LLOYDS LOGISTICS

Vision

Our vision is to revolutionize logistics through relentless innovation, adopting cutting-edge technology and industry trends. We are committed to building a smart, scalable, and tech-driven transportation ecosystem that maximizes efficiency, minimizes costs, and sets new industry standards.

Mission

We empower local employment by integrating next-gen drivers into a sustainable, tech-driven ecosystem through strategic partnerships and innovation, we enhance efficiency, reduce costs, and improve driver work culture.

Relay Model

Current Operation

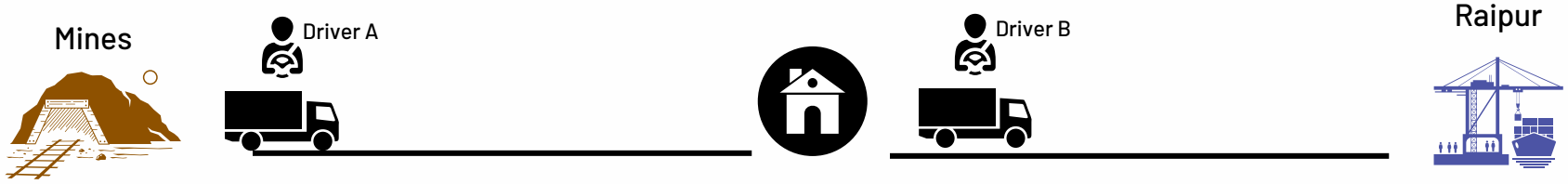
- **Trip Duration**: The driver takes 20 hours to transport material from the mines to the Raipur.
- **Rest Period**: While going through the long haul, the driver takes a 14-hour rest before completing the journey.
- **Total Cycle Time**: The complete trip, including transportation and rest, adds up to 34 hours per Trip.

UTILIZATION RATE :

A truck starts from the mine to Raipur , taking 20 hours of running time and 14 hours of idle time, resulting in a 58% (0.58) utilization rate.

$$\text{e.g. } \frac{20}{34} = 0.58 \text{ (58\%)}$$

Relay Model



- **Driver A**: Starts from mines and hands over the truck at the pit stop (relay point).
- **Driver B**: Continues the journey from the pit stop to Raipur.
- **Efficiency Boost**: Minimizes rest time, maximizes truck utilization, and ensures continuous operation.

UTILIZATION RATE

Implementing the relay model reduces the resting period by 14 hours, increasing total utilization to 80%(0.80). Minimizing rest time maximizes truck utilization, ensuring continuous operation and enhanced efficiency.

e.g. $\frac{20}{22}$ =0.90 (90%)

Relay Model

Continuous Vehicle Movement

Ensures trucks are always in operation, reducing downtime and maximizing efficiency.

Lower Driver Fatigue

Optimized schedules and automation reduce strain on drivers, improving well-being.

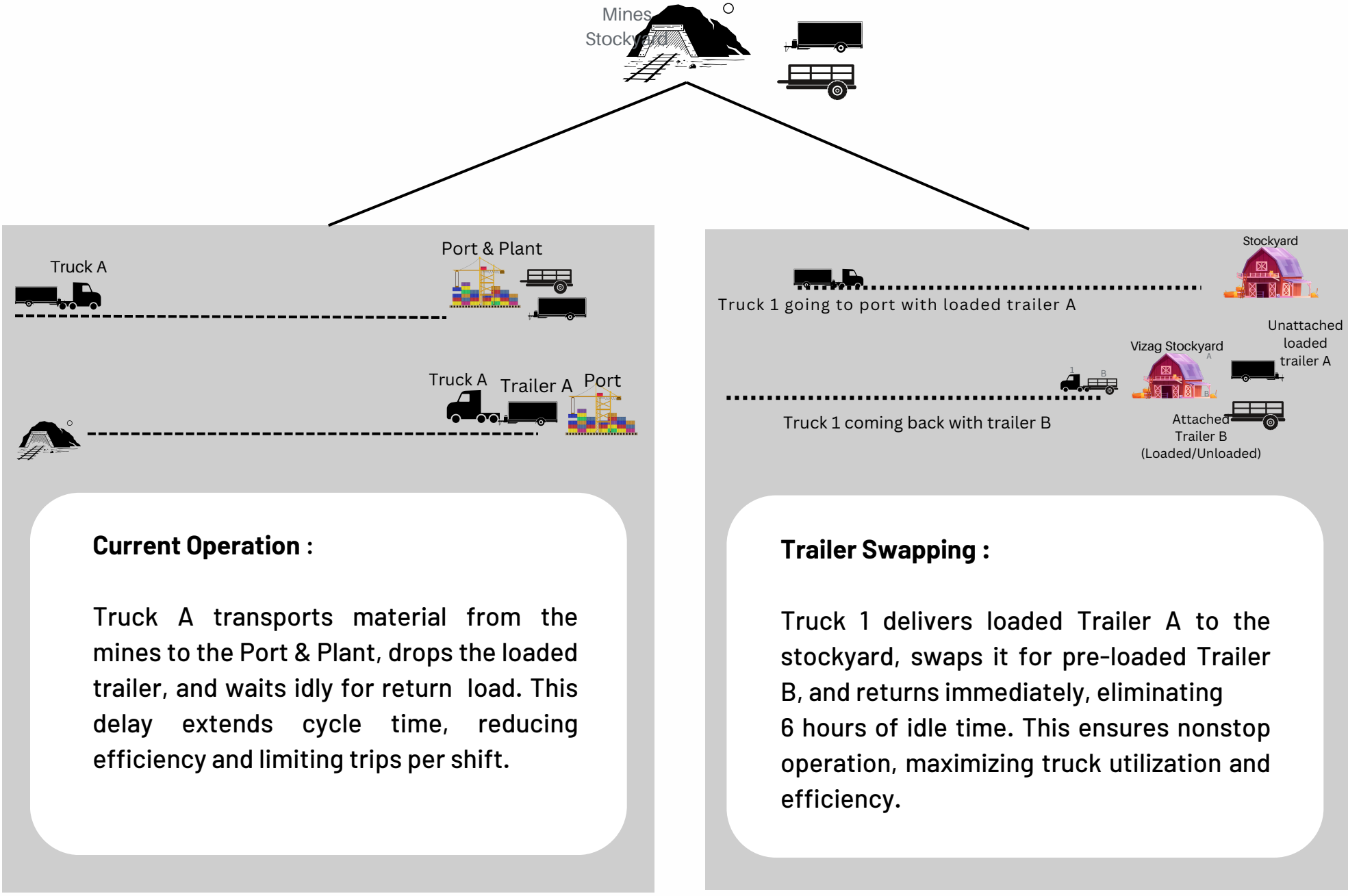
Fast Deliveries

Streamlined logistics and real-time tracking enable quicker turnaround times.

Better Fleet Utilization

Maximizes the use of available vehicles, increasing productivity and reducing idle time.

Trailer Swapping



Current Operation :

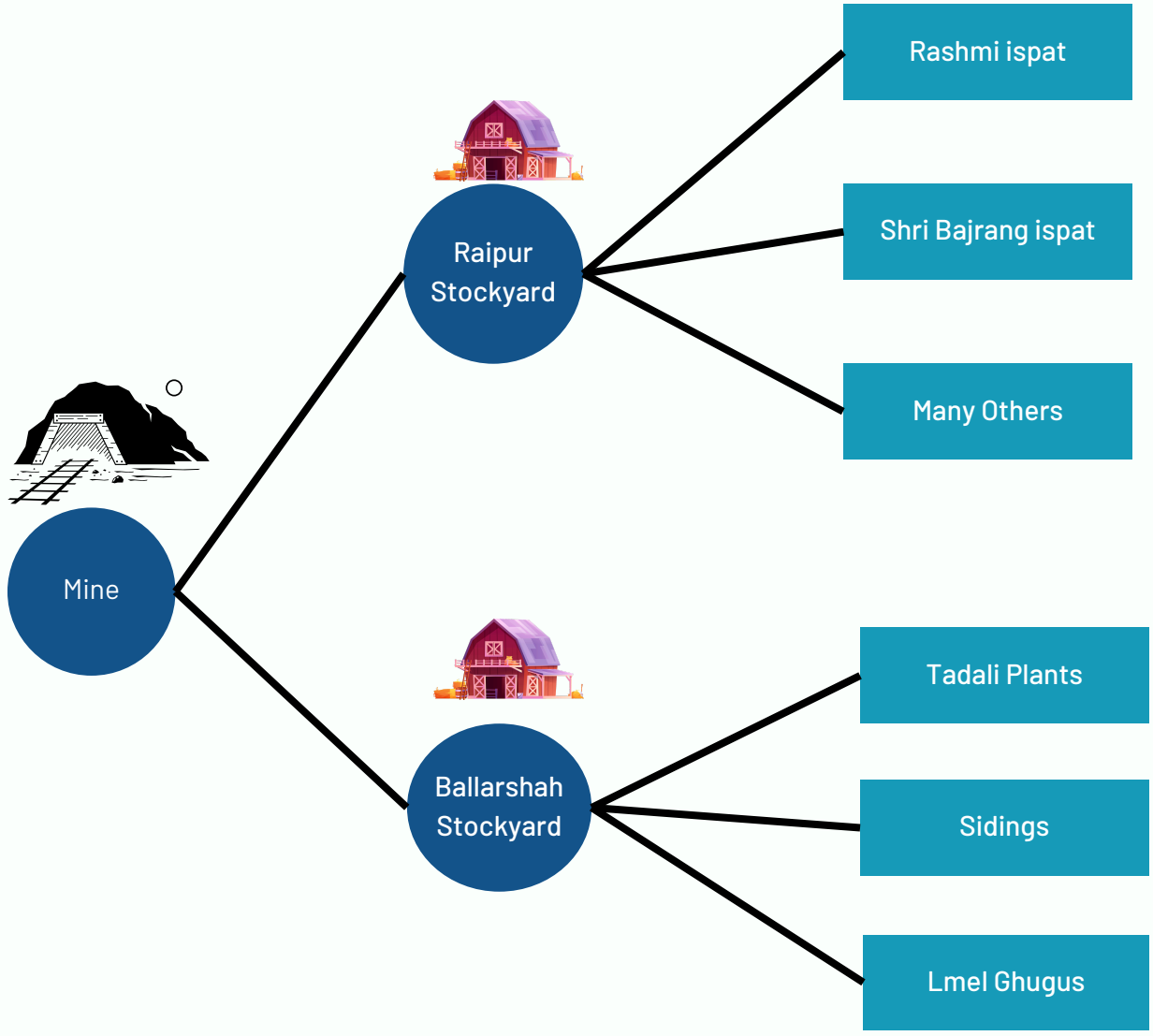
Truck A transports material from the mines to the Port & Plant, drops the loaded trailer, and waits idly for return load. This delay extends cycle time, reducing efficiency and limiting trips per shift.

Trailer Swapping :

Truck 1 delivers loaded Trailer A to the stockyard, swaps it for pre-loaded Trailer B, and returns immediately, eliminating 6 hours of idle time. This ensures nonstop operation, maximizing truck utilization and efficiency.

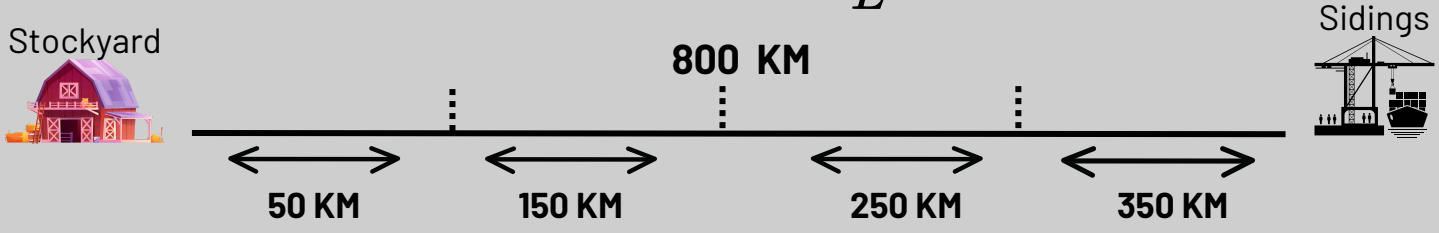
HUB & SPOKE MODEL

The Hub & Spoke Model works by centralizing bulk material at a primary hub (mine) and distributing it through intermediary stockyards (Raipur and Ballarshah). From these stockyards, materials are further transported to multiple destinations (industries, plants, sidings), reducing direct trips from the mine.



Driver Salary Model

$$\text{TOTAL PAY}: (B \times K) + (S \times (1 - \frac{K}{L})) + (D \times K) + C - P$$



The formula was developed to overcome the limitations of per-kilometer-based pay, ensuring a fairer compensation model for drivers. By integrating both distance and time as key factors, the approach accounts for trip difficulty, compliance, and performance incentives.

Incentive Bonus-
Additional pay for short trips and challenging routes, ensuring efficiency and fair compensation.

Technology Integration
Implements advanced tools for tracking, payroll automation, and data analysis

Compliance Bonus – Incentives for adhering to safety protocols, timely deliveries, and fuel efficiency, promoting responsible driving..

Digital Wallet Salary System-
Enables seamless, secure, and instant salary payments directly to drivers via a digital platform.

Planning and Operations

1

Fleet Management

Classifies and allocates trucks for trips based on trip history and maintenance records

2

Traffic Modelling and Optimization

To ensure that there are severe choking of trucks enroute after product dispatch

3

Trailer Swapping

This section matches the right trailer and the prime mover and pairs them for the particular trip

4

Relay Modeling

The relay model in trucking divides long-haul trips into shorter segments, with drivers switching at designated relay points.

5

Client Visibility & POD

Provides truck visiibility to clients and has a sophisticated Proof of Delivery system to ensure smooth and timely delivery of the goods and the client location

DRIVER MANAGEMENT SYSTEM

Driver Onboarding with Chanel partners

Driver Training and Validation

Driver Relaying

Payment Disbursement for each trips with E-Wallets

Training Program Integration

TRUCK MANAGEMENT SYSTEM

Telematics & GPS

Asset Utilization Rate

Driver behavior monitoring

Scheduled Maintenance

Compliance and Safety Monitoring

Traffic Modeling and Optimization

Data Collection

Gather GPS, delivery schedules, real-time traffic, and weather data.

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Traffic Simulation

Real-time and historical data to model traffic flow, predict congestion, and manage active fleet movements.

Route Optimization

Identify and adjust the most efficient routes for working fleets based on location, distance, traffic density, and delivery priorities.

Real-Time Monitoring and Analysis

Track vehicle locations, dynamically reroute as needed, and refine operational models with post-trip performance data.

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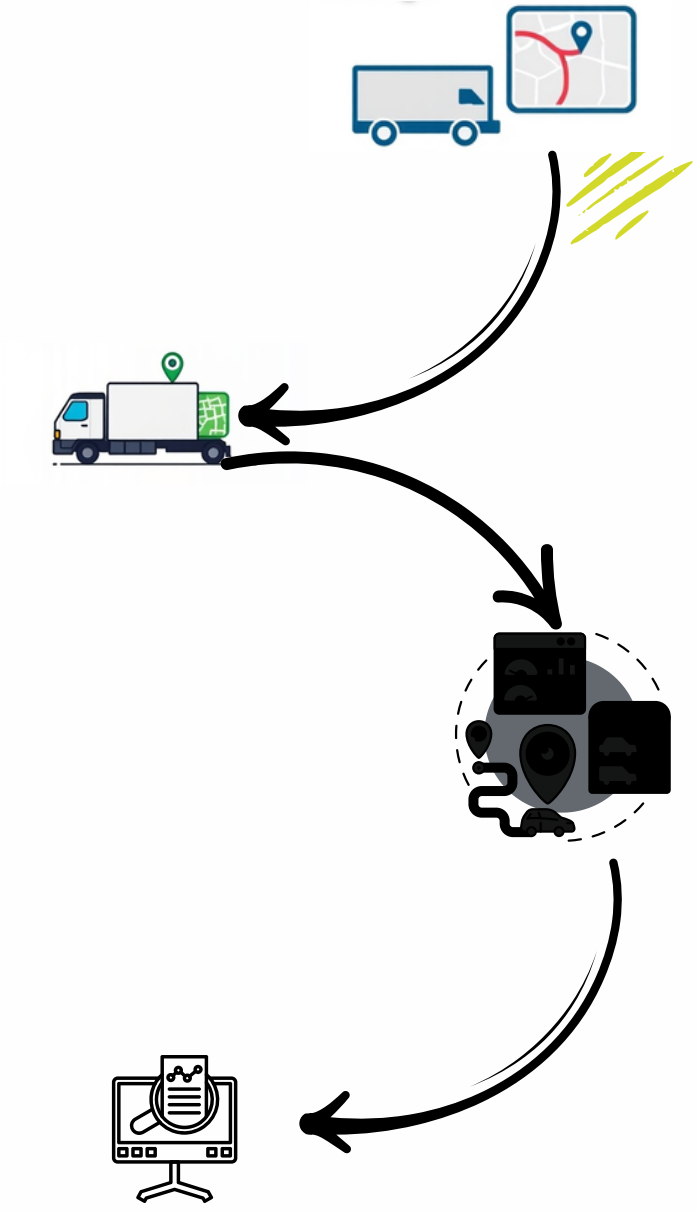


CHANNEL PARTNER ASSOCIATIONS AND DRIVER ONBOARDING

Channel Partner Coordination

Shift Notification

Driver Recruitment & Profile Management

Training Program Integration

Dynamic Trip Allocation

Compliance and Safety Monitoring

Surjagarh Mines 25MMT Dispatch Plan Fy 25-26

Equipment Model	Total No of vehicles
22W TT	200
18W TT	65
18W TT LNG	15
22W MAN TT	33
18W Dala	2
16W T	20
16W Dala	2
14W T	51
14W Sidewall	30
14W Dala	70
12W	84
Total	423

Surjagarh MIne 20MMT

Inside Maharashtra

Plant /Area	Material Handled(MMT)	No of Trucks
Ghugus Self	0.60	44
Konsari Self	0.12	4
Chandrapur /Tadali	0.72	53
Wardha	0.45	83
Railway Siding	12.00	583
Mines to Stockyard	2.40	44
Total	**16.29**	**811**

Outside Maharashtra

Plant /Area	Material Handled(MMT)	No of Trucks
Raipur	2.88	420
Vizag	0.84	464
Total	**3.72**	**884**

LMEL, Konsari 5MMT

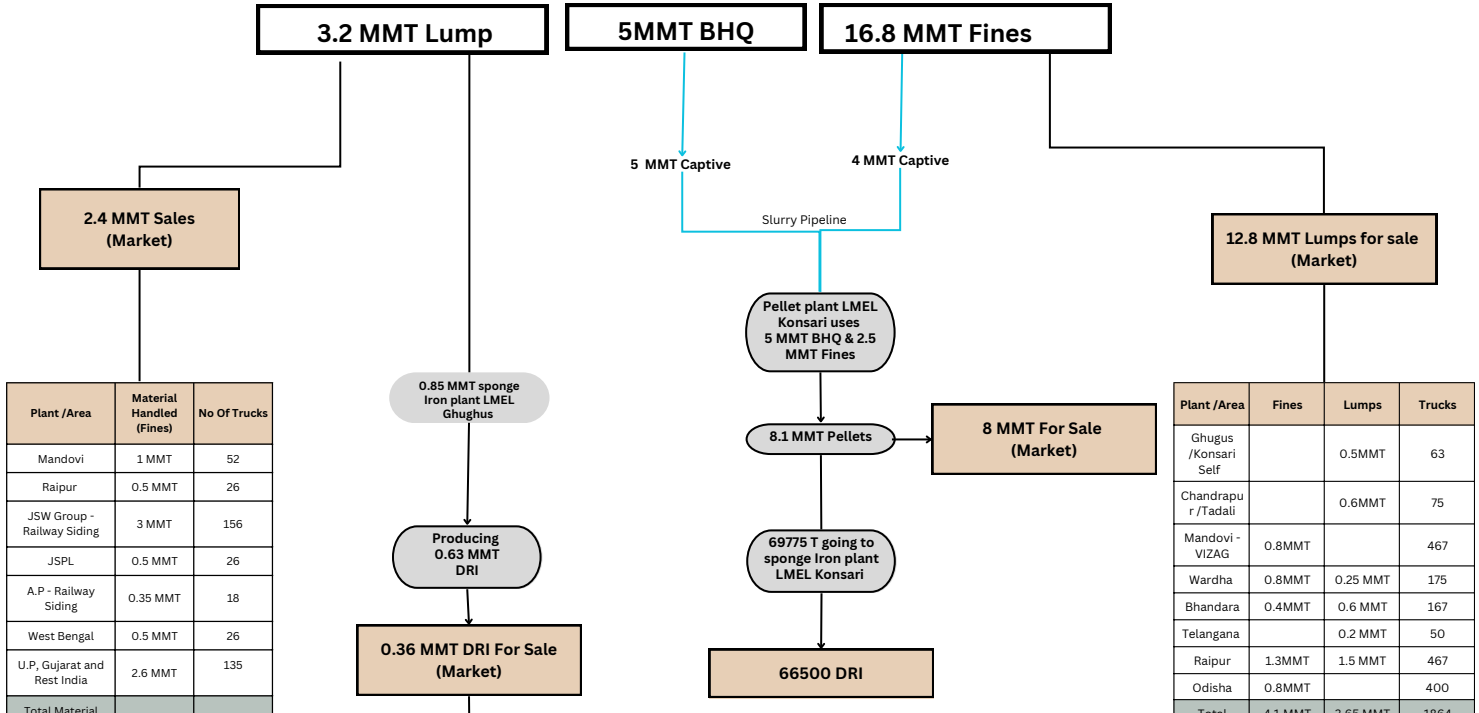
Inside Maharashtra

Plant /Area	Material Handled(MMT)	No of Trucks
Ghughus	0.10	4
Chandrapur	0.10	4
Wardha	0.10	14
South Railway Siding	1.00	24
Total	**1.30**	**46**

Outside Maharashtra

Plant /Area	Material Handled(MMT)	No of Trucks
Vizag	1.00	553
Telangana	0.10	18
Raipur	0.50	55
UP and Rest India	0.20	
Gujarat	1.00	
Total	**2.80**	**626**

Surjagarh Mines 25MMT Dispatch Plan FY 26-27



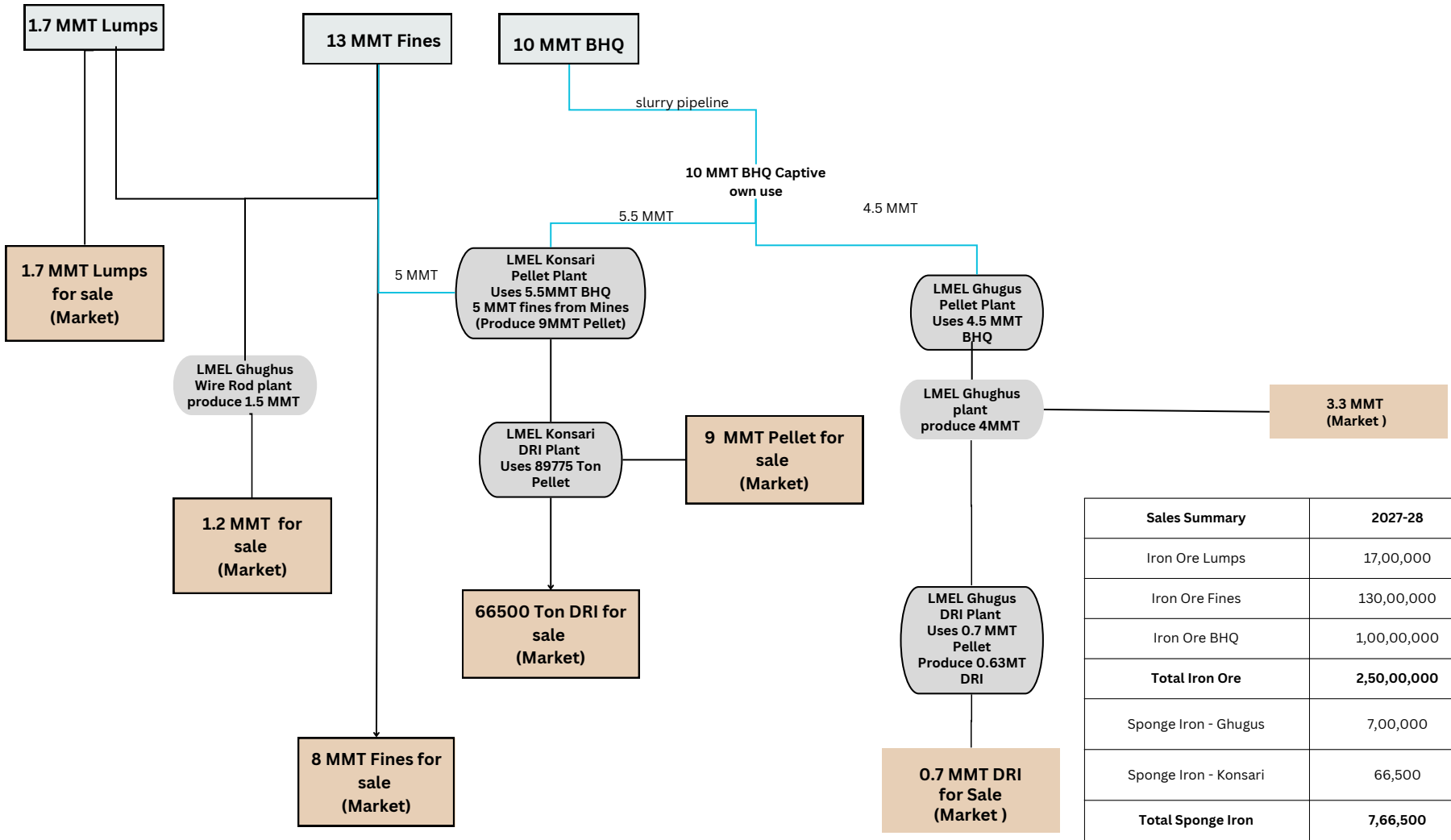
Plant /Area	Material Handled (Fines)	No Of Trucks
Mandovi	1 MMT	52
Raipur	0.5 MMT	26
JSW Group - Railway Siding	3 MMT	156
JSPL	0.5 MMT	26
A.P - Railway Siding	0.35 MMT	18
West Bengal	0.5 MMT	26
U.P, Gujarat and Rest India	2.6 MMT	135
Total Material handled	12.55MMT	439

Plant /Area	Fines	Lumps	Trucks
Ghugus /Konsari Self		0.5MMT	63
Chandrapur /Tadali		0.6MMT	75
Mandovi - VIZAG	0.8MMT		467
Wardha	0.8MMT	0.25 MMT	175
Bhandara	0.4MMT	0.6 MMT	167
Telangana		0.2 MMT	50
Raipur	1.3MMT	1.5 MMT	467
Odisha	0.8MMT		400
Total	4.1 MMT	3.65 MMT	1864

Plant /Area	Pellets	Mode	No Of Trucks
Ghughus	0.2 MMT	Road	8
Chandrapur	0.2 MMT	Road	8
Vizag	2 MMT	Road	500
Wardha	0.2 MMT	Road	13
Tealangan	0. 2MMT	Road	17
Raipur	1 MMT	Road	63
South Railway Siding	2 MMT	Rail	35
UP and Rest India	0.4 MMT	Rail	7
Gujrat	1 MMT		
TOTAL	8.2 MMT		650

Sales Summary	2026-27
Iron Ore Lumps	3,20,000
Iron Ore Fines	16,80,000
Iron Ore BHQ	5,00,000
Total Iron Ore	**2,50,00,000**
Sponge Iron - Konsari	66,500
Sponge Iron -Ghughus	360,000
Total Sponge Iron	**4,26,500**
Pellet -Konsari	80,00,000

Surjagarh Mines 25MMT Dispatch Plan FY 27-28



Sales Summary	2027-28
Iron Ore Lumps	17,00,000
Iron Ore Fines	130,00,000
Iron Ore BHQ	1,00,00,000
Total Iron Ore	**2,50,00,000**
Sponge Iron - Ghugus	7,00,000
Sponge Iron - Konsari	66,500
Total Sponge Iron	**7,66,500**
Pellet - Ghugus	33,00,000
Pellet - Konsari	90,00,000
Total Pellets	**1,23,00,000**
Wire Rod Konsari	**12,00,000**

Thank you!