order.

3. Agreed for integrating state ODC/OWC permission process with MoRTHs ODC Online portal. MPRDC will send confirmation to MoRTH, NIC to proceed on integrating permission process with cost software development on account of state.

4. MPRDC will place agenda in forthcoming board meeting for post facto approval for withdrawing security deposit requirement and adding collection of ODC/OWC permissions on lines of MoRTH model.

## 6 ODC/OWC Movement Permission over modular hydraulic trailers on RIDCOR/State Road & Bridge Infrastructure.

- Meeting with Chief Engineer, PWD, Government of Rajasthan at Jaipur on 17th August2024

**HTOA Participants: Sh. Manish Kataria, Sh. Ramratan Agarwal, Sh. Pawan Jain, Sh. Surendra Gahlot.**

(L to R) Sh.Surendra Gahlot, Sh.Manish Kataria, Sh. Ramratan Agarwal, Sh. Mookesh Bhati CE, Sh. Pankaj Arya SE

**Advisories issued to Members:**

1. Movement of ODC/OWC on Modular Hydraulic Trailer on Kundli Manesar Palwal Express Highway - HSIIDC.
2. Vertical clearance constraint on Gwalior Agra NH.44.
3. An appealed to members for submitting pending/settled litigations, claims by Insurance companies, clients on a/c Carriers Liabiity, with supporting documents.

*****

RW/NH-34062/01/2022-S&R (P&B)
GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
S&R (Bridges)
Transport Bhawan, 1, Parliament Street, New Delhi 110001

Dated: 08.07.2024

To,
The General Secretary,
Hydraulic Trailers Owner's Association
301, Commercial Manor, 4th Cross Clive Road
Masjid(East), Mumbai-400009

**Sub:** Engagement of Consultants for assessment of adequacy of Road bridges to carry over Weight vehicles using Multi-axle Hydraulic Trailers.

**Ref: (i) Ministry's OM of even No. dated 22.02.2024**
**(ii) Ministry's guidelines circular dated 17.01.2024**

Sir,

Please refer to OM under reference above, vide which minutes of the meeting held on 01.02.2024 under the chairmanship of Secretary RTH were issued and during the meeting, it was decided that "The study is to be carried out on bridges which were not covered in above guidelines and also on OWC/ODC vehicles of GVW higher than the vehicles covered in aforesaid circular. The expert group comprising of reputed consultants, faculties of IITs, etc shall be constituted to examine the design, parameters of road structure construction in countries like USA, Germany and South Korea, and come up with recommendations whether to allow different category of MHTs on bridges now not being allowed".

2. Earlier in 2011, HTOA Hydraulic Trailer Owner Association constituted the Consortium of following four experts for study of bridges for safe movement of OWC/ODC vehicles on National Highways.

i. Professor Mahesh Tandon, MD TCPL

ii. Mr. G.L. Verma, Engineering and Planning Consultant

iii. Mr. Alok Bhowmick, MD B&S EC

iv. Mr. Aditya Sharma , Technical Advisor GIFFORD

Based on the study carried out by the aforesaid experts, Ministry has issued guidelines dated 24.01.2013 and based on which the movement of OWC/ODC vehicles is allowed on National Highways and latest guidelines for the same have been issued vide aforesaid circular dated 17.01.2024

3. In this regard, Ministry has decided that HTOA may again constitute the aforesaid Consortium of four experts for study of bridges for safe movement of OWC/ODC

vehicles on National Highways as per Terms of Reference (TOR) attached herewith as annexure and furnish the report.

4. The expenditure for aforesaid study shall be borne by the HTOA.

5. A Committee comprising of Chair Professor, IIT Roorkee, IIT BHU, IIT Madras and JNTUA, Ananthapuram has been constituted for Proof Checking of aforesaid Study report.

Yours faithfully,

(Jitendra Kumar)
SE,S&R (Bridges)
For Director General (RD) & SS

Encl: As Above

Copy to:

Chair Professor IIT Roorkee, IIT BHU, IIT Madras and JNTUA, Ananthapuram:

It is requested that Proof Checking of aforesaid study report may carried out and furnish the recommendations for movement of OWC/ODC vehicles on National Highways within one month time after receiving the report.

**Annexure**

**Terms of Reference for engagement of consultant for assessment of adequacy of Road Bridges to carry Over Weight Vehicles using Multi-Axle Hydraulic Trailers**

1. **Introduction:** Earlier in 2011, HTOA Hydraulic Trailer Owner Association constituted the following Consortium of experts for study of bridges for safe movement of OWC/ODC vehicles on National Highways.

i. Professor Mahesh Tandon, MD TCPL

ii. Mr. G.L. Verma, Engineering and Planning Consultant

iii. Mr. Alok Bhowmick, MD B&S EC

iv. Mr. Aditya Sharma , Technical Advisor GIFFORD

a. The earlier study includes the following:

(i) Culverts, Masonry Arc Bridges, RCC solid slab/ voided slab type bridges, RCC T Girder type Bridges, PSC T Girder type bridges, PSC cast in Situ and Precast Segmental Box Girder Superstructures, Steel concrete composite Decks with I-Girders etc Bridge types not mentioned above are excluded from the scope of work such as, Continuous Bridges, Cable stayed Bridges, Cantilever Bridges, Extradosed Bridges, Suspension Bridges, Timber Bridges etc. Checking of adequacy of substructure and foundation was also not considered.

(ii) The study was restricted to simply supported Superstructures & Masonry Arch Bridges only.

(iii) Width of deck covered under scope were:Two lane/three lane/four lane single carriageway or dual divided carriageway with or without transverse structural discontinuity,

(iv)Study was restricted to span lengths ranging from 5m to 50m at intervals of 5m.

b. Based on the study carried out by the aforesaid experts, Ministry issued guidelines dated 24.01.2013 and based on which the movement of OWC/ODC vehicles is allowed on National Highways and latest guidelines for the same have been issued vide circular dated 17.01.2024.

**2. Objective of the proposed consultancy :** The objective of the proposed consultancy is to study the bridges not covered in aforesaid Ministry's guidelines dated 24.01.2013, which will give guidelines regarding maximum no of axle load that can be permitted for a given type of superstructure and for given span length/type of carriageway etc.

**3. Scope of the proposed work:**

a. The study will be a desk study for theoretical comparison of forces arising due to the movement of heavy ODC/OWC vis-à-vis the forces as per IRC design loading(IRC-6 ).

b. The study is required to be carried out on the Bridges which are in good condition

(c) Study has to be carried out for the following

i. All type of bridge superstructure not covered under circular dated 24.01.2013 for all spans, lane configuration, support conditions etc.

ii) All type of bridge superstructure included in the aforesaid circular dated 24.01.2013 for all span length, lane configuration, support conditions etc not covered in the aforesaid circular

(iii) Hydraulic Trailers of category not covered in aforesaid circular i.e HT 14 and more for all type of bridge superstructure, span length, lane configuration, support conditions etc

(iv) Any other suggestions given by the experts for safe movement of OWC/ODC vehicles with respect to all types of bridges on National Highway.

d. The study will not cover distressed bridges for which special study and research is carried out.

e. The recommendations of the experts will be strictly confirming to IRC SP 37.

The committee may give recommendation on maximum Gross Vehicle Weight/ maximum number of axles for different HT combinations which may be permitted for different type of bridges for different span length/ lanes configuration, support conditions for transportation of single unit indivisible OWC/ODC considering permissible axle load limitations.

4. Deliverables: The consultant group shall submit the technical report of the study carried out as per aforesaid scope of work and which may be submitted to IRC for special IRC publication.

5. The aforesaid study shall be completed in four month time from the date of signing the contract between HTOA and Group of Consultant.

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# Simplified **GST** Compliance for Ancillary **Services** in **Transportation**

## Key Clarifications from the 54th GST Council Meeting

By **Jignesh Patel**
Board Member-HTOA

The 54th GST Council meeting brought crucial clarifications on the tax treatment of ancillary and intermediate services provided by Goods Transport Agencies (GTAs).

Clarification made in the meeting is as under:

### Quote

### Ancillary/intermediate services are provided by GTA

To **clarify** that when ancillary/intermediate services are provided by GTA in the course of transportationz of goods by road and GTA also issues consignment note, the service will constitute a composite supply and all such ancillary/intermediate services like loading/unloading, packing/unpacking, transshipment, temporary warehousing etc. will be treated as part of the composite supply. If such services are not provided in the course of transportation of goods and invoiced separately, then these services will not be treated as composite supply of transport of goods.

### UnQuote

This amendment is significant for logistics and supply chain businesses, providing clarity on the concept of **composite supply** when additional services such as **loading, unloading, packing, unpacking, transshipment, and temporary warehousing** are offered in conjunction with transportation services.

**1. Clarification on Composite Supply :**

Under the **Goods and Services Tax (GST) Act**, a **composite supply** is defined as a supply made by a taxable person consisting of two or more goods or services, where one is the principal supply. The GST Council has clarified that when a GTA provides ancillary services (e.g., loading/unloading) during the transportation of goods and issues a **consignment note**, all services will be treated as a **composite supply**. Consequently, these services will attract the same GST rate as the transportation service, simplifying compliance for businesses.

**Impact on Tax Compliance:**

- **Bundled Services :** GTAs no longer need to apply different GST rates for each service they provide during transportation. Whether it's loading, transshipment, or temporary warehousing, all will fall under a single taxable service.

- **Consistency in Taxation :** This ensures that transportation services and related ancillary services are treated uniformly, reducing the chances of tax disputes due to varying GST rates for individual services.

**2. Separate Invoicing for Ancillary Services**

If ancillary services are **invoiced separately** —i.e., not linked directly to the transport service or a

consignment note—they will be taxed individually based on their classification under GST. This distinction provides flexibility for businesses that may choose to bill for transportation and additional services separately.

### 3. Simplification for Businesses

The amendment simplifies GST compliance for businesses engaging GTAs. By bundling ancillary services as part of a composite supply, GTAs can now streamline their billing and avoid complexities associated with charging multiple GST rates. This is particularly beneficial for large logistics operations, which often provide a range of services under a single contract.

### 4. Impact on Logistics and Supply Chain Companies

Logistics companies and GTAs, especially those dealing with bulk or large-scale shipments, will benefit from simplified tax filings. Additionally, businesses that rely on GTAs, such as **FMCG companies, e-commerce platforms**, and **heavy industries**, will enjoy clearer pricing structures and reduced administrative overhead.

**Example:**

Consider a **Transformer manufacturer** that hires a GTA to transport goods from a factory to a warehouse. The GTA provides not just transportation but also **loading and unloading services**. Without this clarification, each service would have been subject to a different GST rate. With the new rule, since the GTA issues a consignment note and provides all services during the transportation, the entire package is taxed as a composite supply under the transportation service's GST rate.

### 5. Issues Resolved by the Amendment

Previously, the lack of clarity over whether ancillary services were part of a composite supply or separate services led to **incorrect invoicing** and disputes. Businesses often faced penalties for improper tax filings or separate invoicing of related services. This clarification eliminates confusion, helps businesses avoid penalties, and ensures consistency in tax treatment.

The GST Council's clarification on ancillary services by GTAs is a welcome move for the logistics industry. It promotes better compliance, reduces tax disputes, and brings much-needed transparency to the transportation sector. By treating bundled services as part of a composite supply, businesses can now streamline their GST processes, saving time and resources.

This change will benefit logistics companies, large-scale manufacturers, and any businesses that engage in **complex supply chain operations**, helping them maintain compliance with GST regulations in a simplified manner.

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# India's Legislative Shift: Driving Efficiency and Growth in the **Logistics Landscape**

India's logistics sector is central to the nation's economic growth, driving industrial expansion and infrastructure development. In recent years, the Indian government has introduced significant legislative reforms to enhance efficiency and global competitiveness, particularly in the movement of Over-Dimensional Cargo (ODC) and heavy cargo. This article explores the key legislative shifts and their impacts on the logistics landscape, focusing on the 2024 budget highlights, strategic initiatives, and the ripple effects on our industry. The article also discusses the broader economic and environmental implications of these reforms, using key project under execution to demonstrate the success of the legislative changes.

## 1. Introduction

India's logistics sector underpins key industries such as power, oil and gas, steel, railways, and construction, playing a vital role in national infrastructure. Recognizing its strategic importance, the Indian government has made significant legislative changes to improve logistics efficiency. The reforms introduced are reshaping the logistics landscape, boosting global competitiveness, reducing operational costs, and accelerating project timelines. This paper delves into India's legislative reforms and their critical role in driving the transformation of the logistics industry toward sustainable growth.

## 2. Key Highlights from the 2024 Budget

The Union Budget 2024 focused heavily on improving logistics and infrastructure, aiming to streamline the movement of ODC cargo through roads, railways, and waterways.

Below are the key highlights:

A. Capital Investment:

An allocation of INR 10 lakh crore was made, representing a 33% increase from the previous year, with significant portions earmarked for improving road, rail, and waterway connectivity. This will directly benefit the movement of ODC cargo.

B. Critical Infrastructure Projects :

INR 75,000 crore was allocated to develop 100 critical transport projects, benefiting key sectors like steel, cement, and oil refining.

C. Railways Modernization :

The highest-ever allocation of INR 2.4 lakh crore to modernize railway infrastructure, particularly focusing on dedicated freight corridors.

D. Coastal Shipping and Inland Waterways :

Emphasis on promoting these green and cost-effective alternatives, with incentives for using barges and dedicated terminals.

E. National Logistics Policy (NLP) :

Introduced to reduce logistics costs and enhance efficiency, benefiting ODC cargo through multimodal infrastructure development.

These budgetary measures set the stage for the seamless movement of oversized cargo across India, addressing logistical challenges and improving infrastructure readiness.

## 3. The Legislative Turnaround Key Changes

In the past decade, several legislative reforms have been introduced to eliminate bottlenecks in logistics. Key legislative changes include:

a) GST Implementation:
A unified tax structure across India, reducing logistics costs and transit times.

b) National Logistics Policy (NLP):
Aims to reduce logistics costs and streamline supply chains for faster project execution.

c) PM Gati Shakti:
A master plan that integrates ministries to enhance coordination and accelerate project timelines through better planning and faster clearances.

d) Unified Logistics Interface Platform (ULIP) :
A digital platform improving operational efficiency through data sharing among logistics stakeholders.

e) E-Way Bill System:
Introduced under GST, reducing paperwork and delays in interstate goods transportation.

f) Online ODC Permissions:
MoRTH has simplified obtaining permissions for oversized cargo, enabling quicker transport of critical infrastructure components.

g) Cross-Border Customs Reforms:
Simplified customs processes reduce delays in cross-border trade, improving project timelines.

h) Infrastructure Investment Trusts (InvITs):
Created a framework to finance large-scale infrastructure projects, increasing funding availability.

**4. Impact of Legislative Change on the Economy and Industries**

These legislative changes have had wide-reaching impacts on the economy and key industries:

a) Economic Growth :
Reforms like GST and NLP have reduced logistics costs, simplifying operations and making India more competitive globally. This has attracted foreign investments and driven economic growth.

b) Infrastructure Modernization :
Initiatives like PM Gati Shakti and enhanced funding have improved India's transport networks, directly benefiting the logistics and transportation sectors by reducing delays.

c) Cost Reduction :
Unified tax structures and logistics platforms have led to significant reductions in operating costs, further allowing businesses to focus on growth.

d) Supply Chain Efficiency :
Digital reforms, such as the E-Way Bill and ULIP, have transformed logistics, making supply chains more efficient and predictable.

e) Job Creation and Skill Development :
Infrastructure development has spurred job creation and enhanced employability in growing sectors through skill development programs.

f) Environmental Impact :
Promotion of greener transport modes has reduced the environmental footprint, supporting sustainable growth.

g) Global Integration :
Customs reforms have improved India's trade relations, increasing its global standing and competitiveness.

**5. Statistical Evidence of Change**

a) Before reforms in 2015, logistics costs as a percentage of GDP were 14%, which reduced to 10% in 2023, reflecting increased efficiency.

b) Project timelines decreased from 48 months in 2015 to 36 months in 2023.

c) India's Logistics Performance Index (LPI) ranking improved from 54th in 2015 to 35th in 2023, demonstrating the positive effects of logistics reforms.

**6. Key Projects Demonstrating the Impact of Legislative Reforms**

a) Delhi-Mumbai Industrial Corridor (DMIC)

b) Bharatmala Pariyojana

c) Dedicated Freight Corridors (DFC)

d) Sagarmala Project

These large-scale infrastructure projects showcase the success of legislative reforms in reducing delays, improving supply chain predictability, and accelerating timelines.

**7. Way Forward :**

India's legislative shift has been pivotal in driving efficiency and growth in the logistics sector, laying a strong foundation for sustainable development.

The reforms have not only improved supply chain predictability and reduced costs but also positioned India as a competitive player in the global logistics landscape.

These legislative changes will continue to drive innovation, modernize infrastructure, and promote economic growth.

References :

Indian Logistics Sector Reports || World Bank Logistics Performance Index (LPI) || Indian Budget 2024 || Government of India Reports || Ease of Doing Business Report || Credit : Break Bulk 2024

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# Transit Risk Coverage Challenges for ODC/OWC Transportation in India

**Manish Kataria**
Board Member-HTOA
Chairman -TRC Sub Committee-HTOA

In its representation to Insurance Regulatory & Development Authority of India (IRDAI), the Hydraulic Trailer Owners Association (HTOA) highlighted the significant issues faced by the Over-Dimensional Consignment (ODC) and Overweight Consignment (OWC) transportation industry. These challenges are primarily due to the lack of suitable insurance products and clear regulatory frameworks. The rapid industrialization and infrastructure development in India have significantly increased the demand for ODC/OWC transportation, revealing critical gaps in the existing risk coverage options available to transporters.

The challenges and proposes actionable steps to improve the insurance coverage landscape for ODC/OWC transporters is shared with Insurance Regulatory and Development Authority (IRDA).

## 1. The Need for ODC/OWC Transportation in India

India's infrastructural boom has fueled a growing demand for the movement of Over-Dimensional Cargo (ODC) and Overweight Consignments (OWC) . These are large, indivisible loads that require specialized transportation equipment such as Modular Hydraulic Trailers (MHT) and Puller Tractors (PT) . The Central Motor Vehicle (CMV) Rules of 1989 regulate these heavy-load transportation systems, which are required for consignments exceeding Gross Vehicle Weight (GVW) of 55 tons.

Ministry of Road Transport and Highways (MoRTH), articulated tractor trailers were originally capped at 49 tons GVW but have since been raised to 55 tons to accommodate growing industrial demands. For oads surpassing 55 tons, only MHTs combined with PTs are permitted, under a drawbar arrangement.

## 2. Regulatory and Operational Challenges

Despite the central government's efforts to streamline the process through digital platforms, several regulatory and operational hurdles remain:

### a. Single Window Permission System :

While the MoRTH has implemented an online movement permission system for National Highways since 2015 , state-level permission systems are inconsistent. Only a few states, like Madhya Pradesh (MPRDC) and Gujarat (GSRDC) , have adopted well-defined procedures for ODC/OWC transportation permissions on their state roads.

### b. Indian Bridge Management System :

To enhance safety and minimize overloading, the government has rolled out the Indian Bridge Management System. However, its application varies across states, leaving many operators without adequate guidelines for navigating state-controlled roadways and bridges.

### c. Inconsistent Implementation of Carriage by Road Act, 2007 :

This act, along with the Carriage by Road Rules of 2011, defines the liabilities of common carriers engaged in ODC/OWC transportation, but its enforcement remains fragmented across regions.

## 3. Risk Exposures in ODC/OWC Transportation

Transporters engaged in the movement of ODC/OWC face various risks that expose them to significant liabilities:

### A. Common Carrier Liability

i. Total Loss Liability :

In the event of total cargo loss during transit, common carriers face liability up to 10 times the freight value ,

as defined by the Carriage by Road Rules, 2011.

ii. Partial Loss Liability :

For partial cargo loss, carriers are responsible for the entire cargo value, with no limitation, which can be substantial given the high value of ODC/OWC consignments.

**B. Claim Repudiation by Insurers**

Carriers frequently face claim repudiations due to the following reasons:

i. Non-availability of Formal Movement Permissions:

Many states and union territories lack standardized frameworks for issuing movement permissions for ODC/OWC transportation. Despite carriers securing All India or State Permits and Marine Insurance Policies , insurers often reject claims citing lack of state-specific permissions.

ii. Route Deviations:

In cases where drivers take on-the-spot route deviations to avoid hurdles like low bridges or bad roads, insurance claims are denied, even if the vehicle had a valid permit for the original route.

**C. Liability for Public Property Damage**

Transporters are exposed to high-value public property damage risks, particularly in cases where their vehicles cause damage to roads, bridges, or other infrastructure. Current liability protections under the Motor Vehicle Act cap compensation at Rs. 7.50 lakhs , which is inadequate given the potential scale of damage caused by such heavy machinery.

**4. Insurance Gaps for ODC/OWC Transporters**

Despite these substantial risks, the Indian insurance market lacks tailored products that cover all aspects of ODC/OWC transportation. Current marine cargo insurance policies cater to cargo owners but do not adequately protect carriers or bailees responsible for transit.

**5. Key insurance gaps include :**

a. No Comprehensive Policy :

There is no composite insurance policy in India that covers ODC/OWC transporters for their unique risks, including public liability, cargo loss, and transit-related damages.

b. Subrogation Risks :

Carriers face the threat of insurers invoking the principle of subrogation to recover losses from transporters, exposing them to further litigation and financial loss.

c. Ambiguity in Multi-Owner Operations :

For consignments involving multiple Puller Tractors and MHTs (often owned by different parties), liability in the case of loss remains unclear, further complicating insurance claims.

**6. Recommendations by HTOA for Improved Insurance and Regulatory Frameworks**

HTOA has proposed several solutions to address the challenges faced by ODC/OWC transporters:

a. Introduction of a Specialized Insurance Product :

The association urges the IRDAI to introduce a tailored insurance cover that would provide suitable protection for:

b. Common carriers involved in ODC/OWC transportation.

c. Modular Hydraulic Trailer and Puller Tractor owners , especially for high-value public property damage.

d. Clear Legal Provisions : HTOA recommends an amendment to the Carriage by Road Rules, 2011 to align the liability structure with international practices. Specifically, they advocate for basing liability on the weight of the consignment rather than the freight value.

e. Removal of Ambiguities in Permission Systems : The association calls for clearer regulations regarding movement permissions, particularly for state roads, to reduce instances of claim repudiation due to alleged non-compliance with route permits.

The transportation of Over-Dimensional and Overweight Cargo plays a crucial role in India's economic growth, especially in sectors like infrastructure, manufacturing, and energy. However, the current insurance framework does not adequately protect transporters from the significant risks they face. The Hydraulic Trailer Owners Association (HTOA) is rightfully advocating for the introduction of comprehensive insurance products and amendments to existing laws to ensure a safer, more transparent, and well-regulated transportation ecosystem. With suitable interventions from the IRDAI, these systemic gaps can be addressed, promoting not only the interests of transporters but also ensuring the long-term safety and sustainability of India's transportation infrastructure.

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References:

- HTOA Letter to IRDAI, dated May 19, 2024
- Central Motor Vehicle Rules, 1989.
- Carriage by Road Act, 2007, and Carriage by Road Rules, 2011.
- Ministry of Road Transport and Highways, Government of India.

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# Heavylift Transport by Inland Waterways - Abnormal Transit Delays : A Bottleneck for Mega Industrial Projects.

**Anshuman Banka**
Director - Prism Logistics Pvt. Ltd.

India has big advantage of having longest inland water ways from Allahabad (UP) to Sadia (Assam) with combined NW1 and NW2 distance of 2500 + Kms via Bangladesh water and it is god's gift. From Patna to Dhanashri Mukk we can operate barges almost through the year but beyond Dhanshi mukk upto Sadia and beyond Patna upto Allahabad the barge movement is restricted to just 4 months from 1st June to 30th September. For the last several years Logistics Service Providers are regularly moving heavy lift and super odc cargo by barges for Refinery, Fertilizer, Power and HVDC Projects both via Ganges and Bhrahmaputra Rivers and LSPs/Barge operators and despite paying fees based on tonnage and distance for ODC cargo for using Inland Waterways but the barges are getting stuck for months due to various hurdles enroute which is increasing cost of operations substantially.

Some of major challenges faced by the Logistics Service Providers are detailed below which requires immediate attention of concerned authorities to provide better facilities.

**Infrastructure facilities for Ro Ro operation and return cargo.**

Non availability of infrastructure for berthing and unberthing of dumb barges and discharge of heavylifts by ro-ro method at major discharge points compelling logistics services providers to build the temporary facilities for each project which is not only time consuming but also involves lot of unnecessary expenditure. Barges have to return to the port of origin empty after delivery as there is no return cargo available which is making river transportation very expensive.

**Water depth and natural shift of channel after monsoon**

Another major challenge being faced by LSP / barge operators is insufficient water depth after monsoon period in NW1 & NW2 beyond Patna for NW1 and beyond Dhansiri Mukh for NW2. Window for safe barge movement is only for period from mid May to end October upto Allahabad in NW1 and from mid June to 30th September upto Numaligarh in NW 2 Unless and until channel is maintained through out the year with proper dredging, the barges will continue facing problems of barges getting stuck for months till arrival of monsoon for the water level to increase. Many loaded barges are stuck after Silghat waiting for monsoon to get the required draft for refinery cargo

last year made huge resources idle.

**Night Navigation**

Barges can run only during day light hours in the absence of night navigation facilities made available in the channel which increases to and fro voyage time almost double making barging more expensive.

**Port Discharge facilities for heavylift Ships.**

Due to port congestion and non availability of berth for self geared heavylift Vessels at Haldia port and also due to the fact that bigger ship cannot enter Kolkata port due to beam limitation and draft requirement, shipping companies are compelled to go to Diamond Harbour for discharge of cargo on river / IV barges. Barge operators have to incur extra cost for receiving the cargo at anchorage and take all the required equipment and manpower to work at anchorage. Carriers also have to incur extra cost for anchorage discharge to complete customs, coastal conversion formalities etc and limit discharge operation to day light hours. Time and cost to be borne by Logistics Service


provider which will increase transportation cost.

**Recent example of 3 months transit delay in barge movement in Ganges for Refinery cargo.**

2 nos ODC/OWC for refinery at Bihar were shipped from Kolkata Port , the voyage time taken from Kolkata to refinery at Bihar was 98 days as against normal transit time of 15 days. This kind of delay no LSP/Industry can afford for critical equipment's. The barge was stuck at many places due to various reasons mainly such as insufficient water depth, adequate clearance under the bridge, requirement of dredging etc. It was a multimodal transportation movement (Road – Ship – Barge – Road) from Gandhinagar to refinery at Bihar via Kandla Port and voyage time from Kandla to Diamond Harbour Port/Kolkota Port was just 8 days but from Diamond Harbour to Barauni barging took 98 days from November to February. Due to natural shifting of channel loaded barge with 2 ODC/OWC could not pass under Vikramshila bridge and the LSP had to un jack the cargo on deck to get required clearance and again jack it up after passing the bridge which not only increased the cost but also delayed the movement by 2 weeks.

**Delayed voyages in the past.**

In Past also Power Project equipment transported during February 2023 from Diamond Harbour to Misrolia jetty (Near Buxar) also took 45 days as against transit time of 20 days as the barge movement got delayed due to insufficient water depth.

Similarly ,ODC/OWC transported for fertilizer project at U.P. 4-5 years back also got delayed due to same reasons resulting into project delays. Despite paying fee for usage of Inland Waterways, authorities have not taken complete responsibility to maintain the channel. Several projects cargo shipments getting delayed because of above reasons.

Government vision to be at par with international levels in logistics cost of below 10% of GDP and therefore it is required that a concentrated efforts are made to address bottlenecks for smooth waterways movement. The concerned authorities and user Industry have to work together seriously to improve the situation. Logistics Service Providers always need to support the Government of India's initiative to promote Inland Waterways.

My suggestions to mitigate the bottlenecks are :

1. Proper night navigation facilities in the channel and provide pilotage with no waiting.
2. Periodic dredging to provide stable channel as channel does not remain stable.
3. Proper permanent RO-RO facilities at few major locations for safe discharge and loading return cargo.
4. Capital incentive for new barges which intend to ply in inland waterways.
5. Notify safe barging window and channel length for trouble free barge movement.

*****

# "Maritime And Logistics Awards 2024 (MALA)"

## HTOAs members were awarded the prestigious MALA awards for their outstanding achievements and contribution to Maritime & Logistics Industry.


J M Baxi Heavy Pvt. Ltd. - "Super Heavy Lift Cargo Mover of The Year"

Prism Logistics Pvt. Ltd. - "Freight Forwarder of the Year – Project Cargo"

Nabros Transport Pvt.Ltd. - "Project Cargo Mover of the Year" award.

HTOA extend our heartfelt congratulations to these deserving members for their great work.

**Suhas Labde**
Joint General Secretary-HTOA

# Alternative Methods for LIFTING HEAVY LOADS

## JACKING AND SKIDDING

What we transport has to be eventually unloaded at site. One of the methods of putting an Over dimensional cargo on its foundation or designated place is by using Jacking and skidding methods. Cranes and SPMTs are considered conventional tools for heavy lifting job. Pyramids of Egypts or Huge temples in India or Tajmahal would not have been possible had there been no alternate but to use cranes.

Even though usage of Heavy cranes is a common method for performing such operations, it has got constraints pertaining to

- **Space**
- **Mobilisation time and cost**
- **Availability**
- **Manueverability within site**

In view of the above, jacking, Skidding and Gantry system have proven an effective alternative to handling of ODC & Heavy packages with the help of crane.

### 1. JACKING

The simplest of lifting methodology is the use of Hydraulic Jacks. Hydraulic Jack consists of a cylendrical housing in which ram/piston can move up and down. Hydraulic jacks, like every other piece of equipment follow certain laws of nature.

Jacks capacity can be determined by

$F = P \times A$

Where

F is the force expressed in Newton Ton (N)

A is the area under the RAM expressed in square centemetres (cm2)

P is the pressure applied expressed in Newton per square centemetres (N/cm2)

A higher capacity can be achieved by applying additional pressure to the jack. Although the internal seals of the jacks are designed for the maximum pressure that determines the capacity of the Jack. Exceeding the maximum capacity could result in damage to the seal. If load is to be raised to more than one stroke of the jack, cribbing i.e. pile of neatly stacked hard wood is placed next to the jack. Ram of the jack is then retracted and load is rested on the cribbing. The elevation of the jack is raised by placing it on yet another

**Hydraulic Jack**

cribbing and the load can be lifted using another stroke. This is a very labour intensive way of lifting especially when load is to be raised to a significant height.

Hardwood that is being recommended to be used normally should have density of more than 1 (greater than wood). Availability in India of this wood is very rare. In India normally Babhool or Imli wood is wood for building such cribbings.

The ground on which such jacking operation takes place should be able to withstand this pressure. It is always advisable to add certain margin of safety while performing such operations. Use of steel plates is always advisable to counter the soft spots that can jeopardise the safety of jacking operations.

### 2. STRAND JACKS

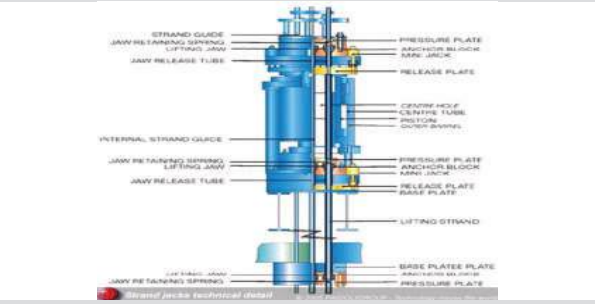
Strand Jacks have been traditionally used for the post tensioning of concrete beams when used for large spans such as bridges. Nowadays , strand jacks are found in horizontal applications as pooling tools and in few cases as lifting tools(in verticle applications). They can even be used upside down.

Strand Jack is a hollow jack that is fed with die shaped strands of normally 15 to 16 tons capacity each. These strands are held in a place by wedges. There is set of wedges in top and bottom of the jack.The strands are die shaped to allow the wedges to have a tight grip on the strand.

Higher capacity strand jacks uses more strands and the strand pattern is always symmetrical to avoid eccentric load on the jack.

To reach a capacity needed for a strand jack lift, multiple units can be combined. Computerised monitoring systems have unprecedented control on the lift and the load can be positioned precisely.

For strand jack to lift a load, it has to be positioned above that load, similar to the hook block or a crane.it can be done either with tower structure with cross beam or a cantilever beam. As long as the connection point is above the centre of gravity, such lifts can be safely performed.




**Stand Jacks**

### 3. HYDRAULIC GANTRIES

**Hydraulic Gantries are a good alternatives to other lifting methods such as cranes or strand jacks.Compact in nature with relatively small footprint compared to capacity, they are quick and easy to set up and fit in confined spaces. The telescopic ability sets it apart from any other lifting device.**

All gantries consist of the same basic components as outlined below.

### a. GANTRY LEG

The gantry leg is the combination of the housing and a telescopic leg, the heart of the system. See “1” in Figure 30. It is this leg that is telescopic and raises the load to the desired height. It consists of a housing or base that sits on the propelled wheels or rollers. This housing is also the base for the hydraulic telescopic jack.

**The gantry leg is available in two options:**

- The telescopic gantry boom (as shown in Figure 30)
- The telescopic bare lift cylinder (as shown in Figure 31)


**Figure 30. Telescopic gantry boom.**

**Figure 31. Telescopic bare lift cylinder.**

Operationally, these two gantry legs function the same but there are a few points to consider when choosing the right gantry for the job.

The telescopic bare lift cylinder (Figure 31) is exposed to the environment and the elements at all times during the operation. This does not have to be a limitation, but something to take into consideration.

The telescopic gantry boom (Figure 30) does not have this exposure, as the hydraulic cylinder is inside the boom. A second, maybe even more important, difference is that on some telescopic gantry booms, the boom can be mechanically locked by either pins, wedges or grippers rather than by hydraulics. A telescopic bare cylinder does not have this option. This is an important consideration if the load to be lifted is to be suspended over longer periods of time (i.e. overnight or for multiple days).

Both gantry types have an important shortcoming, the capacity of a leg reduces with each telescopic stage that is activated. For example, a 450 ton capacity 4-leg gantry can indeed lift 450 ton in its first stage. In the second stage, the capacity reduces to 320 ton and in the third stage, there is only 240 ton of capacity left. This is due to a reduced area inside the cylinder that the hydraulic pressure can utilize but this is outside the scope of this module. It is important is to know that this actually takes place and that you should plan your lift accurately. Specifically, if the load you are lifting is to be positioned so that the gantry may just or just not utilise the next cylinder stage. This could get you in a situation where you can just not make the lift and this could have been avoided by proper planning and setting up the gantry on an elevated platform, just enough so that the next stage does not need to be activated.

Gantry legs mostly come in a 2 or 3 stage version, but a few have a 4-stage cylinder that can reach to heights of 12-14m.

### b. GANTRYTRACK

The gantry legs run on a gantry track, see “2” in figure 30. Gantry tracks are structural pieces that can be connected by either pins or bolts to create the gantry runway, the travelling foundation for the gantry. This word “travelling” may sound a bit strange, as this module covers jacking and skidding operations. Indeed, the hydraulic gantry does not perform a skidding operation, it is propelled. It runs on solid wheels or rollers. The propulsion can be either electric or hydraulic and is initiated from the console on or near the power pack, or from a remote control. The propulsion force that is generated is sufficient to move a gantry that is lifting at its maximum capacity.

Another function that the track carries out is that provides a travelling guide for all the gantry legs. This guide, which comes in various different layouts such as a bar, keeps the gantry legs centred on the track. This is no luxury because a gantry does not have steering capabilities, the guides are the only thing that keeps the gantry legs straight.

The track is modular, meaning that it comes in sections and most tracks are manufactured in lengths that fit in shipping containers for easy mobilisation. Since the track is modular, they have t be mounted end-to-end.

### Lift links

Lift links, sometimes called D-links, are the connection between the header beam and the rigging that connects to the load. Lift links can be as simple as the ones in figure 30. These links are moved manually to the correct position on the header beam prior to the lift. Another type of lift link is the propelled lift link.

These types of lift links are propelled and can travel on the header beam under load, effectively shifting the load from one side to the other side of the header beams.

Again, the engineering study needs to take into account the shifting of the load and that the gantry legs on the one side see a decreasing load and the other side see an increasing load. Failing to do so could result in gantry leg overload.

## Hydraulic Gantry Operations

When using hydraulic gantries, we differentiate between four operations, each of which is highlighted below

### 1. One-dimension (up/down)

In its simplest set-up, a hydraulic gantry performs a one-dimensional operation, straight up and straight down.

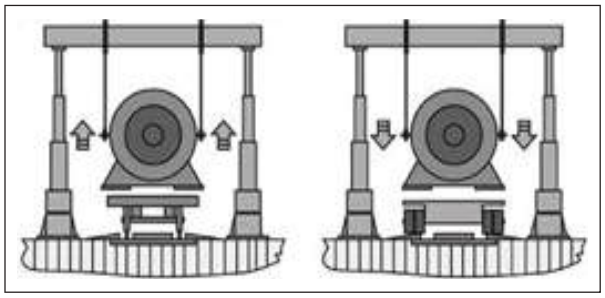


**Figure 33. One-dimensional operation.**

Such an operation can take place if a load needs to be transferred from a rail car onto a hydraulic transporter or vice versa and the hydraulic transporter can actually reach underneath the gantry.

Another scenario is when the load has been transported over a considerable distance on a pull-type transporter and has reached the project site where it needs to be transferred onto SPMTs due to the required manoeuvrability inside the plant.

**Figure 34 shows such an operation in progress.**

**Figure 34. One-dimension operation.**

In the background you can see the SPMTs getting ready to drive underneath this load. In most cases, the gantry would be set up on tracks anyway because it is a solid foundation and the tracks are made for the gantry, but there are cases, when the underlying soil or asphalt or concrete is compacted well enough so that the gantry can be set up on simply a steel plate.

### 2. Two-dimensions (up/down/travel)

The next move would be a two-dimensional move, in addition to the straight up and straight down, the gantry would travel on its tracks, see figure 35.

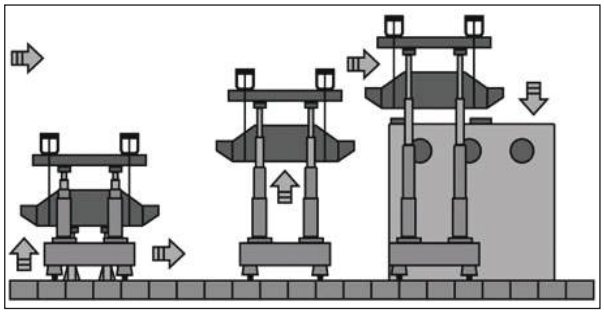


**Figure 35. Two-dimensional operation.**

The operation in the sketch shows a load that was manoeuvred under the gantry. Once the rigging is attached, the load is lifted straight up, this is the first dimension. The gantry then travels to the required destination keeping an eye on the required elevation of the load, which is the second dimension. Once above the final destination, the load can be safely set down.

A word of advice, in the sketch above the load, is set on a foundation of a certain height. It is recommended to travel with the load suspended close to the ground until the gantry is reached just before the elevated foundation. Only at that stage should the load be raised, and the last distance travelled to its final destination. Gantries become less stable when extended and although they are designed to do so, common sense dictates that the load is raised only when needed.

Picture 36 shows a load that is lifted and ready to travel to its final destination. In the background, you can see that the previous load is already installed on a similar foundation.

**Figure 36. Two-dimensional operation.**

### Three-dimensions (up/down/travel/traverse)

A heavy load is often transloaded from a transport vehicle onto a rail car or vice versa. Figure 37 and 38 illustrate this operation.

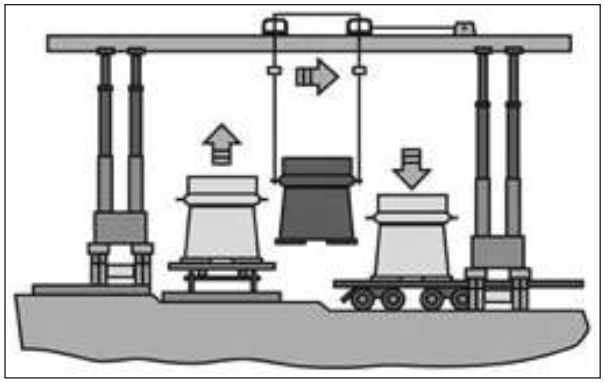


**Figure 37. Three-dimensional operation.**

**Figure 38. Three-dimensional operation.**

The load is lifted by extending the gantry legs and the propelled lift links traverse the load from one side to the other side of the header beam. During the setting down, the hydraulic gantry may travel back and forth for adjustments in the positioning. This is a 3-dimensional operation and shows the flexibility of hydraulic gantry use.

Even in cases where this third dimension would not be required such as on the previous two examples, it can come in handy if that extra flexibility is available. For those of you who are involved with the actual execution of projects, you know that in reality, things are never as they are on paper. Even with the best will in the world and the most professional and experienced crew, eventually, you will be in a situation where the reality and the paper version of the project just don't match. In such cases, it is always nice to have a plan B, such as a traversing trolley on the header beams.

### UPENDING

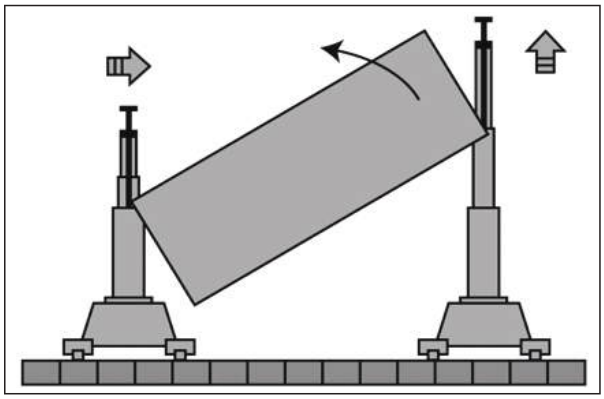


**Figure 39. Upending**

The last operation that belongs to the range of possibilities of gantry operations is the upending of loads from a horizontal to a vertical position.

This is not a very common operation, but it is possible when operating a hydraulic gantry. A load can be upended from horizontal to vertical using a hydraulic gantry. This is not an easy operation, as it involves two simultaneous movements during the entire operation. Either lifting and travelling or lowering and travelling. A keen eye should be kept on the rigging, as this should be kept vertical at all times to avoid side forces in the lift boom or lift cylinder.

**Figure 40. shows the upending of a transformer in progress.**

As you can see, the gantry is set-up on tracks to accommodate the travel movement. You can also see that the gantry track is set up on steel supports of about 1m in height. The reason for the elevated track is to compensate for the height of the transformer. The front set of the gantry legs are slowly lowering the transformer to ground level, while the rear gantry legs are raising the transformer. These rear gantry legs did not have

sufficient lifting height to complete the entire lift. By setting up the gantry track on the steel supports this was solved. Determining the correct length of the rigging used during such operations is critical and is part of the engineering study.

In addition to standalone operations, hydraulic gantries are often used in combination with other equipment. Figure 41 shows a hydraulic gantry used in combination with a tower lift system and strand jack

**s. Figure 42 shows a hydraulic gantry used for the tailing operation of a vessel.**


**Figure 41. Hydraulic gantry and tower lift system.**

**Figure 42. Hydraulic gantry used for the tailing operation of a vessel.**

## STABILITY IN GANTRY OPERATIONS

It goes without saying that when setting up a hydraulic gantry, the underground or gantry tracks should be perfectly level. Any small deviation in the gantry track will result in the gantry leg not being plumb during the operation, and this introduces horizontal loadings in the gantry leg, resulting in overturning moments.

The gantry leg weight compared to its capacity is anywhere between 4% and 10% (depending on the manufacturer) and therefore the gantry leg does not possess much resistance against toppling.

Another way that horizontal loadings can be introduced to a gantry leg is when the rigging from the header beam to the load is not plumb. This will result in a swinging or swaying motion of the load as soon as it is lifted. Arguably this is even worse, as this can result in the loss of control of the gantry operation i.e. an accident.

Hydraulic gantries are a great tool that can be used in all kinds of applications in different industries. It is imperative however to know the limitations on the operations.

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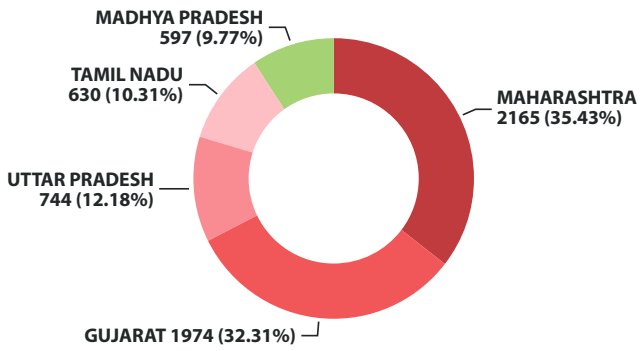
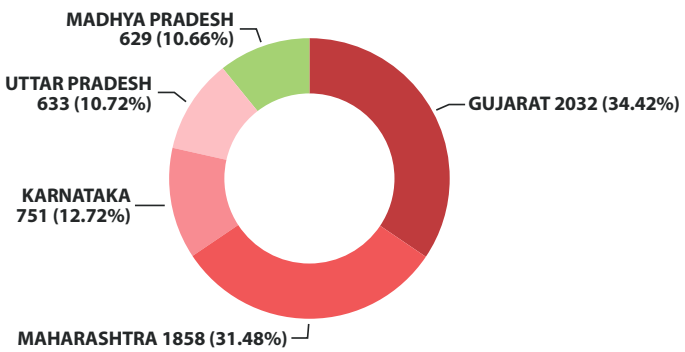



## Top 5 Destination State

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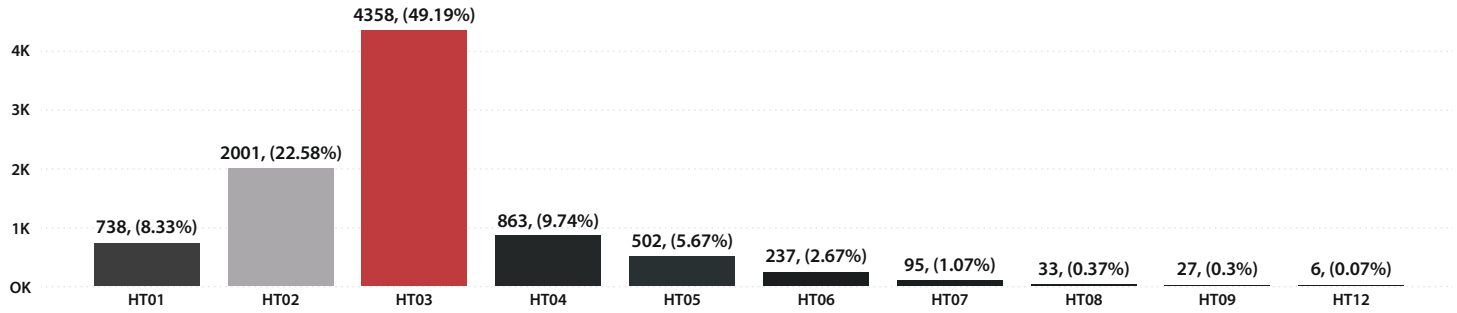


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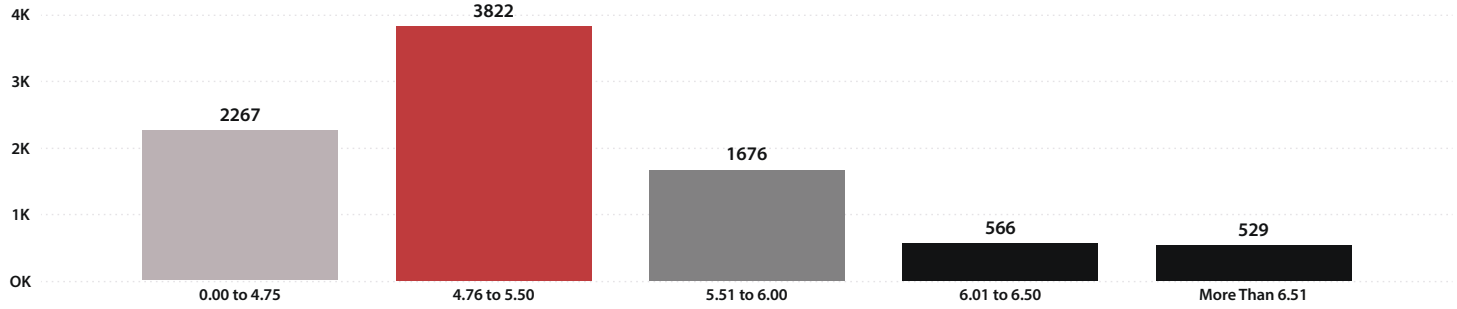


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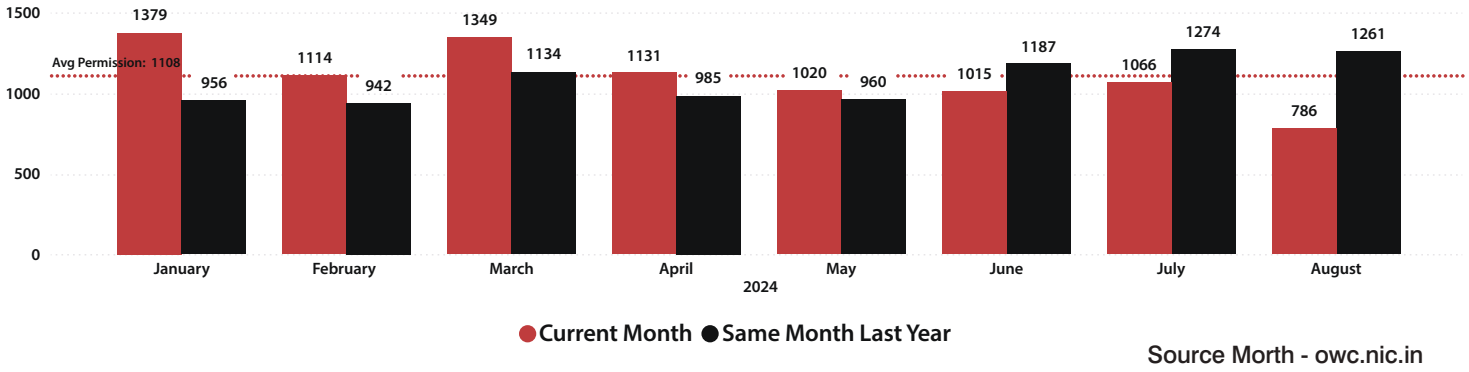


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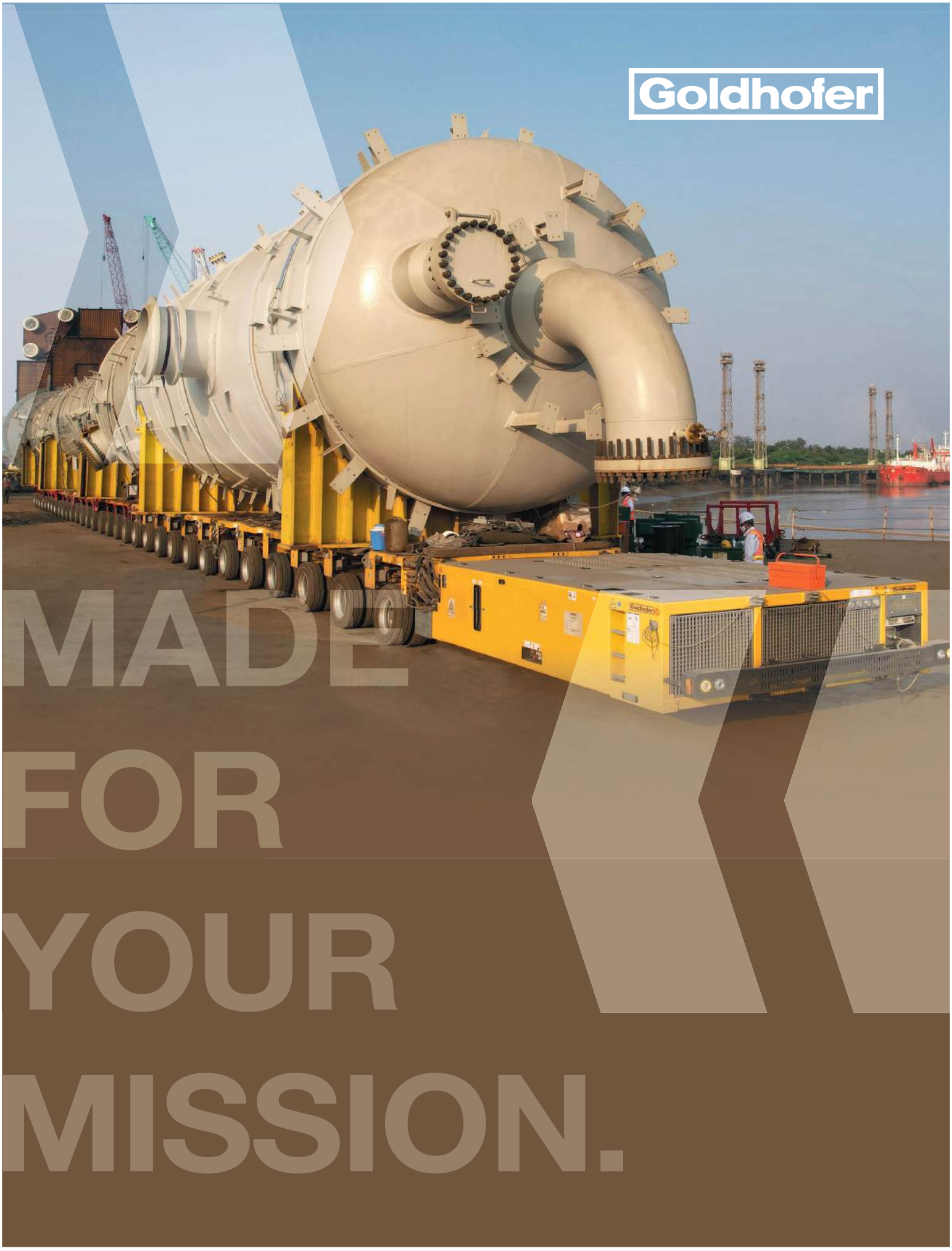
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