

INDIA & THE UK LOGISTICS COMPARISON

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INDIA & UK

SIZE

India: 3.3 m Sq. KM

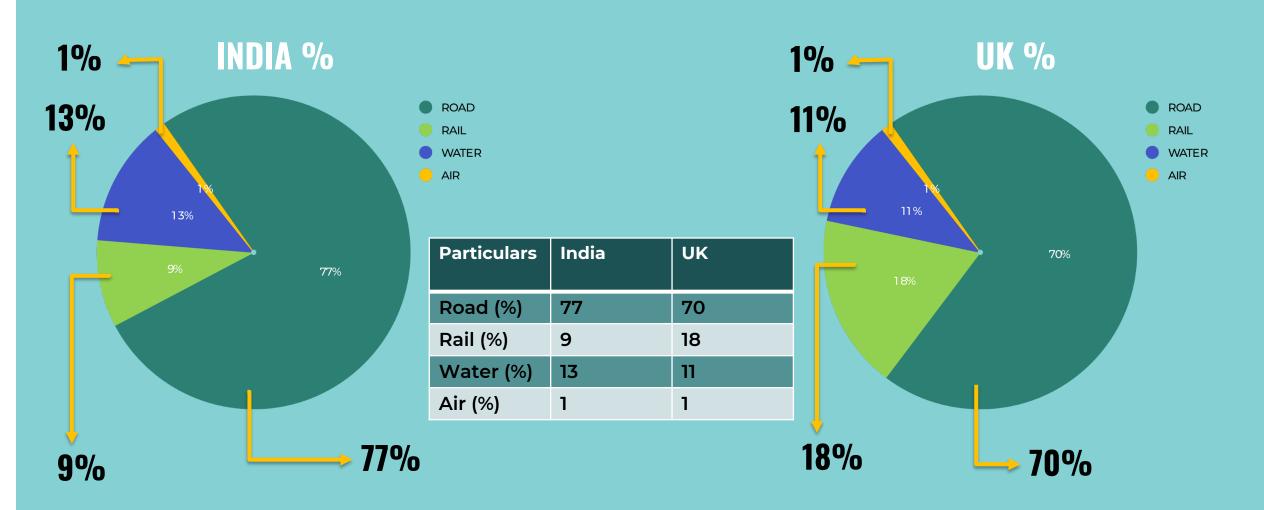
UK: 242500 Sq. KM

URBANISATION

India: **34**%

UK: 83%

MATERIAL LIFTING ANALYSIS





Vehicle Population

Type of Truck	India	UK
LCV	1670000	4400000
HGV	4900000	529400

Avg. Haul

India	UK
330 KM	108 KM

■ GDP ANALYSIS ■

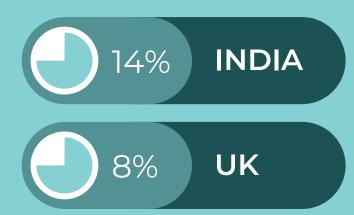
1. INDIA

2.87 Trillion US Dollars

2. UK

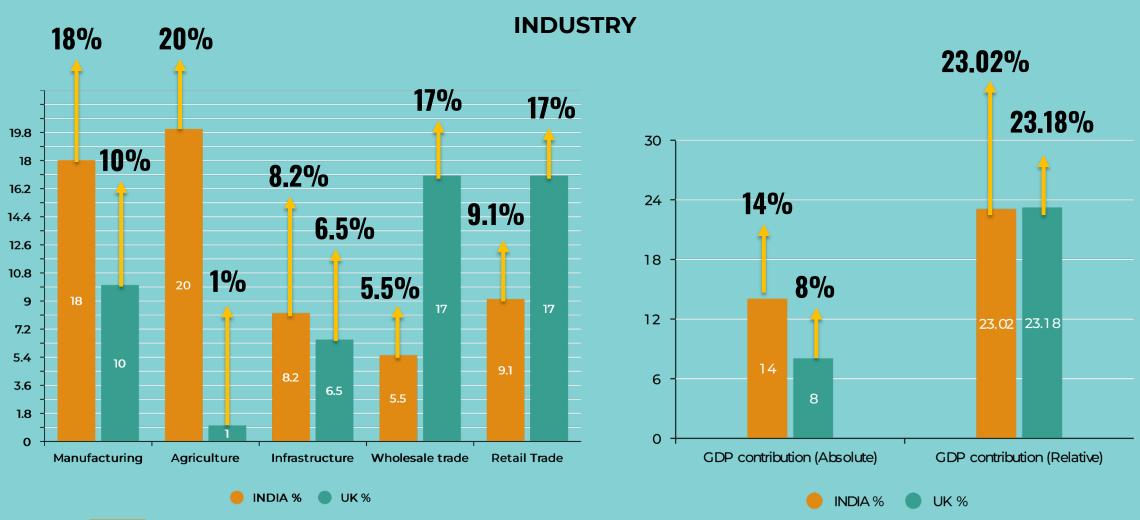
2.83 Trillion US Dollars

Share of Logistics





DECOUPLING GDP



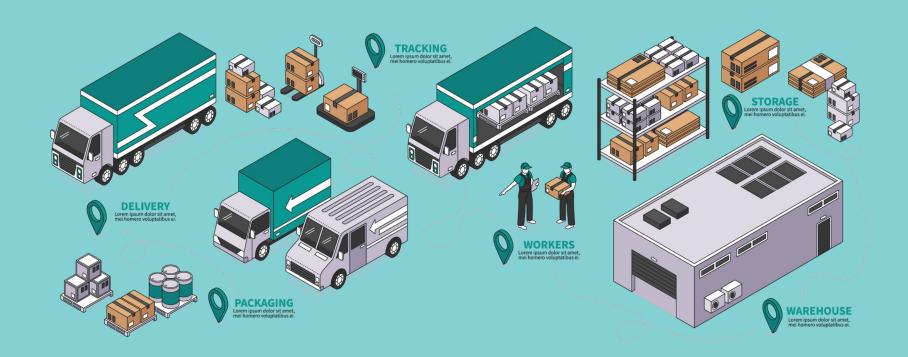
Total: 60.8 34.5

■ VEHICLE CATEGORIES ■

India GVW (in MT)	UK GVW (in MT)
Below 7.5	Below 3.5
7.5 – 16	3.5 – 7.5
16	7.5 – 18
25	18
31	25
41	26
44	30
48	36
55	40
	44

VEHICLE SPECIFICATIONS COMPARISON

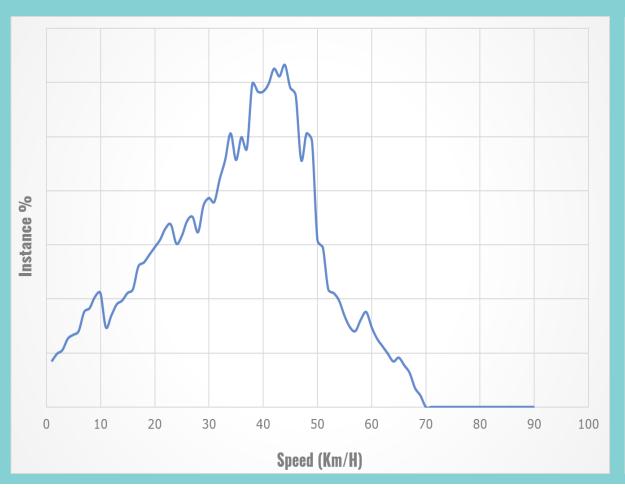
	India: 44 MT GVW	UK: 44 MT GVW
Torque (nm)	950	1900
Horsepower (hp)	250	530
Engine (CC)	6700	12600

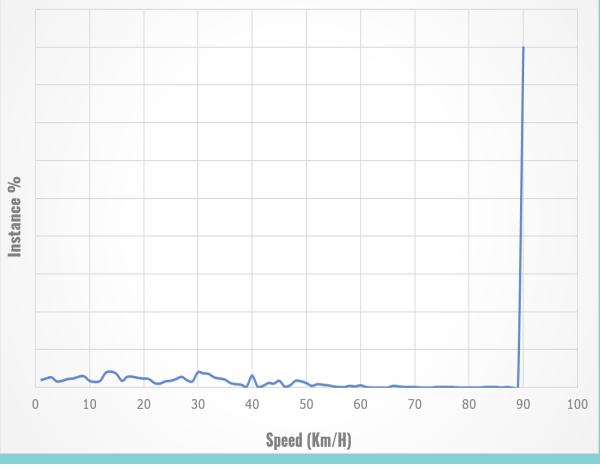


DRIVE CYCLE ANALYSIS

INDIA

UK



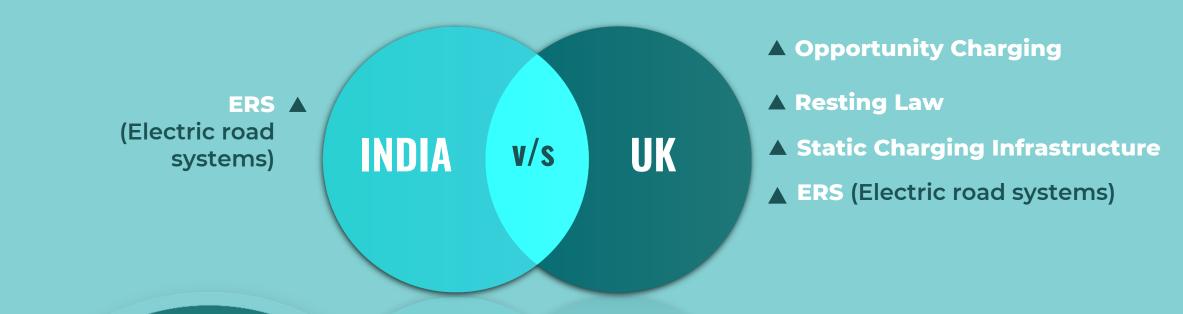


DRIVER CRISIS

Both India & the UK are facing truck driver shortages in their respective road logistics industries, although the extent and underlying factors differ between the two countries.

India	UK
Low cost entry	High cost entry
Smoking allowed	No smoking in cab(strict)
No training	CPC modules
N/A	Brexit
N/A	IR35
N/A	Self employed to SPV
Low pay	Moderate to high pay
Social rejection	Social acceptance

EV IMPLEMENTATION STRATEGIES



SUMMARY AND FUTURE WORK

- > India and UK are different in many aspects.
- > A best practice exchange can make things better for both countries.
- > BEV India trials is going live soon.
- > Collecting and analysing data for international battery electric HGV trials.

INTERNATIONAL BATTERY ELECTRIC HGV TRIALS

UK

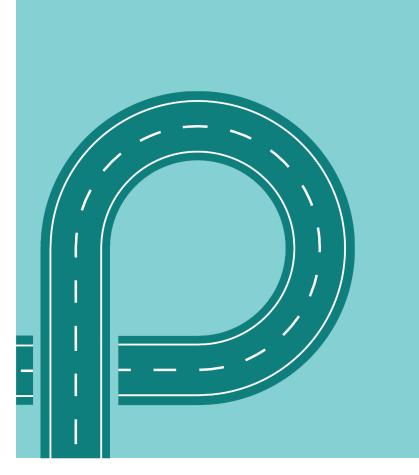
Several fleet operators and charging companies Multiple OEMs Led by SRF at Cambridge



Operator: Raman Roadways Shipper: Unilever India Multiple OEMs Govt. support: NITI Aayog, WRI

South Africa

Operator: KDG Logistics Shipper: Toyota Motors OEM: Volvo (Vehicle procured)



THANK YOU

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