

Concept Paper
On
Provision of logistics services through RRTS corridors in NCR

Current issues with respect to logistics in and around Delhi

An ever-increasing number of freight vehicles entering Delhi is one of the key contributors to air pollution levels and congestion on arterial roads connecting Delhi to NCR & suburbs. About 1.16 lakh¹ commercial vehicles (excluding taxis) enter Delhi every day. Such commercial vehicles attribute to about 30% of the total particulate matter and about 22% of the total NOx emissions from the transport sector in Delhi. Moreover, vehicular pollution has increased by about 40%² between 2010 and 2018 in the NCR region.

There are several regulations which have been proposed by Government of India and enforced by Traffic Police Department of Delhi, to put a check on the overall situation of rising pollution and traffic congestion. Some of them include entry time restrictions on commercial vehicles, levy of environment compensation charges and NGT regulations against overloaded trucks. The tribunal, in a separate ruling, has also mandated the ban on goods vehicles older than fifteen years from plying in Delhi. These regulations have a negative impact on overall logistics efficiency of the region owing to increase in transit time and total logistics costs of commodities.

Provision of logistics services through RRTS corridors and its expected benefits

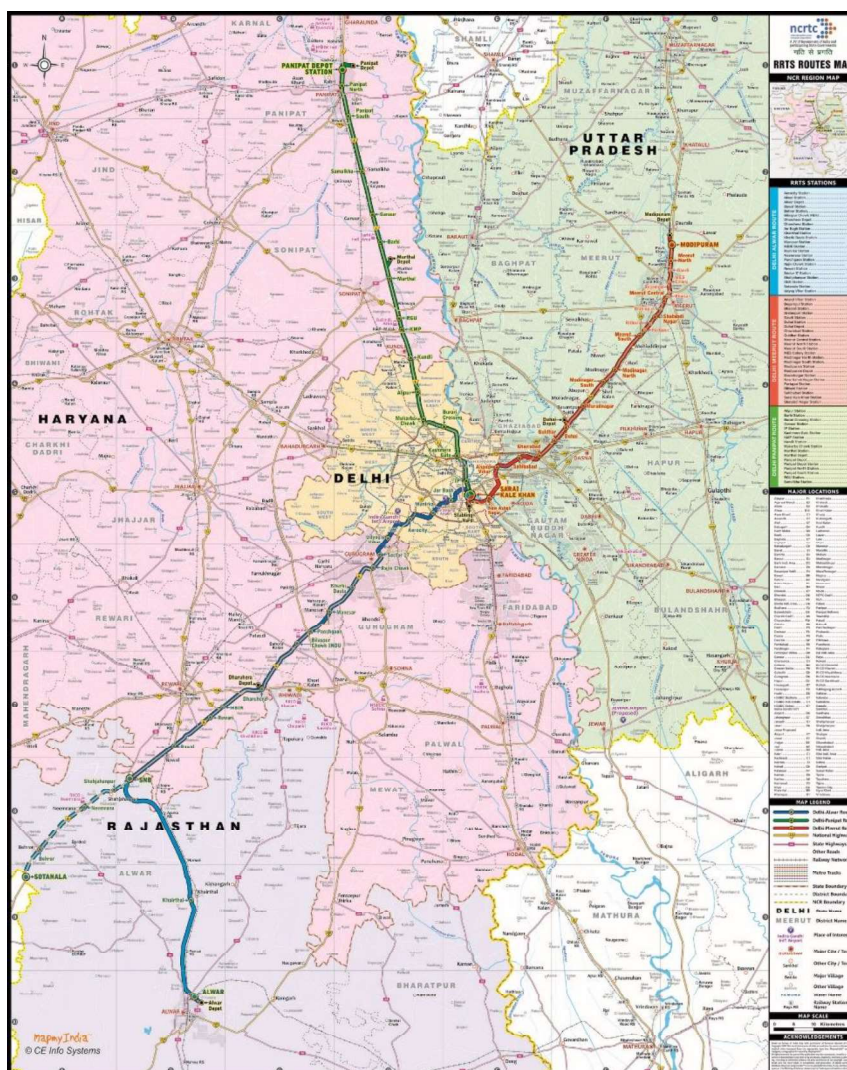
NCRTC is working on an ambitious and visionary initiative of provision of logistics services along the three RRTS corridors. The plan is to accommodate freight movement on RRTS along with an integrated planning with other modes of transport for ensuring seamless first and last mile connectivity. The objective of the initiative is to leverage RRTS infrastructure, which is already being developed for passenger movement, for providing logistics services to various target commodities in the hinterland.

Leveraging RRTS infrastructure for seamless connectivity could be provided from origin to destination for cargo movement. Further, there are depots proposed along corridors at the strategic locations namely, (i) Duhai and Modipuram depots on Delhi-Meerut RRTS, (ii) Murthal and Panipat depots on Delhi-Panipat RRTS, and (iii) Dharuhera depot on Delhi-SNB RRTS. All these three corridors are connected to a stabling yard proposed at Jangpura in Delhi. It is expected that commodities which would move through RRTS would be handled easily through these depots and stabling yard.

RRTS shall offer a rail based high speed transit system designed for 180km/hr with an average speed close to 100km/hr and is touted to be the fastest and the most convenient means of travel in NCR. It is expected that this unique feature of high-speed transit system will be suitable for time-sensitive commodities such as fruits, vegetables, milk & meat. Cold storage warehouses may be set-up at depots which shall offer an uninterrupted cold supply chain for commodities requiring reefer facilities. Commodities which can be easily stacked or palletized such as textile, paper, FMCG products, etc. are also expected to shift from road to RRTS corridors. A tie-up with associations of existing CNG trucks and electric vehicles in future is envisaged for providing first-mile and last-mile connectivity across the Delhi-NCR region.

¹ Source: EPCA Report on strategies to reduce air pollution from trucks entering and leaving Delhi – October 2015

² Source: EPCA Report No. 92 – October 2018



NCRTC thus is planning to offer a 'green supply chain' for various commodities in the region which would involve high-speed transit, seamless storage and handling at its depots and integrated first mile/ last-mile connectivity through environment-friendly vehicles. It is expected that the solution of providing logistics services through RRTS would not only have a significant impact on reducing the pollution caused by road-based goods vehicles but also increase the logistics efficiency in terms of reduced transit time and transit costs. Logistics services through RRTS can be a good solution especially for transporting time-sensitive commodities which also face issues related to inadequate availability of cold-chain infrastructure. The above is further expected to mitigate issues related to pilferage which are faced by players while transiting their goods through road.