



**Centre for
Transportation and
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NEWSLETTER

April - June 2026

- ▶ CTL Thought Article
- ▶ CTL Workshops
- ▶ Landmark Partnership
- ▶ CTL Faculty Journal Articles
- ▶ CTL Faculty Case Studies
- ▶ Thought Leadership Articles
- ▶ CTL Faculty Engagements

CTL Thought Article

Are Housing Societies Ready for India's EV Transition?

When it comes to electric vehicles, the conversation usually revolves around car models, driving range, and subsidies. But for a potential buyer, the most immediate and practical question is: where will I charge?

People living in housing societies have one clear advantage over others: an organized parking system. However, this advantage disappears the moment residents are not allowed to install chargers in their dedicated parking spots.

Many EV owners can be found on online forums complaining that apartment associations refuse to grant permission to install chargers. The situation varies: some societies reject requests outright, while others allow only commercial charging points in common areas.



Commercial chargers may seem like a workable alternative, but they bring their own set of challenges. They can be convenient for visitors, yet residents prefer overnight charging, something which will be difficult to rely on when a shared charger becomes crowded every evening. More importantly, the key benefit of home charging—access to special lower tariffs for EV charging—disappears once charging is treated as commercial.

In response, some residents have tried to draw a connection directly from their household meters, but RWAs often question the safety and feasibility of such arrangements (Sachdev, 2023).

Home charging is one of the strongest catalysts for EV adoption. With subsidized residential tariffs, charging at home makes an EV far cheaper to run than an ICE vehicle. But the equation changes quickly if you're forced to rely on a public-style setup even within your housing society. Unlike charging through a residential electricity connection, public charging is billed as a service and attracts GST (Maini, 2025), in addition to operator margins and other service charges. In that scenario, buying an EV doesn't feel like such an attractive proposition anymore.

What Do Our Bye-laws Say?

Many states, in their Development Control Regulations (DCRs), now mandate that a certain percentage of parking spaces in new buildings be EV-ready. But these provisions apply only to new developments and are a prerequisite for building approval. A few states haven't even adopted such norms yet. Still, it's a step in the right direction, at least future buildings will be equipped, but the real challenge lies with existing apartments, which will only catch up when they undergo redevelopment and require new permits.

These existing developments are places where demand for chargers is already high, yet there are no bylaws for retrofitting. Most state EV policies encourage RWAs to issue an NOC to residents for charger installation, but these are policies, not enforceable mandates. In practice, safety concerns, lack of awareness, or plain reluctance often block EV owners. The frustration shows up everywhere: Facebook groups, Reddit threads, blogs, and in some cases, even civil courts.

Is 'Right to Charge' a Fair Demand?

"Right to Charge" (sometimes called the Electric Vehicle Charging Station Law) is a policy adopted in several U.S. states to remove barriers to affordable charging for EV drivers without access to private parking (Plug in America, 2026). These laws mainly target residents of multifamily housing, such as apartments, condos, shared garages, or housing complexes, who otherwise depend on the approval of associations or landlords.

At their core, these policies give residents the right to install a personal charging station, provided they meet safety standards and cover the installation costs. The idea is simple: housing associations or building managers should not create undue barriers that make charging impossible.

The law varies: some states extend this right to both owners and renters, while others limit it to certain types of housing. Several states require associations to allow a connection to the resident's electrical supply, and some go further by mandating that a common-area space be made available if the resident's own parking spot cannot support charging. Several states set clear timelines for approving requests and restrict associations from adding extra fees beyond legitimate installation or electricity costs. A few even require associations to highlight available grant programs or protect residents from bearing legal fees in the event of disputes. These approaches show how states try to ensure EV users in multifamily housing aren't left behind.

What India Can Learn

India doesn't yet have a clear "Right to Charge" law. Most state EV policies rely on persuasion, not protection. As EV ownership grows, the lack of enforceable guidelines will only amplify conflicts between residents and RWAs. India could take a cue from the U.S. by making such provisions binding; for instance, requiring RWAs to respond to charger requests within a set period while justifying any refusal on valid safety or technical grounds.

These technical grounds need legitimate backing. The central government has already laid down uniform technical standards (Central Electricity Authority; Ministry of Power, 2024) for wiring, metering, and fire safety, areas where confusion often fuels resistance. The next step could be to make it more accessible by publishing RWA-friendly versions that address specific concerns about safely installing chargers in apartment setups, so that EV owners themselves do not have to fight a bureaucratic or social battle.

Cities could even consider creating facilitation cells for RWAs, built on existing single-window systems that handle applications, safety checks, and coordination with DISCOMs. This would take the administrative burden off individual residents and help standardize the process across housing societies.

The Bottom-line

Housing readiness is not just an EV issue; it's an urban equity issue. As India urbanizes, millions of families will continue to live in apartments. Without clear retrofitting mandates, incentives for RWAs, or shared charging infrastructure, EV adoption risks becoming another marker of privilege.

The real challenge isn't just to electrify vehicles but to make the charging infrastructure inclusive, affordable, and accessible to all. The faster our housing societies catch up, the smoother India's EV transition will be.

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The article has been written by

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CTL Workshops

1. Workshop on 'Strategy and Design of MMLP Network in India'



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WORKSHOP

on

Strategy and Design of MMLP Network in India

**PANEL
DISCUSSION**

**FOCUS GROUP
DISCUSSIONS**



April 7, 2026



10:30 AM IST onwards



**Seminar Room-11, AB-2
IIMA New Campus**



The workshop on 'Strategy and Design of MMLP Network in India' was organised on April 7, 2026, by the Centre for Transportation and Logistics, IIMA, supported by National Industrial Corridor Development Corporation (NICDC). The event addressed India's fragmented warehousing ecosystem & supported structural changes initiated by the PM Gati Shakti National Master Plan & the National Logistics Policy. The workshop aimed to gather insights from policymakers, industry leaders & domain experts on India's evolving MMLPs.

The workshop was moderated by **Prof. Debjit Roy** and **Prof. Ankur Sinha**. The sessions included a panel discussion, project discussion & focus group sessions. The workshop began with a welcome address by Prof. Roy & Prof. Sinha, followed by a keynote from **Mr. Rajat Kumar Saini**, IAS, CEO & MD, NICDC, who highlighted India's presence in global manufacturing and the critical role of strategically located MMLPs. He also spoke on the current state of the industry as well as the future scopes, and data based planning for enhanced potential.



The panel discussion focused on key themes like MMLPs' strategic role, network design, location planning & demand-side perspectives. The panel also explored hard design constraints such as land acquisition, rail & road connectivity, power & multi-agency (government) approvals, policy & implementation challenges with future growth considerations.



Participants also engaged in focus group discussions, splitting into two groups to examine key areas of MMLP network implementation:

Group-I: Design of MMLP: Factors, Constraints & Costs

Group-II: Data & Technology Layers: Strategy for Setup & Operations



Overall, the workshop provided a platform for open dialogue & reflected on the evolving MMLP landscape, fostering meaningful discussions & delivering strategic insights. Outcomes are expected to guide data-driven location strategies, & develop integrated MMLPs that boost performance & growth of India's logistics sector.

The workshop was attended by esteemed industry leaders who enriched the deliberations with their practical insights: **Mr. Vinesh Tejwani** (Worldspace), **Mr. Rajat Gupta** (Container Corporation of India Ltd.), **Mr. Govind P. Saini** (Dedicated Freight Corridor Corporation of India Limited), **Mr. Ankit Nebhnani** (Adani Ports and SEZ), **Mr. Samir J. Shah** (JBS Jeena Logistics), **Mr. Sameer Patel** (GLOBELINK WW INDIA), **Mr. Sanjeev Verma** (Adani Logistics Ltd.), **Mr. Girish Chandra Gandhi** (Indus University Ahmedabad), **Mr. Dipen Modi** (India Shipping News), **Mr. Mayur Vyas** (Practicing Lawyer), **Mr. Darshan Parikh** (CEPT Research and Development Foundation), and **Mr. Pranab Manna** (NEC Corporation).



2. Workshop on 'Driving India's EV Tipping Point: Strategies to Accelerate Transition'



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Workshop *on* Driving India's EV Tipping Point: Strategies to Accelerate Transition

Keynote
Talk

Invited
Talks

Research
Presentation

Panel
Discussion



May 18, 2026



9.30 AM IST onwards



JSW SPP Auditorium,
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[centre-for-sustainability-and-corporate-governance-research-\(CSCG\)-at-IIMA](#)

The Centre for Transportation and Logistics, IIMA and the Centre for Sustainability and Corporate Governance Research (CSCG) at IIMA jointly organised a workshop on 'Driving India's EV Tipping Point: Strategies to Accelerate Transition', on May 18, 2026. The workshop brought together policymakers, researchers, industry leaders, and practitioners to discuss the future of electric mobility in India.

Prof. Satish Deodhar, Dean (Faculty) at IIMA, inaugurated the workshop. He highlighted that the EV transition extends beyond vehicles to infrastructure, logistics, energy systems, and industrial ecosystems.



Prof. Sandip Chakrabarti and **Prof. Anish Sugathan** opened the event with their welcome address. Prof. Chakrabarti spoke about the links between EV transition, industrial competitiveness, climate resilience, and public health, while Prof. Sugathan highlighted the role of consumer behaviour, institutional frictions, and market coordination in EV adoption.



Ms. Archana Mittal from NITI Aayog emphasised charging infrastructure based on usage patterns and battery-as-a-service models for EV trucks, while **Shri SJR Kutty** of Tata Motors described EVs as "a MacBook on wheels," noting that India is still in the early stages of the EV transition.



Shreya Sinha and **Shriyash Puranik** presented their IIMA research findings at the workshop. In their invited talks, **Shri Rishabh Sethi** from Energiva Ventures noted that one major advantage of EVs is sector coupling between transport and energy systems, while **Shri Amit Bhatt** from The International Council on Clean Transportation observed that "greater competition creates more choices and accelerates market scaling," and highlighted that "fuel-efficiency standards and ZEV mandates are major regulatory requirements".



The workshop also featured a panel discussion bringing representatives from Industry, Policy, Academia, Charging Infrastructure space.

Ms. Neha Jain (Morris Garages India) addressed consumer trust and ecosystem building;

Shri Rama Shankar Pandey (ACMA India) spoke on supply-chain localization and skilling;

Dr. IV Rao (TERI – The Energy and Resources Institute) covered EV policies and charging access;

Dr. Ranga Srinivas Gunti (Tata Motors) focused on workforce development;

Shri Suraj Kant (Energy Efficiency Services Limited), discussed public-sector adoption in EV segment; and

Shri Dippy Vankani (Flipkart) addressed logistics, financing, and inclusion in EV adoption.



Landmark Partnership

IIMA and CTL at the Forefront of the Viksit Gujarat Fund Dialogue

CTL faculty member Prof. Ranjan Kumar Ghosh and CTL Co-Chair Prof. Sandip Chakrabarti participated in the "Strategic Dialogue on Viksit Gujarat Fund," held on 22 April 2026 at Gift City, Gandhinagar. IIMA's Dean (Faculty), Prof. Satish Deodhar, was a distinguished speaker at the event. IIMA faculty members Prof. Vivek Pandey and Prof. Yugank Goyal also joined the event. The strategic dialogue was hosted by the Finance Department, Government of Gujarat, and brought together stakeholders for a focused discussion on the Fund and its role in advancing the State's development vision. In a leading role, IIMA faculty contributed their academic expertise and thoughtful perspectives to the dialogue, helping deepen the discussion on strategic priorities and long-term impact. Their engagement reflected IIMA's commitment to supporting conversations in infrastructure development, transportation, and logistics, through research, insight, and collaborative leadership.



IIMA Partners with Gujarat Government to Advance Viksit Gujarat 2047: CTL Faculty to Lead the Initiative



The Finance Department, Government of Gujarat, has partnered with IIMA under the Viksit Gujarat 2047 initiative to strengthen evidence-based planning for key development projects across the State. The MoU was signed on June 17, 2026, in Gandhinagar by CTL Co-Chair Prof. Sandip Chakrabarti, on behalf of IIMA, in the presence of the Honourable Chief Minister of Gujarat, Shri Bhupendra Patel. Prof. Chakrabarti was joined by IIMA faculty member Prof. Yugank Goyal. The initiative will be led by CTL faculty members Prof. Ranjan Kumar Ghosh and Prof. Sandip Chakrabarti. Through this MoU, IIMA will undertake feasibility studies, impact assessments, and capacity building to support the effective implementation of priority initiatives. The partnership will help the State advance the objectives of the Viksit Gujarat Vision by catalyzing economic growth and infrastructure development under the Viksit Gujarat Fund. By bringing its analytical and policy expertise in the domains of infrastructure development and financing, transportation, logistics, and regional planning to this landmark collaboration, IIMA will contribute to Gujarat's broader agenda of sustainable and inclusive growth.

CTL Faculty Journal Articles

1. Dynamic Order Assignment Under Warehouse Disruption Risks: A Switching-Curve Policy, Heuristics, and Insights



Prof. Debjit Roy, along with Prof. Govind Lal Kumawat, published a research paper on 'Dynamic Order Assignment Under Warehouse Disruption Risks: A Switching-Curve Policy, Heuristics, and Insights' in the journal 'IIE Transactions'.

Abstract

E-commerce order fulfillment is increasingly disrupted by natural events such as pandemics, hurricanes, and floods. This study investigates order assignment decisions considering warehouse disruption risk, order-class priority, and shipping costs. We develop a stochastic dynamic programming model for the order assignment problem. Our analysis reveals a switching-curve policy for order assignment. We find that disruption

risk significantly affects the order assignment decision, with optimal switching thresholds decreasing as the disruption rate increases. To efficiently compute these thresholds, we develop three index-based heuristic policies. Among them, our improvement heuristic achieves an average optimality gap of 7.21%, outperforming the myopic policy (8.48%) and the least shipping cost heuristic (14.17%). Through a comprehensive numerical study, we uncover several important insights. Disruption and recovery rates have nonlinear effects on order fulfillment costs. Specifically, while investing in mechanisms to enhance recovery speed is beneficial, the gains become progressively smaller as recovery becomes faster. Additionally, shared order-processing capacity at warehouses with class-wise priority can prove a more effective strategy than maintaining dedicated capacities for each order class. This research provides actionable strategies for managing e-commerce fulfillment under warehouse disruption risks, enhancing operational efficiency and cost management.

To read the complete paper, visit: <https://doi.org/10.1080/24725854.2026.2673045>



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Research Article

Dynamic order assignment under warehouse disruption risks: A switching-curve policy, heuristics, and insights

Govind Lal Kumawat & Debjit Roy

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[Cite this article](#)
<https://doi.org/10.1080/24725854.2026.2673045>
[Check for updates](#)

2. Gender Gap in Commute Time Allocation: Analyzing the Effects of Major Life Events and Urban-Rural Differences Using India's Time Use Survey



Prof. Sandip Chakrabarti, along with Muskan Verma and IIMA doctoral student- Sagar Verma, published a research paper on 'Gender Gap in Commute Time Allocation: Analyzing the Effects of Major Life Events and Urban-Rural Differences Using India's Time Use Survey' in the journal 'Transportation'.

Abstract

Gender differences in time use have been studied extensively, thereby informing gender-inclusive policymaking. Differences appear at young ages and change with major life events such as employment, migration, marriage, and childbirth. Since time allocation across activities determines well-being, researchers have analyzed the causes and consequences of such differences to promote multidimensional gender equality. However, although the importance of context-specific analysis of gender gaps in time allocation to commuting and other work-related travel has been emphasized in the literature, countries across the developing world remain relatively less studied. We use India's Time Use Survey and consider a sample of 24,780 employed persons belonging to 13,501 single-member households or dual-earner nuclear married couple households with or without children to investigate the gender difference in commute time allocation. We find that, relative to men, women allocate significantly less time to commuting. Moreover, this "gender commute gap" is statistically significant in households with young children and persists even in households with older children. An intra-household analysis reveals that the gap is smaller in urban than rural areas, and that intra-household gender differences in unpaid domestic work and childcare responsibilities are associated with the gap within households. Closing the gender commute gap is imperative.

To read the complete paper, visit: <https://doi.org/10.1007/s11116-026-10779-x>

Home > Transportation > Article

Gender gap in commute time allocation: analyzing the effects of major life events and urban–rural differences using India's time use survey

Published: 26 May 2026
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Transportation

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[Sandip Chakrabarti](#) ✉, [Sagar Verma](#) & [Muskan Verma](#)

3. Who is Willing to Pay for Travel Time Savings and How Much? An Iterative Bidding Contingent Valuation Study in Mumbai



Prof. Sandip Chakrabarti, along with Prof. Chandra Bhat, CTL CRF- **Dr. Aishwarya Jaiswal**, IIMA doctoral student- Sagar Verma, Dale Robbennolt and Hyunjun Hwang, published a research paper on 'Who is Willing to Pay for Travel Time Savings and How Much? An Iterative Bidding Contingent Valuation Study in Mumbai' in the journal 'Transportation Research Part A: Policy and Practice'.

Abstract

The value of travel time savings is one of the most widely used concepts in the transportation sector, serving as a critical component of transportation project evaluation, policy formulation, and transportation investment decisions. In this paper, we examine the value of travel time savings as measured using an iterative bidding contingent valuation approach in the context of Mumbai, India. By directly measuring the value of travel time savings, rather than imputing it, we are able to efficiently consider variations across individual characteristics and trip contexts. As importantly, we account for the possibility that some individuals may not be willing to pay at all for travel time savings, jointly modeling a binary outcome representing whether an individual is willing to pay at all (WTP) alongside the continuous value of travel time savings among those who are willing to pay. This approach allows us to identify those individuals who have a value of travel time savings (VTTS) of zero, which may occur due to very different psychological reasons than simply having a low value of travel time savings. The findings reveal significant differences in WTP and VTTS across population subgroups and trip characteristics. The results have important implications for the evaluation of transportation policies, prioritization of transportation infrastructure improvements, and development of priced congestion reduction strategies.

To read the complete paper, visit: <https://doi.org/10.1016/j.tra.2026.105042>



Transportation Research Part A: Policy and Practice

Volume 210, August 2026, 105042



Who is willing to pay for travel time savings and how much? An iterative bidding contingent valuation study in Mumbai

Dale Robbennolt ^a✉, Hyunjun Hwang ^a✉, Aishwarya Jaiswal ^b✉,
Sagar Verma ^c✉, Sandip Chakrabarti ^c✉, Chandra Bhat ^a✉

4. Market participation strategy of hybrid energy resources: A New York ISO case study

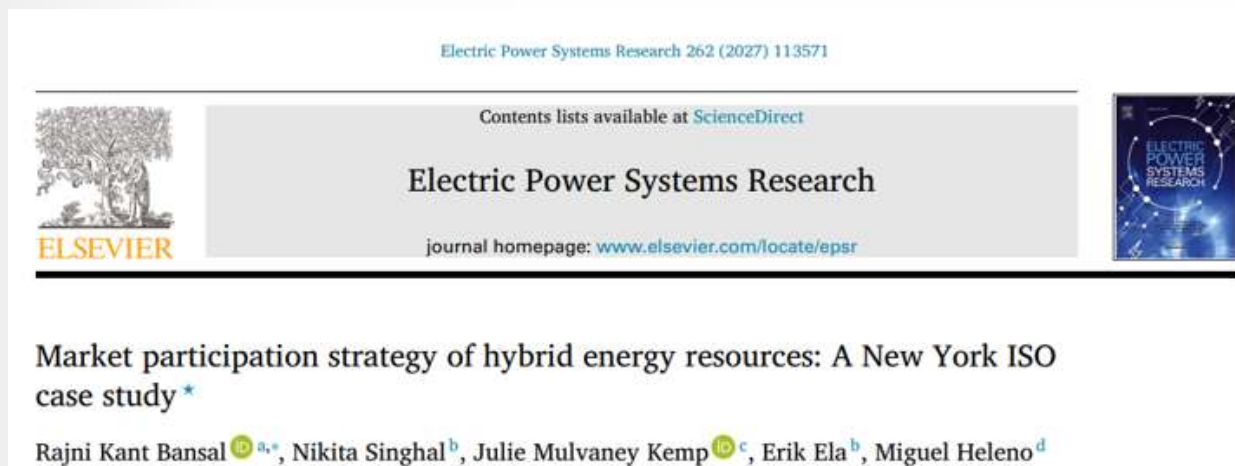


Prof. Rajnikant Bansal, along with Nikita Singhal, Julie Mulvaney Kemp, Erik Ela and Miguel Heleno, published a research paper on 'Market participation strategy of hybrid energy resources: A New York ISO case study' in the journal 'Electric Power Systems Research'.

Abstract

Drawing on existing market designs with independent resource participation in electricity markets, this study analyzes participation models for hybrid resources combining renewable generation and storage. Two models are considered: in the first, the components operate independently, with the Independent System Operator (ISO) managing the storage state of charge (SoC); in the second, the hybrid resource acts as an integrated unit, submitting offers as a "black box" and managing its SoC internally. Using a production cost model for the zonal New York Bulk Power System, we evaluate trade-offs in system reliability, market efficiency, and asset profitability. Our results provide several key insights for policymakers, showing that the ISO-managed granular model enhances social welfare through explicit SoC management, while the simpler integrated model is more computationally efficient, but may cause more real-time violations and lower overall profits.

To read the complete paper, visit: <https://doi.org/10.1016/j.epsr.2026.113571>



CTL Faculty Case Studies

1. Locating Fulfillment Centers for AmazingDeal.com

Prof. Sachin Jayaswal, along with Prof. Shuvabrata Chakraborty and Mr. Ratnesh Kumar published a case study article on 'Locating Fulfillment Centers for AmazingDeal.com' in the journal INFORMS Transactions on Education



The screenshot shows the journal's website with a blue header containing navigation links: JOURNALS, MAGAZINES, PUBLICATIONS, and PRICING & SUBSCRIPTIONS. Below this is a large yellow banner with the text 'INFORMS TRANSACTIONS ON EDUCATION'. A secondary navigation bar includes links for JOURNAL HOME, ARTICLES IN ADVANCE, CURRENT ISSUE, ARCHIVES, and ABOUT, along with SUBMIT and SUBSCR buttons. The article page features an 'Open Access' icon, a 'View PDF' button, and 'Tools' and 'Share' options. The article title is 'Case Study—Locating Fulfillment Centers for AmazingDeal.com' by Sachin Jayaswal, Shuvabrata Chakraborty, and Ratnesh Kumar. It was published online on 4 May 2026, with a DOI link: <https://doi.org/10.1287/ited.2024.0082ca>.

Abstract

A fast-growing e-commerce firm that has revolutionized the shopping behavior of the masses in India has recently crossed \$1 billion in sales by gross merchandise value. It is now eyeing at the \$10 billion mark and therefore needs to expand its expedited delivery services to more cities across the country, which will require setting up new fulfillment centers. The case seeks answers related to locating the optimal number of new fulfillment centers to be set up based on different coverage requirements for different tier cities, as specified by the management. It provides an opportunity for the instructors to demonstrate the need and art of mathematical modeling for optimization and its nuances using a practical application to facility location problems. The case enables students to appreciate the complexity of real-world combinatorial optimization problems and the power of mathematical modeling (through integer programming) in solving them using Microsoft Excel Solver, as well as commercial large-scale solvers accessed through state-of-the-art optimization suites such as A Mathematical Programming Language (AMPL). Over the past several years, the case has been used as a pedagogical tool across multiple programs in multiple institutes and has received appreciation from a diverse range of participants.

Visit to read more: <https://doi.org/10.1287/ited.2024.0082ca>

2. Changing Landscape of Logistics in India with Multimodal Logistics Parks

Prof. Debjit Roy, along with Mr. Avi Dutt and Mr. Apurva Shrey, published a case study on 'Changing Landscape of Logistics in India with Multimodal Logistics Parks'.



Abstract

In the current scenario, when COVID-19 pandemic has thrown supply chains across the world off the charts, logistics efficiency and cost are extremely significant (The Impact of COVID-19 on Logistics, 2021). The aggregation that takes place in logistics parks helps in cost reduction and the bulk material handling with superior equipment reduces the wastage in the value chain. According to the Asian Development Bank's report (Asian Development Bank et al., 2020), MMLPs have following advantages: (a) Provide smooth multimodal freight transfer, (b) Specialised storage (for e.g., Cold Storages etc.), (c) Value added services such as custom clearances, bonded storage yard etc., and (d) Late-stage manufacturing activities. MMLPs can also increase the efficiency of inland container depots (ICDs) and container freight stations (Asian Development Bank et al., 2020). According to the MoRTH, logistics parks are expected to reduce the transportation cost of the top 15 nodes by ~10% (Concept Note- LEEP, n.d.). The demand for large warehouses is also expected to go up in the near future due to a number of factors, change in building construction codes that have facilitated the growth of large warehouses (i.e. building height increased from 12 m to 15 m, increase in floor load, etc.), rising automation in warehouses as evidenced by growing usage of sorting machines, automatic packaging machines and conveyors inside the warehouse. Ecommerce companies like Amazon and Flipkart are known for their automated warehouses. This paper aims to study the concept of MMLPs and recent steps that have been taken to achieve the objective of improving the efficiency of logistics in India. It also elaborates on various efforts by the Government to promote the establishment of MMLPs. The case study of a recently proposed MMLP has been discussed and analysed taking into consideration key success factors crucial for MMLP. The paper also focuses on the policy formulation by State Governments with respect to Integrated Logistics Park (ILP) and Logistics Park (LP). The challenges and opportunities that lie in the domain of MMLP have been elaborated and some suggestions have been made regarding the same in the later part of the paper.

Visit to read more: <https://cases.iima.ac.in/index.php/changing-landscape-of-logistics-in-india-with-multimodal-logistics-parks.html>

Thought Leadership Article

1. When Coordination Meets Intelligence: Real-time Policies for Maximizing Throughput in Autonomous Forklift Operations

Prof. Debjit Roy co-authored an article titled 'When Coordination Meets Intelligence: Real-time Policies for Maximizing Throughput in Autonomous Forklift Operations' for the Material Handling Institute (MHI) Solutions Magazine along with Mr. Milind Padole and Mr. Puneet Tiwari.



When Coordination Meets Intelligence: Real-time Policies for Maximizing Throughput in Autonomous Forklift Operations

BY DEBJIT ROY, INDIAN INSTITUTE OF MANAGEMENT; PUNEET TIWARI, ARAPL RAAS INTERNATIONAL LLC, USA; AND MILIND PADOLE, ARAPL RAAS INTERNATIONAL LLC, USA

Higher Education



Read the article here: https://www.mhisolutions-digital.com/mhiq/library/item/0226_volume_14_issue_2/4330443/

2. Tariffs to carbon, the new rules shaping India's trade

Prof. Poornima Varma authored an article titled 'Tariffs to carbon, the new rules shaping India's trade' in The Hindu, on May 28, 2026.



Read the article here:

<https://www.thehindu.com/opinion/op-ed/tariffs-to-carbon-the-new-rules-shaping-indias-trade/article71030246.ece>

CTL Faculty Engagements



Prof. Debjit Roy received the prestigious Wickham Skinner Teaching Innovation Award, the highest honour given annually by the Production and Operations Management Society (POMS), for excellence and innovation in teaching.

Prof. Sundaravalli Narayanaswami has been enlisted as a Member of the Medical Technology Assessment Board under the Ministry of Health & Family Welfare (Department of Health Research).



Some of the key accomplishments of **Prof. Debjit Roy** in the last few months include:

- Conferred with the Neary Teaching Award for the second time at Ross School of Business.
- He was also a panelist for the Summer School in Operations and Analytics Research (SOAR) 2026 at the S.P. Jain Institute of Management & Research, held on April 9, 2026.
- Served as a Jury member for the Enterprise Supply Chain Excellence Awards at ET Edge SCM Fest 2026.
- Prof. Roy has been appointed as a Member of the International Foundation for Production Research Asia-Pacific Region (IFPR-APR) Board.



Prof. Debjit Roy presented a seminar at the Department of Technology and Operations of the Rotterdam School of Management, Erasmus University.

Prof. Debjit Roy also visited the Information Systems & Operations Management at Tilburg University to give a research talk centering on his joint work on quick commerce models with Gyanesh Raj and Maqbool Dada.





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