



PFL LOGISTICS PVT. LTD

305/28 Amritmarg, Thamel

P.O.Box: 11943

Kathmandu Nepal

Tel: +977-1-4266445

Fax: +977-1-4265455

Mob: +977-98510 26693

Email:

info@pfllogistics.com

Web: www.pfllogistics.com

Member: NEFFA, IAM,

WFN, NCC, FNCCI

ISO 9001:2008 Certified

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Importing hydro Power parts.(Upper Tamakoshi Hydropower)

Though all the parts are imported from Germany we handled it from Calcutta(India) to Rasuwa(Nepal). It was around 1600 km journey which usually takes about 8-9 Days but for this project it took us 19 days and 24 different Special Vehicles.

It was on 14, Dec 2015 that the shipment arrived Calcutta port. And our journey begins to safely and efficiently transport those heavy equipment. All the Lorry and trucks were very special and we organized them from India especially for this project.

Those trucks and lorry can carry three times more weight than the normal trucks can bear. We also sent our expert team of 8 peoples from KTM(Nepal) to Calcutta just to make sure everything goes as per our plan.

Below are the some of the challenges about the Logistics:-

Transportation(Narrow Road):- Nepal is a landlocked country we need to start working from Calcutta port. Which is 1300 KMS from KTM (Nepal) so we need to do the Inland Trucking from there. And for normal cargo it will take up to 8 days to reach KTM. But the roads are very narrow and steep. So transportation is one of the major Challenges to Overcome. But due to our expert team we were able to create a controlled environment due to our experts plan and we implemented to overcome it.



FIGURE 1:- TRANSPORTING MACHINERY FOR HYDROPOWER

How we Overcome:- first of all we need to manage 20 Heavy trucks than can lift up to 40 tonnes and 8 lorries for the equipment that cannot be fitted on the truck. So loading from the Port is one of the challenge but it is nothing compared to the road.

Experienced Truck Drivers:- We provide 2 drivers for each truck and one driver would ride for 8 hours and then he take a nap and another driver comes in action. Each day we need to cover almost 80 KMS per day to reach our Destination on or time Frame.

ROADS UP TO NARAYANGHAT (NEPAL) IS FINE NOW THE ROADS ARE NOT THAT GOOD. THE ROADS ARE VERY NARROW, WINDY, AND TURNING ON ALMOST 100 METER. NOW THE STRUGGLE BEGINS. WE MAKE SURE THAT ALL THE STRAPS ARE TIGHT ENOUGH TO HOLD THE SHIPMENT FOR THE OPEN TRUCKS. AND THEN OUR JOURNEY OF 300KMS BEGINS. AND IT WILL TAKE US 9 DAYS TO TRAVEL



300KMS.

FIGURE 2:- DELIVERY SITE

Time Factor:- there are loads of challenges in this logistics management processes. But one of the crucial factor is the time factor. We had 24 days to deliver the shipment from Calcutta to The final destination.

2.1. Trucks mechanical error:- all things are going well and we are about 3 days from our final destination. But suddenly 3 of our truck broke down within one hour because of the very steep climbing with the heavy load on their back. So we tried to fix the problem using the mechanics two of the 3 broken trucks are fixed but not the last one. So 2 trucks keep

on moving but we need to change the truck for the third one. So we again call a new truck to replace the new truck



FIGURE 3:- UNLOADING PARTS FROM THE BROKEN TRUCK AND KEEPING IT SAFE PLACE NEARBY.

Now the other trucks are almost on the final site to be delivered but the last truck will still take 1 more day to reach the destination. So we drove 24 hrs with some rests on the road with the help of 2 drivers. And unloading begin at the destination which took about 18 hours to do so and keeping

all the goods in the desired place. Finally the last truck arrived and on 24th day we handover all the parts safely and timely to the hydropower.

Nepalese Unified Personal In UN peace Keeping Operations(2013).

Nepal became a member of the United Nations (UN) in 1955 and first contributed military peacekeepers in 1958, sending five observers in the UN Military Observation Group in Lebanon. As of April 2013, Nepal had contributed 94,000 peacekeepers to 43 UN missions overall. Since late 2006 it has consistently provided at least 3,000 or more peacekeepers, making it one of the UN's largest Troop-Contributing Countries (TCC). In recent years Nepal's participation has declined almost 20 percent from its 2010 peak of nearly 5,500. In February 2013, the Nepal Army deployed to two new missions, bringing its total to 11 operations, most of which are in Africa.

With regard to police officers, as of April 2013, Nepal had deployed 5,795 police to 21 UN peacekeeping missions. Nepal Police made their first contribution in 1992 to UNPROFOR in the former Yugoslavia. Nepal has deployed formed police units (FPUs) to Haiti and Darfur, Sudan in 2004 and 2008 respectively, and Nepal Police have served as individual police experts in Haiti, South Sudan, Sudan, Liberia and Iraq. Since October 2011, the Armed Police Force (APF) has joined with the Army and Nepal Police to begin sending its personnel to UN missions, with the first group deploying to UNGCI (Iraq).

Until recently Nepal was also the host of a UN political mission. The UN Mission in Nepal (UNMIN), a special political mission in support of the peace process there, was in place from January 2007 to January 2011. The mission provided support to the elections for a new Constituent Assembly in 2008 and monitored the implementation of the Comprehensive Peace Agreement between the government of Nepal and the Maoist party.

Barriers to Contributing

Unstable domestic politics: Nepal's unstable domestic political situation represents the major challenge for deploying its troops as UN peacekeepers. For almost two decades Nepal has faced political instability and a Maoist insurgency. The frequent change of government became the main obstacle to developing a coherent and effective domestic policy on peacekeeping. Successive governments have therefore given a low priority to peacekeeping issues. Even when a government has taken the initiative to develop or revise its peacekeeping policy, it has not had sufficient time in office to make a substantial contribution. This situation, as well as a lack of vision, coordination and supervision, has kept the issue less prioritized.

Logistical and management challenges: The Ministry of Defense, Ministry of Home Affairs, and Ministry of Foreign Affairs have not been sufficiently active in managing peacekeeping efforts. Among those ministries, the Ministry of Defense is critical to promoting and managing the Nepal Army, but during much of the last two decades it has lacked a dedicated defense minister, being headed instead by the Prime Minister. The Prime Minister, however, has typically paid less attention to defense and peacekeeping issues, allowing them to remain largely under the Army's domain. Intra-governmental coordination on peacekeeping issues – a responsibility of the Army's

Directorate of Peacekeeping – has been lacking, hindering the effectiveness and efficiency of Nepali peacekeeping efforts. In general, the lack of civilian oversight of the Army's peacekeeping efforts has impeded necessary changes to Nepal's peacekeeping policies.

So we had no proper help from the ministries as we need to carry guns and other equipment of the Army, police and APF. We need to go the 3 different ministries one is Ministry of Home affairs and another is ministry of foreign affairs and Ministry of defence. We need to show each and every documents of all the guns and their other equipment including their clothes and the cargo should reach the destination i.e. Sudan before the Peacekeepers reach their destination.

Air Cargo Challenges.

As it was the peak season for airlines and the space for the cargo was very tight so we had to manage with 3 different airlines one is Thai, Second is Qatar Airways and another is Turkish Airways. So managing the space was one of the major challenges. But due to our proper planning we were able to send the goods on time and Peace keepers received their goods as soon as they reach their destination.

Time Management challenges:-

As the volume of the cargo was more than 450 CBM it was quite a challenge itself. And we cannot keep all the goods in the TIA customs area for long time because of the space problem.



We had to make a special room inside the airport with the help of TIA officials and many letters form the Ministry of Defense. And we stored all the goods there. To save our time and space along with the security needed for our Project.

Conclusion:-

The above two case studies are some of the Cases that we actually handled on the year 2015 and 2013. Those project helped us in many ways. We learnt how to handle the pressure and how we can overcome obstacles. We do not have any time to loose of those both project all needs to be done on time because if it would have delayed on the first case than the Hydropower Project would have lost thousands of dollars and in the second case if the army personals did not their guns and ammunitions along with their other goods then there would be loads of problem and they would have lost their reputation.

But due to our hard work and dedication with our time management techniques we were able to do it on time. This case study not only shows that we have completed the project on time but we have strong team all over the world who is going to help us in managing projects. And our dedicated family of PFL Logistics who are always ready to work with us on any kind of situation.