

NACFS seeks modernizing the policy of nation's transport system on container carrying

carrying

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P.K. Srivatsava
Vice President of National Association
Container Freight Station (NACFS)

(<http://www.sagarsandesh.in/wp-content/uploads/2014/12/04-MODERNISE-THE-POLICY-OF-NATIONU1.jpg>) The Union Ministry of Shipping and Transport should modernize the rules and regulations for container carriers in India, urges **Mr. P.K. Srivatsava, Vice President of National Association Container Freight Station (NACFS).**

He said in a statement that In India, the trucks/trailers are available for carrying goods. However, there is no Policy how to carry containers from Port to different destinations for de-stuffing/stuffing and bringing back to and fro from the Port. "Though there is a clause of rules that the 10 wheel truck for capacity upto 16 tons, 12 wheel for 21 tonnes, 14 wheels and 23.5 tonnes and 18 wheel for 27.5 tonnes, when it comes to container carrying this was not specific", he mentioned.

Mr. Srivatsava said that the Indian importers are allowed to bring the cargo upto the permissible payload of 20' and 40' containers. The permissible 20' container weight is 27.5 tons, and 40', 27.5 tons. In other countries like Korea and Japan, the maximum permissible weight for inland transit within Japan is only 21 tons of payloads with containers.

He added that in India, cargo weighing 27 tons is regularly being loaded in containers but there is no availability of trucks/trailers to carry these containers from port to party premises and vice-versa. In recent times, with cutting edge technology available and the newly introduced, advanced air-conditioned cabins, the weight bearing capacity of trucks and trailers have increased drastically. These trucks and trailers can carry payload far beyond the existing capacity ratings. Therefore the government should take up the matter with motor truck companies and introduce a new scale of weight bearing ratios for different classes of trucks/trailers available in India.

Mr. Srivatsava mentioned that the standard specification of payload of 8 tons per axle is being followed from ages. Presently with the improvement in power to weight ratio of new diesel engines and introduction of state-of-the-art technology the actual payload carried per axle is way beyond 8 tons.

The same concept was adapted by Indian Railways in 2004 when the axle load was increased from 20.32 tons to 30 tons. This enabled Indian Railways to earn revenue of 500 crores per annum per extra ton 2004 onwards. The same is attached herewith for your reference. Therefore, it is our request to increase the axle weight from 8 tons per axle to 12 tons per axle and make the entire transport system in Eastern India legal and transparent.

He also suggests to have transaction cost intact, if the Government considers the following in the interest of exporters:

12 wheeler truck payload to take 21 tons;

14 wheel truck/trailer payload to take 30 tons;



18 wheel truck/trailer payload to take 35 tons

At the same time he added that, if the Government feel that it is not possible for any reason then it would be good only to allow to export cargo in containers within the limit i.e. either 16 tons, or 21 tons or 23.5 tons or 30 tons so that a different rate being established by the transporter for avoiding all RTO problems.

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