### aitwia परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

Logistics Multi-modal / Supply Chain / Warehousing / Technology / Industry / Trade



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#### Plans That Can Boost The Logistics Industry

he logistics industry is plagued by challenges of risk, variability, volatility, and disruption. According to research and articles published by Kavas, World Economic Forum, the reasons for these are natural disasters, violence, noncompliance with government regulations, poor accountability, delayed information sharing for logistics, poor communication among partners, limited shared logistics capability and capacity utilization opportunities among service providers, managing inventory visibility across various logistics providers, theft and pilferages, and the need for segmented and customized services as demanded by customers.

Besides, Kralingen also stated that the information flow in the logistics industry is highly inefficient, errorprone, manual, non-digital, and heavily dependent on complex paper-based systems. Therefore, it is believed that the logistics industry needs better technology, efficient route planning, and stronger integration of transportation modes.

Such steps will help markets to grow. The Indian logistics industry is doing reasonably well but it has far more potential than it has achieved. In early 2020, the Indian logistics market had an estimated value of \$200 billion and it was expected to increase at a compound annual growth rate of more than 10% to at least \$320 billion by 2025. This was a prediction made by McKinsey Global Institute (MGI) in the year 2019.

So, the time has arrived for the logistics industry to undergo a transformative change, to raise and change its approach towards business, and compel the researchers to tell that the logistics and transportation industry now no longer lags in the

So, the time has arrived for the logistics industry to undergo a transformative change, to raise and change its approach towards business, and compel the researchers to tell that the logistics and transportation industry now no longer lags in the curve, when it comes to transport and logistics digitization and innovation, as compared to other industrial genres

curve, when it comes to transport and logistics digitization and innovation, as compared to other industrial genres. No doubt, technology will change the logistics industry even more by enabling

With technology like drone delivery, the logistics sector will be transformed but corporate logistics functions will keep on struggling with transparency issues, high cost, manual effort, lack of trust, and being challenged by real-



S. N. Arya
Editor-in-chief and Patron, AITWA

time data availability. Therefore, the government's role will be more crucial to develop the industry. Here're some plans that will boost the industry.

- National Logistics Policy The objective of the policy is to boost the nation's economy and corporate competitiveness by establishing an integrated, sustainable and costefficient logistics network.
- The policy aims to reduce the logistics cost, which stands at 14% of GDP to 9-10%.
- National Logistics Law The law's provisions will make it possible to assign a distinct logistics account number in place of cumbersome registration processes.
- Logistics Master Plan An Inter-Ministerial Committee will be used to supervise the master plan's execution.
- State wise local logistics strategies will be created in coordination and cooperation with the federal plans.
- National Multimodal Facilities and Warehousing – The standards for the National Logistics Platform (iLOG) are currently being finalised in conjunction with the Ministry of Electronics and Information Technology (MEiTY).
- The iLOG will work to integrate a single platform for the various IT solutions that have been developed by various stakeholders, including logistics service providers.



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- National Logistics Workforce Strategy—The approaches include the introduction of a Certified Logistics Professional (CLP) scheme, and incentivising the engagement of such professionals.
- The Driver Employment and Empowerment Programme is one of the strategies, and it aims to lower logistics costs by making truck driving a desired career due to the severe scarcity of truck drivers.
- PM Gati Shakti National Master Plan – The Union Budget 2023 doubled the funding of the plan and has announced an outlay of ₹2.4 lakh crore for the Indian Railways.
- Railways offer an economic mode of logistics movement given their pan-India network, which can play an important role in enabling a coordinated and integrated logistics system. It can be a convenience over cost, as freight movement cost is the

highest in the road sector, nearly twice the rail cost. However, the convenience of road transport has taken precedence over cost, and the railways in India have been losing freight share to other more flexible modes. Interestingly, the convenience of moving non-bulk commodities has Raised container traffic over the last decade.

#### The Way Forward

- By focusing on the digital aspect, the government aims to upgrade the existing system will lead to faster, better communication with fewer errors and will benefit the sector significantly.
- An integrated logistics infrastructure with first and last-mile connectivity is essential to make rail movement competitive with roads.
- Such a move will facilitate exports by rail to neighbouring countries such as Nepal and Bangladesh.
- Increased adoption of the railways for cargo movement is crucial to improve the country's logistics competitiveness.













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# **Changing Perception, Changing The Nation**

# Women transforming even the Logistics Sector!!

ith more consumers moving online and delivery timelines reducing to minutes, the logistics sector needs more truck drivers to meet the demand and supply challenges across all three delivery miles.

While the demand for truckers is growing, the number of people opting for commercial truck driving as a career or profession has dipped drastically. It is estimated that India will have 450 drivers for every 1,000 trucks on the road in 2023. The lack of standard life offered to truckers by the fragmented trucking industry of India has left the industry with fewer aspirants and an acute shortage, despite a growing economy.

Most truck drivers need to drive up to 14 hours a day, staying over the road for more than 300 days per year, sacrificing their time at home with loved ones and dear ones. While their truck is adorned like a bride with flashy LEDs and catchy phrases written on a colourful-painted body, they are required to live in hostile conditions without access to sanitized food/clean drinking water or a decent place to rest or sleep while taking the risk of fatalities and life-long injury. Indeed, living a life as a trucker in India comes with a lot of challenges.

The profession to attract more people needs to reinvent itself and grant the truckers better compensation, better social structure, strong support from industry and government, and more respect and transparency.

However, the only ray of hope in the moment of crisis is that numerous women aspirants want to drive cars, trucks and buses.

Yes, we have been witnessing women breaking gender stereotypes every day despite the existing patriarchal

Yes, we have been witnessing women breaking gender stereotypes every day despite the existing patriarchal structure in India. Women are changing the 'do's and don'ts' created by our society and driving heavy vehicles as professional drivers is no exception

structure in India. Women are changing the 'do's and don'ts' created by our society and driving heavy vehicles as professional drivers is no exception.

There are a few names that pass through our minds that women can look forward to, to get inspired from.



Ramesh Agarwal
National President, AITWA

One is Parvathy Arya, a truck driver from Mandsaur in the Malwa region of Madhya Pradesh. She is the one who holds the Guinness World Record for being Asia's first woman truck driver. She was also felicitated by the state government of Madhya Pradesh in 2012.

Yogita Raghuvanshi from Mumbai is another example. After the death of her husband in 2000, she had no means to look after her family. Despite having B.Com and LLB degree, she took up truck driving because she feels it gives instant payment.

It may seem surprising but there have been other women truck drivers also. Jothimani Gowthaman, who is perhaps the only woman truck driver in Tamil Nadu. The 30-year-old mother of two hails from Kallipatti village in Gobichettipalayam of Erode district. She drives around in her 16-tonne truck transporting loads across states. Her journeys often last many days. Her first stint behind the wheel was when her husband taught her to drive a truck six years ago.

Jothimani started driving trucks as a pastime without realising that it would turn into a full-time profession. "The driver we appointed for our second vehicle wasn't committed to the job, leaving us with heavy losses. Therefore, I started to drive the lorry along with my husband and the vehicle

and these long drives along highways have become my life now," she informed.

Jothimani has travelled across several states in India with goods like garments, cotton, wood and machine parts. Such trips sometimes take many days or even weeks, thus taking a toll on the time meant to be spent with her family. The two children aged nine and seven are taken care of by the grandmother.

Working in 'male-only' professions has its problems. From lewd stares from men to unnecessary harassment by transport officials, these women drivers have faced it all. However, nothing could match the grit and determination they had. There have been various positive initiatives by many organisations also. Delhi Transport Corporation (DTC), last month hired its first female bus driver, Vankadarath Saritha a move aimed at ensuring the safety of women while commuting via public transport.

Interestingly, many corporate houses and transport leaders are also coming to extend their hands to groom and upskill women drivers. For instance, Baton Transport under their corporate social responsibility (CSR) initiative has partnered with the Vega Group, India to empower women truck drivers and support them in finding employment opportunities overseas. The selected women drivers are expected to get Rs 1.50 lakh each per month. As a pilot programme, around 20 women drivers are to be selected.

As part of their focus on gender equality, Baton Transport A/S Hungary is focused on increasing gender diversity in the trucking industry and has identified training and recruiting women drivers as their key focus.

They propose to train and develop



identified women drivers in India through NGOs, and at the next level provide selected women drivers with jobs in Hungary and neighbouring countries in their fleet operations.

The NGOs and forums that Baton Transport and Bányai & Partners Consulting are in discussion with for the training, skill and career development of the women drivers, include Azad Foundation, Taxshe, a Bengaluru-based NGO, working to help provide safe mobility solutions for women and kids and Women's Indian Chamber of Commerce & Industry (WICCI).

According to Claus Normann Hansen, CEO of Baton Transport, women represent a far lesser percentage of the total number of truck drivers globally. But the group is determined to highlight the importance of increasing diversity in the trucking industry and to focus on training, recruiting and skilling female truck drivers.

Baton Transport has broken the boundary and chosen to focus on UN SDG 5 on gender equality as they see India as an important market. Their vision is also to support and empower women to build lives for themselves by opening up opportunities. Vega Group is pleased to partner with Baton Transport to empower and support women drivers in India and help them get better employment opportunities.

No doubt, this association will also help support the work done by the Directorate of Women & Child Development, Government of Karnataka, toward helping women from economically backward societies to develop and enhance their skills and get employment both within the country and overseas.

Of course, as of now, there is a very small community of women drivers, making their living by driving taxis, semi-trailer trucks and buses. The association, on a step-by-step approach, plans to increase the impact on women drivers.

We can sense the arrival of a new India already. With women donning multiple colours of roles professionally India is even hopeful of breaking many boundaries and parameters in the coming years. And, of course, in the Logistics Sector!!

# GST and Business-critical Issues of Logistics Service Providers

rom the option to select either Forward Charge Mechanism (FCM) or Reverse Charge Mechanism (RCM) to the amendments to the e-way bill system, the logistics industry in India has experienced a roller-coaster ride since the launch of Goods and Services Tax (GST) in 2016. And, the decisions at the 49th meeting of the GST Council under the chairpersonship of the Union Finance & Corporate Affairs Minister Nirmala Sitharaman continued the trend.

To everyone's surprise, the GST Council suggested to subtly correct the disparity between Indian and foreign logistics industries, allowing export benefits of zero rating on the satisfaction of other conditions to Indian transporters and freight forwarders offering services to foreign exporters/agents.

Notably, transportation services for import shipments through aircraft already enjoy exemption from GST. However, the supplier is warranted to reverse proportionate ITC to the extent of inward supplies used. As a result, such reversals would also not be required as per the recent amendments.

Besides, the latest GST Councilapproved amendments indicate that if an Indian exporter opts for a foreign transporter, then it has to discharge GST on the RCM basis. Whereas, if an Indian service provider is appointed and designated the job, then GST would be discharged by the service provider for which the exporter can continue to enjoy the extended credit period prevalent in the market. This clearly makes the Indian logistics industry a preferred choice for exporters.

For the unversed, the Central Board of Indirect Taxes and Customs (CBIC) released a notification to exempt the service by way of transportation of goods by a vessel/aircraft from India to a place outside India from the application of GST. Though the exemption was valid until 30th September 2018, it was further extended till 30th September 2022, bringing much-needed respite.

But, starting 1st October 2022, it was decided that ocean export freight billed to customers in India to be charged at the GST rate of 5% and air export freight billed to customers in India to be charged at the GST rate of 18%.

It is noteworthy that based on the provisions of Section 12(8) of the IGST Act, since there have been no further extensions in exemption, the tax shall be charged on all outbound freight transactions when billed to Indian customers considering the place of supply as 97 (i.e. Other Territory).

Besides, Indian transporters/freight forwarders, liable to Integrated GST (IGST), faced many other challenges arising due to this decision of the GST Council in 2022. Questions popped up as to whether exporters in India could claim input tax credit (ITC) of the GST so collected by the transporters/freight forwarders since it was believed that such credit could only be taken at the place of supply. Considering the conundrum, CBIC cleared the air by issuing a clarification that ITC shall be eligible even if the place of supply was outside India. This is also being provided the legislative blessing by way of an amendment through the Finance Bill, 2023.



Abhishek Gupta General Secretary, AITWA

Moreover, the worrisome part of the decision in the 48th GST Council meeting was that Indian transporters/freight forwarders became uncompetitive as compared to foreign transporters/freight forwarders, given that the place of supply for export cargo for the latter would be the destination of goods.

Though stakeholders in the government were in no mood to reintroduce the exemption allowed till September 2022, the recent GST Council decision showcases that the concerned stakeholders in both the central and the state governments have ears on the ground.

Earlier, there was apprehension as to how the central and state government machinery would collectively take decisions on the challenges/issues faced in a newly introduced indirect tax legislation with a vision of "One Nation One Tax". However, the GST Council has been adept in addressing business-related industry concerns. We hope that the government offers effective solutions to all vexatious issues plaguing the logistics industry soon.







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### Roads And Road Transport System In India



oadways in India are like the thread binding the topographical variations in India. The road network of India has proven its efficiency by providing its infrastructural contribution to the growth of the Indian economy. India is a land of diversities and the Indian roads act as a national integration force providing the necessary adhesive for bringing the people from all corners together as easily as possible.

India has the second-largest road network in the world, Total Road Length – 6.4 million km (comprises of national & state highways and urban & rural roads).

#### **Importance**

o Transportation of goods - 64.5% by road.

o Passenger traffic - 90% by road.

According to insightsonindia.com National Highways account for 2% of the total road network and carry over 40% of total traffic. Highway construction in India increased at 17.00% CAGR between FY16-FY21.

Despite pandemic and lockdown, India has constructed 13,298 km of highways in FY21. In FY21, 13,298 kms of highway was constructed across India.

#### Government push towards Road Infrastructure

- 1. National Infrastrcture pipeline Rs. 111 lakh crore allocated for FY 2019-25 The roads sector is likely to account for 18% capital expenditure over FY 2019-25.
- 2. India has a well-developed framework for Public-Private-Partnerships (PPP) in the highway sector. Asian Development Bank ranked India at the first spot in PPP operational maturity and also designated India as a developed market for PPPs.
- 3. Bharatmala Pariyojana, aims to build 66,100 km of economic corridors, border and coastal roads, and expressways to boost the highway network.
- 4. The market for roads and highways is projected to exhibit a CAGR of 36.16% during 2016-2025
- 5. Almost 40% (824) of the 1,824 PPP

projects awarded in India until December 2019 were related to roads.

- 6. The highways sector in India has been at the forefront of performance and innovation. The government has successfully rolled out over 60 projects worth over \$10 bn based on the Hybrid Annuity Model (HAM). HAM has balanced risk appropriately between private and public partners and boosted PPP activity in the sector.
- 7. Data Lake and Project Management Software NHAI has become 'Fully Digital', with the launch of unique cloud based and Artificial Intelligence powered Big Data Analytics platform. The entire project management work flow of NHAI is transformed from manual to online portal based, wherein the complete project execution operations including 'workflow with time lines' and 'alert mechanism' have been configured. All project documentation, contractual decisions and approvals are now being done through portal only.
- 8. 2021-22 Budget recognises this need with a significant budgetary outlay for the road transport and highways sector of ₹1,18,101 crore

#### **Bharatmala Project Components**

Phase I—24,800 km of fresh roads and 10,000 km of roads subsumed from the National Highways Development Project—by 2022, at a cost of ₹5.35 lakh crore.

- Economic Corridor –construction of 9000kms of Economic Corridors will be undertaken by the central government.
- Feeder Route or Inter Corridor of 6000km will be constructed.
- National Corridor Efficiency Improvement 5000kms of roads, constructed under the scheme will fall in the category of National Corridor for the better connection between roads.
- Border Road and International Connectivity for Connecting the cities and remote areas, which are situated in the border regions, (constructing 2000kms roads that fall in the Border Road or International Connectivity category).
- Port Connectivity and Coastal Road – length 2000 km
- Green Field Expressway The main stress will be given on the construction and development of Green Field Expressway for better management of traffic and freight.
- Balance NHDP Works Under the last segment, the project will see construction and maintenance of about 10,000kms of new roads.

#### Challenges

- 1. Land acquisition that can cost at least 25 to 30 percent of every project; there can be projects where it is even higher than the cost of construction. It not only escalates overall project costs, but also causes enormous delays:-
- o In a study conducted by NHAI on 106 projects, worth over ₹1.5 billion, facing implementation delays, issues pertaining to land acquisition were identified as one of the important causes for the delay in almost 50 percent of the projects. Besides, about 5 percent of these projects were delayed exclusively because of land acquisition issues
- o The government's burden to acquire land has risen in compliance with the Right to Fair Compensation and Transparency in Land Acquisition,



Pradeep Singal Chairman, AITWA

Rehabilitation and Resettlement Act, 2013, that mandates it to pay four times the market value of acquired land in rural areas and two times in urban areas

- 2. Development of the road network continues to be plagued by delays
- o over 800 road projects for a cumulative of more than 27,000 km, under the MoRTH, as being delayed.
- o Bharatmala Pariyojana Phase I, which is crucial to coastal and port connectivity, and which was targeted to be completed in 2021-22 has been delayed to 2025-26, with both awards and completion under this project being far behind deadlines.
- 3. MoRTH's lack of any source of revenue other than budgetary support from the Central government and borrowings.
- 4. Private participation could be challenging due to the continued stretched balance sheets of many infrastructure developers
- 5. Very limited private sector participation in development of new roads and highways. This is driven by the financial profile of the developers, a lack of debt products that can be aligned to revenue models of highway projects as well as by delays in land acquisition, and an uncertain regulatory framework
- 6. Since most of the projects are to be constructed in remote areas, mobilization of equipment and raw materials would be challenging. A slew of measures such as enhancement of approval limit of projects by the

NHAI to Rs 2,000 crore from Rs 1,000 crore, increase in compensation rates to farmers under the new land acquisition policy and digitalization of land acquisitions would expedite projects under Bharatmala

#### Way Forward

- 1. Given the extent of capital commitment and outlay required to augment and maintain the road network over the next few years, there is a need to diversify sources of funds beyond budgetary allocation and borrowings by NHAI. This need for diversification becomes even more pronounced in the context of the nearly ₹97,000 crore debt service liability of NHAI over the next three financial years.
- 2. NHAI's Infrastructure Investment Trust (In VIT), which was approved in December 2019 will be launched soon. It also appears that NHAI's operational toll roads, are likely to form a significant part of the national asset monetization program, with the Minister suggesting that NHAI plans to monetize ₹1,00,000 crore under the ToT model in the next 5 years.
- 3. The newly announced DFI too will, hopefully, play a major role in making viable debt available for road network development.
- 4. government should also revisiting its PPP models (including its HAM model) to attract more private sector investment in new asset development.
- 5. implementation of Bharatmala would depend on fast tracking of land acquisitions, clearances from the Ministry of Environment, Forest and Climate Change and other clearances.
- 6. Timely redressal of disputes by establishing a regulator is also crucial before undertaking such a large-scale project because of possible arbitration issues,

Eventually, strong transport infrastructure is essential to economic growth. A robust road network will be one important pillar in India's speedy economic recovery and one would hope that the government's budgetary commitment to strengthening roadway infrastructure is accompanied by attractive private investment opportunities in the sector.

# Modernisation of India's Logistics Infrastructure for the Future



"Good logistics reduce trade costs, but supply chains are only as strong as their weakest link. For developing countries, getting logistics right means improving their infrastructure, customs, skills and regulations." – Director, Macroeconomics, Trade & Investment, World Bank Group

#### ${\bf Logistics\,Infrastructure\,-\,Backbone} \\ {\bf for\, development}$

Logistics is an extremely crucial pillar of India's economic development. The present logistics infrastructure is insufficient, ill-equipped and ill-designed to support the expected high growth rates of the economy over the next decade or so.

The Logistics Performance Index

(LPI), an interactive benchmarking tool created by the World Bank, helps countries identify the challenges and opportunities they face in their performance on trade logistics and what they can do to improve their performance. As per the aggregated LPI for the years 2012-2018, India ranked 42nd out of 167 countries. Despite the relatively low rank, India has a certain advantage because most of its infrastructure network capacity is in the process of being constructed (i.e., it does not have the burden of revamping existing infrastructure). The logistics sector has witnessed robust growth in recent years which has steadied post Covid-19. This

growth has been driven by the rising retail and manufacturing ecosystem in the country. Touted as the country's 'sunshine industry', the Indian logistics sector is readying itself to move from its present unorganized, fragmented business model to an organized, regulated structure -and a lot is happening to make this possible.

#### Government's push to modernise the logistics sector- introduction of the National Logistics Policy

The logistics industry has praised the launch of the National Logistics Policy (NLP) on September 17, 2022. The much-awaited policy is comprehensive and puts special emphasis on streamlining processes for seamless coordination, and reduction in overall logistics cost, besides incentivising employment generation and skilling of the workforce.

The National Logistics Policy lists the following three key targets:

#### Reduce the cost of logistics in India to be comparable with global benchmarks by 2030

India's logistics costs are currently at 13-14 per cent of the GDP, which is much higher than the average of 8-10 per cent cost incurred by most developed economies. The high indirect costs due to unpredictable supply chains and poor first and last-mile connectivity add to the logistics cost. Presently, the sector is also highly fragmented and unorganized.

#### Create data-driven decision support mechanism for an efficient logistics ecosystem

India has a complex regulatory environment, with multiple and overlapping regulations governed by various stakeholders. For example, there are over 20 government agencies; 37 export promotion councils; 500 certifications; 200 shipping agencies; 36 logistics services; 129 inland container depots and 168 container freight stations. Additionally, there is also a low level of technology adoption among various stakeholders.

• Improve the Logistics Performance Index ranking, and aim to be among the top 25 countries by 2030.

The policy has the following key deliverables to be achieved through the Comprehensive Logistics Action Plan (CLAP). They are:

- Integration of digital system (IDS): The IDS will cover 30 different systems belonging to seven departments, integrating data from the road transport, railways, customs, aviation, and commerce departments.
- Unified Logistics Interface Platform (ULIP): This platform will integrate all transportation-related digital services on a single website portal.
- Ease of logistics (e-log): E-log is a digital dashboard under development by the industry department for registering, coordinating, and monitoring time-bound issue resolution. It will include timelines and the status of the resolution. Industry associations can contact the government directly regarding their concerns.
- System Improvement Group (SIG): This group has been created along with the Network Planning Group (NPG) to improve coordination across government ministries and between the state and central governments.
- Facilitating the development of logistics parks: The National Logistics Policy calls for the development of logistics parks, including Multi-Modal Logistics Parks, Air Freight Stations, Inland

Container Depots, Container Freight Stations, Cargo Terminals, etc. For the same, the CLAP framework provides that:

- Draft framework guidelines are to be set to facilitate the development of logistics parks, with the aid of private investment.
- A network of logistics parks is to be created by mapping them on the PM Gati Shakti plan for enhanced visibility, improved logistics efficiency, and connectivity.
- EXIM (export-import) logistics: The CLAP framework will identify infrastructure and procedural gaps in India's EXIM connectivity and create

The CLAP framework will identify infrastructure and procedural gaps in India's EXIM connectivity and create a streamlined and reliable logistics network, with transparent and efficient cross-border trade facilitation. This will not only improve India's trade competitiveness but also enable greater integration with regional and global value chains

a streamlined and reliable logistics network, with transparent and efficient cross-border trade facilitation. This will not only improve India's trade competitiveness but also enable greater integration with regional and global value chains.

- Service improvement framework: Improving regulatory interface to enable coordination between different sectors. The framework also aims to eliminate fragmentation in documentation, formats, processes, and liability regimes and reduce gaps in regulatory architecture.
- Standardization of physical assets and benchmarking service quality standards: By standardizing physical assets and setting a benchmark for service quality standards, the government intends to enhance interoperability, minimize handling risks, undertake process optimization, and improve ease of doing business. In warehousing value chains, for example, standardization is essential for reducing costs and ensuring global compatibility and competitiveness.

The government of India is investing in the creation of dedicated rail freight corridors that would allow freight trains to run to exclusive tracks. The dedicated freight corridors will eventually lower the cost of moving cargo by making use of electricity-powered trains with greater capacity. The electricity-powered locomotives will also substantially reduce the environmental impact of the logistics sector. The government of India is taking several important steps to increase the share of rail freight.

To begin with, they have increased the length of the freight trains raised axle loads and improved the speed of the locomotives. This is helping to enhance the existing rail freight network. Moreover, the massive investment in the creation of the dedicated freight corridor is the most important step towards increasing the efficiency of this sector. Additionally,



modal integration across, rail, road, and sea freight and the investments for better train-port-road integration are also important factors that are reinforcing the Indian rail freight industry. Lastly, the robust private sector investments and the government-private partnership for project financing are being seen as significant steps in this regard.

#### Private sector investment in the logistics sector

Some of the world's largest logistics players and private equity fund managers are foraying into Indian industrial and logistics spaces in the country which has a total stock of about 350 million square feet. Most players are looking to invest anywhere between \$500 million and \$1 billion in new ventures in the next couple of years. The highly fragmented nature of the logistics market is another key determinant of private equity interest. Unlike heavily consolidated sectors dominated by a few established players, logistics comprises a dynamic mix of traditional organisations with sprawling operations and disruptive, high-growth up-and-comers looking to transform the industry.

For private equity, fragmentation opens up vast possibilities. It provides a ready supply of right-sized target companies for a classic 'buy-andbuild' strategy, whereby the PEbacked platform rolls up smaller players. Similarly, the intrinsically global nature of the industry opens up an almost exponentially wider range of acquisition and organic growth opportunities. The digitalisation of the logistics industry creates an additional incentive on both sides of a buyout. On the private equity fund side, their underlying investors are expressing a growing preference for tech-enabled companies and future-proof portfolios. Having previously been viewed as an analogue sector, logistics has quickly become highly innovative.

#### Changes and shifts required to move forward

As per a report published by McKinsey & Company 'Transforming the nation's logistics infrastructure, there are four main changes that are required to revamp India's development in the sector:

 Building the right network and ensuring flows on the right mode, comprising an integrated mesh of seven high-density long-distance corridors (rail and coastal waterways).

- Creating enablers to maximise the efficient use of the network, which includes developing 15 to 20 logistics parks, providing standards for containers and pallets and upgrading the skilled workforce.
- Extracting more from existing assets, for example, by increasing the share of toll plazas now with the digitised electronic tolling, using stainless steel wagons with a higher load-carrying capacity, and increasing spend on the maintenance of roads.
- Allocating more investment to rail and reallocating within roads and rail, based on current trends, USD 500 billion is estimated to be spent on logistics infrastructure in the next decade, with roads accounting for more than 50% of the spend and rail for 40%. The allocation to railways, for instance, needs to increase to more than 50% with large sums spent on building high-density traffic corridors, connectors and last-mile links

#### Conclusion

All in all, the Government's recent actions and policies promise to boost the sector's development. The philosophy of integration across the movement and storage of goods being proposed by the Government invites optimism from an overall efficiency point of view. Further, by focusing on digital technology, the Government's aim to upgrade the existing system will complement such proposed integration and lead to faster, better communication with potentially fewer errors. With this, India hopes to reduce the cost of logistics from 13% and move up to position 25 on the logistics performance index.

(The article was originally published in TOI)

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# Post-budget Webinar on Union Budget 2023-24: Infrastructure & Investment - Improving Logistics Efficiency with PM Gati Shakti National Master Plan

rime Minister Narendra Modi inaugurated the Post-Budget Webinar on 'Infrastructure and Investment'. The Webinar, led by Ministry of Roads, Transport and Highways (MoRTH) and co-led by Department for Promotion of Industry and Internal Trade (DPIIT), is a part of a series of 12 Webinars being organized by the Government to seek ideas and suggestions for effective implementation of the initiatives announced during the Union Budget FY 2023-24. The Union Budget FY 2023-24 has laid out the vision for guiding our country through the Amrit Kaal by adopting 7 key priorities or 'Saptarishis' viz., Inclusive Development, Reaching the Last Mile, Infrastructure and Investment, Unleashing the Potential, Green Growth, Youth Power and Financial Sector.

The Prime Minister started his remarks by emphasizing that this year's Budget will give new energy to infrastructure. He informed that India's Capital Expenditure has increased 5 times compared to 2013-14 and the government is moving with a target of investing Rs. 110 lakh crore under the National Infrastructure Pipeline. Noting the obstacles that came in the way of investments in the infrastructural development of the country by previous governments, the Prime Minister highlighted that the present government has been successful in making record investments in modern infrastructure. The Prime Minister noted that the average construction of National Highways has nearly doubled

compared to what it was before 2014. Similarly, only 600 route km of railway track was electrified per year before 2014 which is now reaching 4,000 km per year. He further added that the capacity of airports and seaports has doubled as well. In light of all of these developments, he pointed out that India is on track to achieve the target of becoming a developed nation by 2047 by promoting infrastructure development.

The Prime Minister further laid emphasis on the PM Gati Shakti National Master Plan as a critical tool for integrating economic and infrastructural planning and development. He highlighted that under the PM Gati Shakti Master Plan, 100 critical infrastructure gap projects have been prioritized for development in FY 2023-24 and Rs. 75,000 Cr. have been allocated for the same. Similarly, with multimodal infrastructure development, India's logistics cost will reduce further, improve ease of living and ease of doing business in the country.

The Prime Minister brought to attention that the participation of the private sector is a crucial pillar in the development of infrastructure. He invited all attendees of the Webinar from the private sector to support the Government in this regard. The Prime Minister also encouraged the States to continue taking elevated responsibility in infrastructure development, which will be supported by the one-year extension of interest-free loans up to 50 years, as highlighted in the Budget for FY 2023-24.

The Prime Minister emphasized that

along with India's physical infrastructure, it is equally important to strengthen the country's social infrastructure. He underlined that a strong social infrastructure would enable more talented and skilled youth to serve the nation. The Prime Minister stressed the need for skill development, project management, financial skills and entrepreneurship to further the social sector. He also addressed the need to develop a mechanism for skill forecasting that will help small and big industries from different sectors while also benefiting the human resource pool of the country. He also urged various ministries in the governments to work at a fast pace in this direction. Concluding the address, the Prime Minister expressed confidence that the views, suggestions and experiences of all stakeholders will help in the fast and effective implementation of this year's Budget.

The special address by the Prime Minister was followed by a presentation by Anurag Jain, Secretary, Department for Promotion of Industry and Internal Trade (DPIIT), who provided an overview of the Budget provisions and laid down expectations for the outcomes desired from the Post-Budget Webinar.

Secretary (DPIIT), highlighted that the increased economic output from the user industries of infrastructure viz., Steel, Coal, Fertilizers, Food & Public Distribution, Renewable energy, Petroleum & Natural gas, Power etc., will drive the demand for logistics infrastructure in the country. To this effect the infrastructure sectors of highways, railways, ports & shipping

and aviation have all adopted visionary targets for enhancing the logistics efficiency of the country.

Secretary (DPIIT) also emphasized the importance of enablers like adoption of the PM Gati Shakti National Master Plan for integrated economic and infrastructure development including bridging of Critical Infrastructure Gaps, Support to States and the refinement of the financing framework for the Harmonized Master List. These enablers will add a multiplier effect on the investment made towards infrastructure development. Thereafter, Secretary (DPIIT), reiterated the discussion themes to be taken up in the Webinar and laid down the objectives expected from the Webinar, of creating a list of initiatives / reforms focusing on Infrastructure and Investment theme of the Budget and creating a robust action plan, jointly prepared by Government and Industry stakeholders, for effective implementation of the vision of the Budget.

The opening presentation by Secretary (DPIIT), was followed by remarks from 3 industry leaders along the three subthemes viz., 'Logistics Efficiency via Multi-modality and Filling Critical Infrastructure Gaps', 'Planning on PM Gati Shakti National Master Plan' and 'Infrastructure Development and Investment Opportunities'.

Dhruv Kotak (MD, JM Baxi Ports and Logistics) spoke about the modernization of ports to promote efficiency and bring down logistics cost. R. Dinesh (President Designate, CII) suggested the setting up digital standards and solutions to promote utilization of infrastructure assets and improving the quality of infrastructure through process changes. Finally, Vinayak Pai (MD, Tata Projects) spoke about making projects more predictable in terms of time and cost and on getting talent into the infrastructure industry.

The Opening Session of the Webinar was concluded after the remarks from the above 3 industry leaders. The Opening Session was followed by three parallel breakout sessions.

The first breakout session on 'Logistics Efficiency via Multi-modality and Filling Critical Infrastructure Gaps', moderated by the Ministry of Ports, Shipping and Waterways (MoPSW),

included remarks from Arun Maheswari (JMD & CEO, JSW Infrastructure), Ajay Singh (CEO, SpiceJet) and Ranjan Sinha (Chief, Global Shipping, Tata Steel), among others. The session included multiple valuable suggestions from the stakeholders including, the need for comprehensive multimodal connectivity to MMLPs, Rail Gati Shakti Terminals, Ports and other economic nodes, developing infrastructure for bigger trucks, increasing modal share of Waterways, creation of a dedicated fund required to provide long tenure loans at competitive rates to promote Coastal Shipping, etc.

The second breakout session on 'Planning on PM Gati Shakti National Master Plan', moderated by DPIIT, included remarks from Manu Bhalla (President, Warehousing Association of India), Davinder Sandhu (Chairman, Primus Partners) and Bharat Joshi (Director, Associated Container Terminal Ltd.), amongst others. The session included multiple valuable suggestions from the stakeholders including, linking all upcoming infrastructure projects announced in Budget to the PM GatiShakti National Master Plan, development of a Master plan for logistics facilities viz., warehouses, aggregation centers, etc., inclusion of the warehousing sector, EV truck charging infrastructure and social sector projects in the Harmonized Master List, etc.

The breakout session on 'Infrastructure Development and Investment Opportunities', moderated by MoRTH, included remarks from Pushkar Kulkarni (MD Infrastructure, CPP Investments), Gurdeep Singh (CMD, NTPC), Neeraj Sanghi (CEO, Highway Concessions), Kedar Upadhye (CFO, Renew Power) and Col. Vikram Tiwathia (DDG, COAI), amongst others. The session included multiple suggestions from the speakers including, releasing pipeline of projects for monetization in advance to enable capital raising and deployment by investors, long-term offtake agreements with price guarantee for enhancing capital availability for renewable power generation, establishing seamless first mile and last mile connectivity across road, rail and waterways to key origin-destination pairs etc.

The breakout sessions were followed by a plenary session, where Sudhansh Pant, Secretary (MoPSW), Sumita Dawra, Special Secretary (Logistics) and Alka Upadhyaya, Secretary (MoRT&H) summarized the discussions held in the three breakout sessions and also announced suggestions from industry stakeholders that will be taken up for further deliberation and addressal.

The plenary session was followed by an address by Piyush Goyal, Union Minister of Commerce and Industry. He highlighted how the Post Budget webinar is a unique value proposition that is empowering the nation with information regarding the budget, while also sourcing inputs from industry stakeholders. He highlighted how the government has transformed the scale and speed of infrastructure, while ensuring capital availability at affordable rates. The Minister also stressed upon the importance of private participation in the development and financing of infrastructure.

Subsequently, Nitin Gadkari, Union Minister of Road Transport and Highways, addressed the audience. He noted that the prioritization of critical infrastructure gap projects is a key enabler for developing multimodal connectivity. He also highlighted the multiple initiatives being undertaken by MoRTH to improve logistics efficiency including the implementation of the Bharatmala Pariyojana which will result in reduction in distance, time and fuel costs through optimized alignments. The Minister also assured the audience that officials of MoRTH will deliberate further on the inputs received throughout the sessions and continue to adopt a strategic approach for the development of highway infrastructure in the country.

The Budget Webinar was drawn to a close by remarks from Amit Kumar Ghosh, Addl. Secretary (MoRTH), where he thanked all stakeholders for their time in participating in the discussions throughout the day and assured everyone that appropriate initiatives will be taken up to make the best use of the valuable inputs received from all the private stakeholders throughout the Webinar.

# The Green National Highway Corridor Project to be Implemented in Four States with Financial Assistance of World Bank



he Government of India and the World Bank have signed an agreement for the construction of Green National Highway Corridors Project (GNHCP) in an aggregate length of 781 km in the states of Himachal Pradesh, Rajasthan, Uttar Pradesh and Andhra Pradesh, with loan assistance of US \$ 500 million against total project cost of US \$ 1288.24 million (Rs. 7,662.47 crore).

The objective of the GNHCP is to demonstrate safe and green highway keeping in view climate resilience and use of green technologies by incorporating the provisions of conservation of natural resources using cement treated sub base/reclaimed asphalt pavement, use of local/ marginal material such as lime, fly ash, waste plastic, bioengineering measures for slope protection such as hydroseeding, coco/jute fibre etc., which will enhance the ability of Ministry to bring Green technologies into the mainstream.

Besides, Union Minister for Road Transport and Highways Nitin Gadkari approved ₹1292.65 Crore under Bharatmala Pariyojana for the development of 32.00 Km long 6-lane Access Controlled Greenfield Highway from Chandrasekharapuram to Polavaram on (NH-544G) Bengaluru–Vijayawada Economic Corridor in Hybrid Annuity Mode in Andhra Pradesh.

In a series of tweets Gadkari informed the Bengaluru – Kadapa – Vijayawada

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Bengaluru – Kadapa –
Vijayawada Economic
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Bengaluru STRR
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till the Kodikonda
checkpost on NH 44

Economic Corridor starts from Bengaluru STRR which utilizes the existing Bengaluru – Hyderabad (NH-44) till the Kodikonda checkpost on NH 44.

Gadkari said thereafter, the proposed Greenfield Economic Corridor traverses from Kodikonda checkpost (Kodur village) on NH-44 (Bangalore – Hyderabad Road) to Muppavaram village near Addanki on NH-16. He said from Muppavaram the alignment utilizes the existing NH-16 till Vijayawada. The entire corridor from Kodikonda checkpost to Muppavaram with a length of 342.5 Km is completely a Greenfield highway. This stretch in the Prakasam district of Andhra Pradesh is proposed to be developed in 14 Packages, he added.



#### **Inspiration For Women**



Ms. Barkha Agrawal
Director of Jet Trade & Logistics
India Pvt. Ltd.
Member of AITWA Women's Wing

Barkha Agrawal is a successful women transporter entrepreneur who has made a name for herself in the transportation industry. She is one of the few women in the industry awarded with the "Female Entrepreneur of the Year" from "GTF Women Excellence Summit 2022" and is proud to be a part of the transport industry for the respect that her co-workers honor her with. Born and raised in Shivpuri, Madhya Pradesh, she completed her M.B.A from ICFAI Mumbai, at the age of 21.

Despite the challenges she faced regarding the downfall of her own two start-ups, she decided to work for the growth of her family business. She used all her skills and talent to bring out the best in her in-laws' business and has proudly raised her family business to the next level.

Truly said, "Success is not a destination; it's a journey. With determination and hard work, you can achieve anything you set your mind to". Barkha has given a new definition to success with her hard work and dedication. After ten years of education, she was determined to upskill herself and attain knowledge with various courses, including IIM Nagpur Digital Marketing Course, Instagram Business, Canvas, and many more. She is a highly motivated and inspirational idol for many.

She believes achieving success is possible if you use your potential in the correct direction. Her belief in raising her family business gave her a new approach to her life. Her planning for start-up brought excellent results to her family business. She also respects the fact that the elders of the family are a firm pillar for the success of a business. With their guidance and support, anything in life is achievable. She also wants to patent the myth that transportation businesses are not for women. She feels respected and honored to work with the team of transporters, including the drivers and the ignorant people. Her experience with these noble-hearted people is incredible, and she wants every woman to feel free while working in this rewarding environment.

In 2021, Barkha decided to help her husband and in-laws in their family "Jet Trade & Logistic (I) PVT. LTD," and now have a wide selection of vehicles available, including LCVs,

HCV, Containers, Trailers, and Air Suspension. She started with a small team and clients, but her dedication and hard work paid off. Within a few years, her business had grown significantly, and she is dealing with reputed companies like L&T construction, PEB Steel Lloyd, Liugong, Tesla, Rajratan Wire, and many more.

Barkha worked hard and proved herself a skilled and reliable asset, eventually earning a lot of respect from her co-workers. She also became a vocal advocate for women in the industry and worked to create a more inclusive and supportive workplace culture.

Today, "Jet Trade & Logistic (I) PVT. LTD" is one of the most successful transportation companies in Central India. Barkha's commitment to growing her family business in a respectful and supportive workplace culture with her loyal and dedicated team of employees is commendable. She believes that the transportation business is where respect and dignity are the keys to success and the success of her business.

She is passionate about giving back to her family and also mentors herself along with young women who are interested in pursuing careers in the transportation industry. She credits her success to her hard work, determination, commitment, and supportive and respectful team and family support to create a workplace culture that values respect and dignity for all employees.



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#### CV Sales Steady in February but Industry Cautious Ahead of Transition to BS6 Phase 2



he commercial vehicle sales for February 2023 grew 11 percent YoY but were almost flat or 5 percent growth over the previous month. During the month, the industry shipped 80,354 units, compared to 72,434 units last year and 76,407 units last month, according to a Express Mobility report.

It is important to understand that with phase 2 of BS6 emissions norms coming into effect from April 1, 2023, OEMs and retailers are maintaining a caution.

The reason is simply put that the transition from BS4 to BS6 in 2020 had a severe impact on the margins for OEMs as well as the dealer fraternity, where the industry had seen heavy discounting and losses due to clearing of old stock.

Tata Motors, reported wholesales of 35,144 units, which was a marginal growth of 4 percent over the same period last year, but an 11 percent

growth over the last month. In terms of segment-wise performance, the I&LCV and SCV Cargo & Pickup were in the red on a YoY basis at 21 percent and 13 percent respectively.

Mahindra & Mahindra reported wholesales of 20,843 units, seeing almost a flat growth of 3 percent YoY, but compared to the previous month it was down 4 percent. The LCV upto 2 tonne and 2.5- to 3.5-tonne contributed to the decline in MoM sales.

For Ashok Leyland, all the segments were in green. It reported sales of 17,568 units, which was 32 percent higher YoY, and 8 percent higher than the previous month.

Volvo Eicher Commercial Vehicles (VECV) continued its cautious sustainable approach with wholesales of 6,799 units, up 33 percent YoY but flat growth in comparison to the previous month.

Vinkesh Gulati, Director, United

Group said that CV makers are trying to ensure that there is no unsold BS VI stock (pre-OBD) and hence there seems to be a slowdown in month-onmonth sales. The lessons learned during the transition from BS IV to BS VI had caused challenges of unsold inventory, and heavy discounting, which impacted the financial performances of the stakeholders. At the same time, he says there seems to be also the issue of semiconductor shortage again impacting production for some OEMs.

Going forward, the month of March is also expected to see a lull for most segments, as the industry gears up toward transitioning to the upcoming emission norms. On the other hand, this could also see a marginal hike in prices for certain products. The supply of semiconductors has also started seeing some pressure, but the exact impact of the same is yet to be ascertained.

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# CJ Darcl Logistics to Delpoy Netradyne's Advanced Safety Solutions for its Fleet

e n g a l u r u - b a s e d Netradyne, a SaaS (Software-as-a-Service) leader in Artificial Intelligence (AI) and edge computing focusing on driver and fleet safety has partnered CJ Darcl Logistics, one of the largest logistics providers in India, to provide advanced fleet safety solutions.

The partnership will see Netradyne provide CJ Darcl's fleet of 1,000 vehicles with AI-enabled embedded safety technology, helping the company improve fleet operation performance, driver behaviour, and reduce thefts.

Using Netradyne's Driver i, CJ Darcl Logistics is said to benefit from enhancing of its fleet management and further build upon cost-effective services and set new safety standards. The Driver i system helps the company achieve its goals of improving driving behaviour through automated driver coaching. It also supports in expediting driver exonerations as well as in handling insurance claims.

Durgadutt Nedungadi, Senior VP – International Business, Netradyne said, "We are thrilled to partner with CJ Darcl Logistics, and we will deliver our industry-leading AI-based safety technology solutions to its fleets. The partnership paves the way for us to showcase our technology's flexibility to cater to our customers' diverse needs."

A joint venture between DARCL Logistics and CJ Group from South Korea, the company serves more than 2,000 varied customers through its 174 offices across India. The company says it has stayed ahead of the curve when it appears to adoption of

technological advancements and safety. To enhance road safety, it is integrating technology and safety measures by installing AI devices on its trucks. These devices control visibility and speed, which in turn improves the overall safety and security of the road.

Nikhil Agarwal, President, CJ Carcl Logistis said, "Our vision is to train and to make the drivers follow the best road practices to avoid accidents. CJ Darcl aims to accomplish zero accidents and to understand and address the areas of concern while driving. Partnering with Netradyne's Driver i with smart safety dash cams will help to control the driver's distracted sight. We have also conducted certain trials. Hence, it is helping in maintaining the Driver's scorecard with other promising results."

#### Small CV Segment Could be an Opportunity for Nissan in India

he commercial vehicle segment globally sees a cyclic demand from customers, for India, this generally follows a four-to-five-year replacement cycle. This means that the Indian CV industry is likely to witness a pick-up in demand over the next couple of years. In addition, the push from the e-commerce segment, and the growing need for last-mile delivery there is a huge growth impetus for the Small Commercial Vehicle (SCV) segment in India.

This is exactly an area, where

Japanese auto major Nissan Motor Corporation could look to enter the Indian CV segment, in the future.

In a conversation with Express Mobility, Ashwani Gupta, COO, Nissan Motor Corporation shared that "We at Nissan have already decided to downsize our light commercial vehicle (LCV) portfolio. In the LCV portfolio, we have vans in the European market and are dependent on Renault to give us the same. In Japan, we have a couple of brands but in LCVs we are focusing more on the pickup truck segment."

"I don't think today we are ready to bring pickup trucks to India, but in Japan, we decided to make the last-mile delivery electric vans based on the K platform with Mitsubishi. But if after the 6 new products under Renault-Nissan's India focus, or the three products of Nissan we are confident in that (LCV) segment which is like 20-22 percent of the total India market I think we have an opportunity over there but that's not our first priority. Today our first priority is SUVs and A-segment EVS," he added.

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- √ विर्कग कैपिटल का लाभ उठाने के लिए मौजूदा फ्री वाहन का उपयोग करें।
- √ पेशकशों के विस्तृत सूची पुनर्वित्त, पुर्नखरीद, टॉप-अप, रीफाईनेन्स और बैलेन्स ट्रान्सफर ऋण।
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- ✓ ट्रांसपोर्टरों के लिए संपत्ति और कमर्शियल वाहनों पर ड्रॉफ्ट-लाइन ओडी लिमिट।
- √ अप्रयुक्त राशि पर कोई ब्याज नहीं।
- √ वार्षिक नवीनीकरण की आवश्यकता नहीं है।
- √ कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेन्स शीट आदि।
- √ स्वतः लिमिट ड्रॉप उपलब्ध।

#### अधिक जानकारी के लिए सम्पर्क करें।

\* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी येस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्यौरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं लें। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/नूक के कारण।



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#### NHAI Uses Steel Slag in Highway Construction on Trial Basis

n line with Government's 'Waste to Wealth' mission and encouraging environmentally sustainable National Highways construction, trial use of 'Steel Slag' in road construction has been initiated by NHAI. This initiative will help to address challenge of shortage of material used in development of the National Highways, and could replace natural aggregates such as sand, gravel, or crushed stone with the waste material from the steel industry.

To construct India's first Pavement Quality Concrete (PQC) with steel slag, NHAI started trials for its possible use in road construction. The authority permitted Central Road Research Institute (CRRI) to construct one km long trial patch in Raigarh district for PQC of Panvel – Indapur section of NH 66 near Mumbai where 100% natural aggregates were replaced by steel slag derived aggregates. The results from the trial

have been encouraging.

NHAI has been encouraging the innovative use of new alternative material like use of plastic waste, building & construction waste etc. and the road constructed by use of steel slag is an example of converting waste into wealth. Use of such material in road construction shall make construction more economical and will promote circular economy and resource efficiency.

# NHAI Invites Bids for Development of 75 Wayside Amenities

o improve commuting experience on National Highways, NHAI will develop Wayside Amenities (WSA) at more than 600 locations on National Highways and Expressways by FY 2024-25. Wayside Amenities will be developed every 40-60 km of current and upcoming National Highways and Expressways. The amenities will include numerous facilities for passengers such as Fuel Station, Electric Charging Facilities, Food Court, Retail Shops, Bank ATM, Children Play Area, Medical Clinic, Childcare room, Toilets with shower facility, Vehicle repair facility, Driver Dormitory, Village Hatt for promotion of local handicrafts etc.

NHAI has already awarded 160 wayside amenities for development, out of about 150 have been awarded in last two years. Another 150 wayside amenities are planned to be awarded in the next financial year, which includes



Greenfield corridors like Amritsar-Bathinda - Jamnagar Corridor, Delhi - Mumbai Expressway and Delhi-Amritsar-Katra Expressway. At present, 75 Wayside Amenities sites across multiple Brownfield and Greenfield Corridors are open for bidding at www.etenders.gov.in These sites are spread across eight

states which include 27 in Rajasthan, 18 in Madhya Pradesh, 9 in J&K and 3 in Himachal Pradesh.

These wayside amenities will not only go a long way in making highway travel more convenient for commuters but will also provide adequate facilities for rest and refreshment to Highway users.

# NHAI to Explore Use of Phosphor-Gypsum in National Highway Construction



eeping its commitment to encourage use of waste material to build ecologically sustainable National Highway Infrastructure, NHAI along with Department of Fertilizers, Ministry of Chemicals & Fertilizers is going to take up field trials on NHAI projects for use of Phosphor-Gypsum in National Highway construction to achieve a circular economy in the use of Gypsum.

Phosphor-Gypsum is a by-product of fertilizer production. An Indian fertilizer company has constructed a road using Phosphor-Gypsum. The road was evaluated by Central Road Research Institute (CRRI) and based on their report, the Indian Road Congress (IRC) has accredited neutralized Phosphor-Gypsum waste material for road construction for a period of three years.

The fertilizer company and CRRI have

been asked to take up field trials on an NHAI project to evaluate performance

The fertilizer company and CRRI have been asked to take up field trials on an NHAI project to evaluate performance of Phosphor-Gypsum on a National Highway and to generate confidence among various stakeholders on use of Phosphor-Gypsum waste material in Highway construction

of Phosphor-Gypsum on a National Highway and to generate confidence among various stakeholders on use of Phosphor-Gypsum waste material in Highway construction.

NHAI is also encouraging use of waste plastic in road construction, which has already been tested very successfully. Studies have established that roads built using plastic waste are durable, sustainable and increases life of the bitumen. Construction of one kilometre of 4-lane highway helps in disposal of approximately seven tons of plastic waste.

Similarly, NHAI has used 'Fly Ash' - fine residue of coal combustion in the Thermal Power Plants (TPPs) for construction of Highways and flyover embankments. The 135 km long, six lane 'Eastern Peripheral Expressway', used 1.2 crore cubic meter of fly-ash in its construction.

NHAI has been encouraging the innovative use of new materials and is focused on reducing the carbon footprint, enhancing durability and making construction more economical.

#### Uttar Pradesh Gets 9 National Highway Projects in Mahoba Worth Rs 3,500 Crore

nion Minister for Road Transport and Highways N i t i n G a d k a r i inaugurated and laid foundation stones of 9 National Highway projects in Mahoba, Uttar Pradesh with an investment of more than 3,500 crores in presence of Chief Minister Yogi Adityanath and all MPs, MLAs and officers.

Gadkari said Mahoba, the land of brave warriors, has a rich history. With

the construction of Jhansi-Khajuraho road, the traffic will ease in Maihar-Singrauli-Ranchi industrial division and Jhansi-Orchha-Khajuraho and tourism of the state will get a boost. He said with the construction of Kabrai section on the Madhya Pradesh-Uttar Pradesh border, the traffic in the Bhopal-Kanpur industrial division till Lucknow will be smooth saving time.

The Minister said with the construction of road over bridge

between Jhansi-Prayagraj, traffic in Bundelkhand region will be facilitated.

On the occasion of this program, Gadkari announced 4 laning of 258 km Ramvangaman road in Chitrakoot, 15 km 4-lane bypass at a cost of 200 crores, 18 km 4-lane bypass in Mahoba and 15 km 4-lane bypass in Artara alongwith 4-laning of 70 km stretch from Prayagraj to Mirzapur (NH-76E).

# 18 National Highway Projects with an Investment of More Than Rs 10,000 crore in Gorakhpur

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stone of 18 National Highway projects with an investment of more than 10,000 crore in Gorakhpur, Uttar Pradesh in the presence of Chief Minister Yogi Adityanath, Union Minister of State Pankaj Chowdhary and all MPs, MLAs and officials.

Gadkari said the 4-laning of Sonauli – Gorakhpur will strengthen border security along the international border. With the construction of the bypass, the Gorakhpur Ring Road will be completed relieving traffic jam in the city and also help in establishment of commercial, residential units.

The Minister said the construction of road from Kushinagar to Lumbini will give a boost to international tourism in Buddhist tourist places. He said the connectivity of Bahraich-Shrawasti-Balrampur will be better with the construction of Gilola bypass. Along with this traffic will be smooth for the tourists of Devi Patan temple, he added.

Gadkari said these projects being inaugurated and foundation stone being laid on this holy land of Baba Gorakshnath ji will encourage investment and employment oppurtunities in Uttar Pradesh and boost industrial development.

# 4-lane National Highway Developed in Kerala at Cost of Rs 571 Crore to Connect ICTT Vallarpadam with Kalamassery

nion Minister for Road Transport and Highways Nitin Gadkari has said Coastal and port connectivity infrastructure play a pivotal role in a nation's economic growth. In a series of tweets he said in Kerala, a 4-lane National Highway (NH) has been developed at a total cost of ₹571 crore to connect ICTT (International Container Transhipment Terminal) Vallarpadam with Kalamassery.

The Minister said the project involved the construction of a port connectivity highway, stretching 8.721 km through the backwaters of the Arabian Sea at Cochin, on reclaimed land. He said this highway links the North-South Corridor for freight movement to Cochin Port, thereby facilitating the transportation of goods.

Furthermore, this highway enhances the mobility of eight seashore villages and has significantly contributed to the socio-economic development of the region, he added.

Gadkari said under the leadership of PM Narendra Modi our unwavering commitment is to deliver time-bound, costeffective, high-quality, and sustainable road infrastructure that serves the needs of our citizens.

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## National Highways Projects Worth Rs 3670 Crore in Maharashtra

n Maharashtra, Union Minister for Road Transport and Highways Nitin Gadkari in a ugurated and laid foundation stone for 5 National Highway projects of 212 km length at Nanded worth Rs. 1,575 Crore, 3 National Highway projects worth Rs 1,058 crore and 75 km length at Parbhani, and National Highway



project worth Rs 1,037.4 crore at Hingoli.

These projects will improve connectivity of Marathwada region with Telangana and Karnataka.

The projects will help in improving industrial and agricultural development alongwith connecting religious places and promoting tourism.

#### National Highway Project Worth Rs 410.83 Crore on EPC Mode in West Bengal



nion Minister for Road
Transport and Highways
Nitin Gadkari approved
Rs 410.83 Crore for the
construction of a 4-lane Raniganj
Bypass with a length of 5.261 km on
NH-14 (old NH-60) in Paschim
Bardhaman district on EPC
(Engineering, Procurement and

Construction) Mode in West Bengal. In a series of tweets Gadkari informed that NH-14 starts from its junction with NH-12 (Old NH 34) near Morgram connecting Rampur Hat, Siuri, Raniganj, Bankura, Garhbeta, and Salbani and terminating at its junction with NH-16 (Old NH 2) near Kharagpur in the West Bengal.

The Minister said the entire stretch is a 2-lane with a Paved Shoulder configuration. This corridor is acting as one of the prime corridors for the

The Minister said the entire stretch is a 2-lane with a Paved Shoulder configuration. This corridor is acting as one of the prime corridors for the traffic plying from south Indian states and Odisha towards North Bengal and northeastern states, he added

traffic plying from south Indian states and Odisha towards North Bengal and northeastern states, he added.

Gadkari said it connects many important Industrial, religious & agricultural areas like Kharagpur, Midnapore, Chandrakona Road, Garbeta, Bishnupur, Bankura, Raniganj, Pandabeshwar, Dubrajpur, Suri, Rampurhat, Nalhati, etc.

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### सरकार ने इलेक्ट्रिक व्हीकल चार्जिंग स्टेशन के लिये 800 करोड़ रुपये मंजूर किये



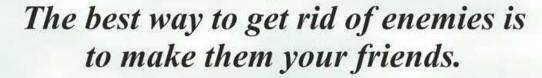
भारी उद्योग मंत्रालय ने देशभर में इलेक्ट्रिक वाहनों की तेजी से चार्ज करने वाले 7,432 चार्जिंग स्टेशन लगाने को सार्वजनिक क्षेत्र की तीन पेट्रोलियम विपणन कंपनियों के लिए 800 करोड़ रुपये मंजूर किये हैं। देश में इलेक्ट्रिक वाहनों के विनिर्माण और उसे अपनाने में तेजी लाने की योजना (फेम) के दसरे चरण के तहत यह राशि दी गयी है।

मंत्रालय ने पहली किस्त के तहत 560 करोड़ रुपये यानी कुल राशि का 70 प्रतिशत तीन कंपनियों इंडियन ऑयल (आईओसीएल), भारत पेट्रोलियम (बीपीसीएल) और हिंदुस्तान पेट्रोलियम (एचपीसीएल) को जारी किया है। इस राशि के जिरये ये कंपनियां अपने-अपने पेट्रोल पंपों पर इलेक्ट्रिक वाहनों को चार्ज करने के लिये चार्जिंग स्टेशन लगाएंगी। आधिकारिक बयान के अनुसार, चार्जिंग केंद्र लगाये जाने का काम मार्च, 2024 तक पूरी होने की उम्मीद है।

फिलहाल, देशभर में 6,586 चार्जिंग स्टेशन हैं। विज्ञप्ति के अनुसार, ''नये 7,432 सार्वजिनक चार्जिंग स्टेशन से इलेक्ट्रिक वाहन चार्जिंग परिवेश को उल्लेखनीय रूप से बढ़ावा मिलेगा।'' इसमें कहा गया है कि चार्जिंग स्टेशन का उपयोग दोपहिया, चौपहिया, हल्के वाणिज्यिक वाहन और मिनी बसों को चार्ज करने में किया जा सकेगा। भारी उद्योग मंत्री महेंद्र नाथ पांडेय ने कहा कि इस कदम से भारत में इलेक्ट्रिक वाहन परिवेश को बढ़ावा मिलेगा। इससे ज्यादा—से—ज्यादा लोग परिवहन के स्वच्छ साधनों को अपनाने के लिये प्रोत्साहित होंगे।















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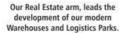














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# MoRTH Chief Meets Minister of Transport of Qatar Jassim bin Saif Al Sulaiti



nion Minister (RT&H)
Nitin Gadkari met the
Qatari Delegation led by
Jassim bin Saif Al Sulaiti,
Minister of Transport of Qatar in New
Delhi.

In the meeting views and opinions were exchanged in the sectors pertaining to Sustainable Transport Infrastructure Development and deliberated upon capacity building and technology sharing in sustainable alternate clean and green fuels, electric mobility and development of innovative transit technologies for movement of passenger and cargo.

The meeting paved the way for strengthening India's continued partnership and collaboration with Qatar for deriving effective solutions to contemporary challenges in Transportation and Logistics.

Besides, Sarbananda Sonowal, Union Minister, Ministry Ports, Shipping & Waterways had discussions on various policies and programs initiating progress in the transportation facilities between two borders with Minister of Transport of State of Qatar Jassim Saif Ahmed Al-Sulaiti, reported New Delhi Times. During this meeting Shantanu Thakur, Minister of State for Ports, Shipping & Waterways, Sudhansh Pant, Secretary (PSW) and Rajesh Kumar Sinha, Additional Secretary (PSW) along with senior officers of the Ministry accompanied the Union Minister MoPSW.

Fruitful discussions were held on commitment to strengthen the bilateral maritime cooperation, including interaction between Indian Ports and Qatari Ports to share best practices in areas of port operations, logistics, supply chain management, and digitalization', said Sarbananda Sonowal

It is to be noted that, Qatar's key

exports to India include LNG, LPG, chemicals and petrochemicals, fertilisers, plastics, and aluminium articles, while India's key exports to Qatar include cereals, copper articles, iron and steel articles, vegetables, fruits, spices, and processed food products, electrical and other machinery, plastic products, construction materials, textiles & garments, chemicals, precious stones and rubber. India's bilateral trade with Oatar in 2021-22 was US\$ 15.03 billion. India's export to Oatar during 2021-22 was US\$ 1.83 billion and India's import from Qatar was US\$ 13.19 billion. In 2021, India was among the top four largest export destinations for Qatar and is also among the top three sources of Qatar's imports.

This year (2023) marks 50 years of establishment of full diplomatic relations between India and Qatar.

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# Uttar Pradesh has Immense Potential for Flex Hybrid Vehicles Market

nion Minister for Road
Transport and Highways
Nitin Gadkari addressed
the session on EMobility, Vehicles & Future Mobility
during UP Global Investors Summit
2023, in Lucknow in the presence of
Uttar Pradesh CM Yogi Adityanath,
State Transport Minister Dayashankar
Singh, NITI Aayog CEO
Parameswaran Iyer and other senior
officials.

Gadkari said holding 25% of the total registered EV in India, Uttar Pradesh has a great possibility for Flex Hybrid Vehicles Market. Cities like Kanpur, Lucknow, Noida, Ghaziabad, and Meerut are becoming the leading manufacturing hub of E-vehicles and Lithium Batteries.

He said Now 740 Electric Buses run inside the state which will increase to 5000 soon. The Minister said government is installing Scrapping Centers and Vehicle Fitness Centers in each 150km of the state. He said Uttar Pradesh is the largest producer of Ethanol and developing Second-gen low-carbon Ethanol on a priority basis.

Converting farmers to Urjadata along with being Annadata, Gadkari said new India always promotes swadeshi manufacturing which is safe, recyclable, and sustainable, and creates a space for green energy and a green economy in the mobility sector.

Notably, in October 2022, Nitin Gadkari launched Toyota's first-of-its-kind pilot project on a flex fuel-strong hybrid electric vehicle (FFV-SHEV), reported ANI. The new vehicle can run on 100 per cent ethanol.

Ethanol - perhaps the most ubiquitous

of the alternative biofuels, a locally produced substance, has made its way into people's gas tanks. It is environmentally friendly that aligns with stricter emission norms.

On the heels of being alternative, environment-friendly fuels that can help combat both rising fuel prices & pollution levels, flex-fuel or Flexible fuel has been gaining traction.

These are seen as alternative fuels which are a combination of regular gasoline and methanol/ethanol. Unlike CNG fuel systems which store petrol and CNG in separate tanks and are used separately by the engine, the flex-fuel combination is stored in the same tank of fuel and is used by the engine as a blended fuel.

Flex fuel engines are already popular in Brazil, the United States, European Union and China among many others.

India is the fifth largest manufacturer of ethanol following the US, Brazil, the European Union and China.

According to IHS Markit, as of 2018, there were over 21 million flex-fuel vehicles in the United States, but Brazil is the biggest market and a leader in this segment. Other than an ethanol-compatible fuel system and a different powertrain calibration, flex-fuel vehicles are similar to their conventional petrol-only counterparts.

In flex fuels, the ratio of ethanol to petrol can be adjusted but the most commonly used flex-fuel use 85 per cent ethanol and 15 per cent petrol. Unlike petrol, ethanol is not a byproduct of crude oil. Instead, it is a complex derivative of biomass left by agricultural feedstocks such as corn, sugarcane, hemp (bhang), potato, and

rice among many other things.

Ethanol is extracted from sugarcane juice; from molasses - the black viscous product derived from refining sugarcane. These agricultural products are found in abundance in India and hence, the Indian government has made a concerted effort to promote ethanol as an alternative fuel option.

Ethanol has the quality to burn cleaner than gasoline, which simply makes flex-fuel vehicles leave fewer toxic fumes in the environment. Advanced technology is used to make flex-fuel engines which also involves the use of electronic sensors. Such advances enable the vehicle to detect the fuel blend and make any necessary adjustments.

The usage of ethanol, which is sustainably produced, is what makes flex-fuels a green choice.

According to an article in Indian Express, flex-fuel vehicles have one fuel system, and most components are the same as those found in a conventional petrol-only car. Some special ethanol-compatible components are required to adjust to the different chemical properties and energy content in ethanol or methanol, such as modifications to the fuel pump and fuel injection system. The ECM is also calibrated to accommodate the higher oxygen content of ethanol.

The most important benefit is that the use of ethanol blending sharply lowers harmful pollutants such as carbon monoxide, sulphur, and carbon and nitrogen oxides. Another obvious benefit is that blending will help cut back on oil imports for fueling vehicles.

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# Notifications Issued to Promote Eco-friendly Means of Transportation and Decarbonize the Transport Sector



o promote eco-friendly means of transportation and decarbonize the transport sector, Ministry of Road Transport & Highways has notified mass emission standards to introduce alternate fuels viz. blends of ethanol with gasoline (E-10, E-12, E-15, E-20), flex- fuel (E 85) or (E 100) and Ethanol blend for diesel vehicles (ED 95), Biodiesel, Bio-CNG, Liquefied Natural Gas (LNG). Methanol M15 or M100 and Methanol MD 95, dual fuel, M85 and Di-Methyl Ether (DME or D100), Hydrogen Fuel Cell Vehicle and Hydrogen CNG.

The steps taken by the Ministry of Road Transport & Highways (MoRTH) to adopt electric mobility in the country are as under:

MoRTH has notified GSR 167(E) dated 01st March 2019 for conversion through retro-fitment to pure electric and hybrid electric vehicles and their compliance shall be as per AIS 123.

MoRTH, vide S.O. 5333(E) dated 18th October, 2018, has also granted exemption to the Battery-Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.

MoRTH vide G.S.R 749(E) dated 7th August, 2018, has notified the registration mark for Battery Operated Transport Vehicles to be in Yellow colour on Green background and for all other cases, in White colour on Green background.

MoRTH vide GSR 525(E) dated 02nd

August, 2021 has exempted Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

MoRTH has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.

MoRTH has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.

MoRTH has issued an advisory dated 16th June, 2021 to all States and UTs regarding promotion of battery-operated vehicles.

MoRTH has issued a draft notification vide GSR 815 (E), dated 11.11.2022 to issue zero cost All India Tourist Permit for electric vehicles.

The Ministry of Heavy Industries launched the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in 2015 with an aim to reduce dependency on fossil fuel and to address issues of vehicular emissions. At present, Phase-II of FAME India Scheme is being implemented for a period of 5 years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores. This phase focuses on

supporting electrification of public & shared transportation.

The Ministry of Road Transport and Highways has formulated the Vehicle Scrapping Policy that includes a system of incentives/dis-incentives for creation of an ecosystem to phase out older, unfit polluting vehicles. In order to enforce provisions of the policy, rules have been issued/amended under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989. The following notifications have been issued and uploaded on the Ministry's website:

GSR Notification 653 (E) dated 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.

GSR Notification 652 (E) dated 23.09.2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th

September, 2021.

GSR Notification 714 (E) dated 04.10.2021 provides for upward revision of registration fee, fitness



GSR Notification 714
(E) dated 04.10.2021
provides for upward
revision of registration
fee, fitness testing fee
and fitness
certification fee of
vehicles. The
notification has come
into force with effect
from 1st April, 2022

testing fee and fitness certification fee of vehicles. The notification has come into force with effect from 1st April, 2022.

GSR Notification 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.

GSR notification 272(E) dated 05.04.2022 provides for mandatory

fitness of motor vehicles only through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules

1989, as under-

For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards, and

For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June 2024 onwards.

GSR Notification 695(E) dated 13.09.2022 provides for

amendments in Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 earlier published vide GSR 653(E) dated 23.09.2021.

GSR notification 797(E) dated 31.10.2022 provides for amendments in the rules for "recognition, regulation and control of automated testing stations" earlier published vide G.S.R. 652(E) dated 23.09.2021.

GSR Notification 29(E) dt 16.01.2023 provides that Certificate of registration for vehicles owned, by Central, States and UT governments and their Departments, Local government (Municipal Corporations or Municipalities or Panchayats), PSUs and other Autonomous bodies with the Central Government and State Governments, shall not be renewed after the lapse of fifteen years.

Hon'ble Supreme Court of India, in WP No. 13029/1985 (M.C. Mehta vs UOI) dated 29.10.2018 has directed the Transport Departments of NCR, that all the diesel vehicles more than 10 years' old and petrol vehicles more than 15 years' old shall not ply in NCR.

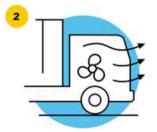
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# Recommendations for truck drivers during COVID-19





Clean regularly all frequently touched surfaces inside and outside your cabin (steering wheel, radio, levers, door handles, etc.) using disinfectant. Clean all tools and equipment (portable scanners, etc.) you use, especially those shared with other users.



Ventilate the driver's cabin regularly at stopping points.



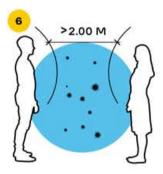
Disinfect hands with hand sanitiser or wash them with liquid soap and water for at least 30 seconds every time you enter or return to your vehicle.



Wear gloves when at loading and unloading docks, gas stations, customers' sites and terminals.



Stay in the driver's cabin whenever possible while at customer sites, unless otherwise required.



Maintain a distance of 2 metres from others in case of leaving your cabin, and avoid entering closed rooms where other people are present. Takeout meals are recommended rather than eating at rest stops.



Sign transport documents with your own pen and do not share it with anybody else. Disinfect or wash hands and pen once done.



Avoid shaking hands.
The virus spreads through coughing and sneezing (via airborne droplets), as well as through direct contact.



If you or your family members show potential symptoms of COVID-19 such as a dry cough or fever, immediately inform your manager.



Follow any specific guidelines

given by your company and general recommendations/ instructions issued by health authorities.

Be responsible and use your common sense.

Source: IRU

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# भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने सड़क सुरक्षा बढ़ाने के लिए व्यापक सड़क सुरक्षा लेखा परीक्षण किया है



'सड़क सुरक्षा सप्ताह' के अंतर्गत भारतीय राष्ट्रीय राजमार्ग प्राधिकरण -एनएचएआई राष्ट्रीय राजमार्गों को सुरक्षित बनाने के लिए विभिन्न सुरक्षा उपायों के आकलन के लिए काम कर रहा है। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने सड़क सुरक्षा ऑडिट करने के लिए व्यापक नीतिगत प्रक्रियाएं निर्धारित की हैं और लेखा परीक्षण की सुविधा और सिफारिशों के कार्यान्वयन के लिए सभी हितधारकों के लिए दायित्व निर्धारित किये गए हैं।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण योजना, निर्माण, संचालन और रखरखाव के चरणों में राष्ट्रीय राजमार्गों पर सुरक्षा ऑडिट करता रहा है। वित्तीय वर्ष 2021-22 के दौरान, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने सुरक्षित सड़क इंजीनियरिंग अध्ययन में विशेषज्ञता प्राप्त सुरक्षा लेखा परीक्षकों के माध्यम से 16,500 किलोमीटर राष्ट्रीय राजमार्गों का सुरक्षा लेखा परीक्षण किया और इस वित्तीय वर्ष के दौरान दिसंबर 2022 तक 19,300 किलोमीटर सड़कों का सुरक्षा लेखा परीक्षण पूरा कर लिया गया है।

सुरक्षा लेखा परीक्षण की सिफारिशों के कार्यान्वयन को सुनिश्चित करने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण में एक वेब-आधारित पोर्टल (डेटा लेक) विकसित किया गया है और 260 सुरक्षा लेखा परीक्षण रिपोर्ट डेटा लेक पर सुरक्षा सलाहकारों द्वारा अपलोड की गई हैं और भारतीय राष्ट्रीय राजमार्ग प्राधिकरण द्वारा कार्यान्वयन के लिए निगरानी की जाती है।

इसके अलावा, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने सभी परियोजनाओं के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) स्तर पर थर्ड पार्टी सडक सुरक्षा लेखा परीक्षण अनिवार्य कर दिया है। सभी नई परियोजनाओं के लिए विस्तृत परियोजना रिपोर्ट का स्वतंत्र सुरक्षा सलाहकारों की एक टीम द्वारा सुरक्षा लेखा परीक्षण किया जाएगा और डिजाइन के अगले चरणों के दौरान सुरक्षा लेखा परीक्षकों की सिफारिशों को ध्यान में रखा जाएगा। इसके अलावा, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण में समर्पित सड़क सुरक्षा अधिकारियों द्वारा विस्तृत परियोजना रिपोर्ट की सुरक्षा समीक्षा की जाती है ताकि यह सुनिश्चित किया जा सके कि सभी आवश्यक सरक्षा उपायों को शामिल किया गया है।

आबादी से होकर गुजरने वाले राष्ट्रीय राजमार्ग के जंक्शनों में सुधार और यातायात शांत करने के उपायों का प्रावधान से सुरक्षा ऑडिट और दुर्घटना डेटा के आधार पर व्यवस्थित किए जा रहे हैं।

वित्त वर्ष 2021-22 में, 6,179 स्थानों और चालू वित्त वर्ष 2022-23 में 2,015 स्थानों पर सुरक्षा शमन उपाय किए गए हैं। यातायात आवागमन को विनियमित और सुव्यवस्थित करने के लिए जंक्शनों पर प्रकाश व्यवस्था, सड़क संकेत, सुरक्षा अवरोधक, पैदल यात्री गार्ड रेल, रंबल स्ट्रिप्स, चौराहे पर स्पीड हंप, स्पीड कुशन, अनुप्रस्थ बार मार्किंग आदि स्थापित करके सुरक्षा में सुधार किया गया। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने राष्ट्रीय राजमार्गो पर सड़क के किनारे खतरों के साथ दुर्घटनाओं की गंभीरता को कम करने के लिए यातायात प्रभाव क्षीणक की स्थापना शुरू की

ग्रामीण क्षेत्रों में 4/6 लेन वाले पूरे हो चुके राष्ट्रीय राजमार्गों पर यात्री क्रॉस मूवमेंट का निर्माण भी शुरू किया गया है। इसके अलावा, देश भर के विभिन्न स्थानों पर सुरक्षित यात्री क्रॉसिंग सुविधाएं जैसे फुट ओवर ब्रिज, पैदल यात्री अंडरपास, पैदल यात्री सबवे और वाहन अंडर पास का निर्माण किया गया है।

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# फास्टैग के माध्यम से 2022 में इलेक्ट्रोनिक टोल कलेक्शन 46 प्रतिशत बढ़ा



फास्टैग के माध्यम से इलेक्ट्रोनिक टोल कलेक्शन में पिछले कुछ वर्षों से लगातार बढ़ोतरी देखी गई है। कैलेंडर वर्ष 2022 के दौरान राज्य राजमार्ग शुल्क प्लाजा सहित शुल्क प्लाजा पर फास्टैग के माध्यम से कुल टोल कलेक्शन 50,855 करोड़ रुपये था जो 2021 के 34,778 करोड़ रुपये की तुलना में लगभग 46 प्रतिशत की वृद्धि दर्शाता है।

दिसंबर 2022 में राजमार्ग शुल्क प्लाजा पर फास्टैग के माध्यम से औसत दैनिक टोल कलेक्शन 134.44 करोड़ रुपये था और एक दिन का उच्चतम कलेक्शन 24 दिसंबर 2022 को 144.19 करोड़ रुपये तक पहुंच गया।

इसी प्रकार, फास्टैग लेनदेन की संख्या में भी 2021 की तुलना में 2022 में लगभग 48 प्रतिशत की वृद्धि देखी गई। 2021 में और 2022 में फास्टैग लेनदेन की संख्या क्रमश: 219 करोड़ रुपये और 324 करोड़ रुपये रही। अब तक जारी किए गए 6.4 करोड़ फास्टैग के साथ देश भर में फास्टटैग सक्षम शुल्क प्लाजा की कुल संख्या भी पिछले वर्ष 2021 के 922

अब तक जारी किए गए 6.4 करोड़ फास्टैग के साथ देश भर में फास्टटैग सक्षम शुल्क प्लाजा की कुल संख्या भी पिछले वर्ष 2021 के 922 की तुलना में 2022 में बढ़ कर 1,181 (323 राज्य राजमार्ग शुल्क प्लाजा सहित) तक पहुंच गई

की तुलना में 2022 में बढ़ कर 1,181 (323 राज्य राजमार्ग शुल्क प्लाजा सहित) तक पहुंच गई। उल्लेखनीय है कि फास्टैग प्रोग्राम के तहत राज्य शुल्क प्लाजा को शामिल करने के लिए 29 विभिन्न राज्य निकायों/प्राधिकरणों के साथ एमओयू पर हस्ताक्षर किए गए हैं जिनमें उत्तर प्रदेश, महाराष्ट्र, गुजरात, मध्य प्रदेश, तेलंगाना और कर्नाटक आदि जैसे राज्य शामिल हैं।

फास्टैग कार्यान्वयन ने राजमार्ग शुल्क प्लाजा के प्रतीक्षा समय को काफी कम कर दिया है जिसका परिणाम उपयोगकर्ता अनुभव में वृद्धि के रूप में आई है। निरंतर वृद्धि तथा राजमार्ग उपयोगकर्ताओं द्वारा फास्टैग के अनुपालन से टोल प्रचालनों में और अधिक दक्षता लाने में मदद मिली है। राष्ट्रीय राजमार्गों के साथ-साथ विभिन्न शुल्क प्लाजा पर इलेक्ट्रोनिक टोल कलेक्शन प्रणाली की तैनाती से प्रणाली में पारदर्शिता आई है और इसने सड़क परिसंपत्तियों के सही वैल्युएशन में सक्षम बनाया है जिसने अधिक निवेशकों को देश की राजमार्ग अवसंरचना, विशेष रूप से ऐसेट रिसाइक्लिंग में निवेश करने के लिए प्रोत्साहित किया है।



# GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-2466 ANSWERED ON- 22/03/2023

### COMPULSORY INSURANCE COVER FOR DEATHS ON NHS

2466. DR. ASHOK BAJPAI:

Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government plans to extend compulsory insurance to cover all deaths on National Highways by charging additional amount similar to the roadway buses, trains and air flights;
- (b) the number of persons killed in 'hit-and-run accidents' and other accidents on National Highways in the last five years; and
- (c) amount of compensation payable for deaths in such hit and run accidents?

### ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) No such proposal is under consideration in this Ministry.
- (b) Total number of Persons killed in road accidents under category of hit and run on all roads in country during the period from 2017 to 2021 are given in table below:

Type of Collision	2017	2018	2019	2020	2021
Hit and Run	25,866	28,619	29,354	23,159	25,938

Total number of Road Accidents and persons killed on National Highways (including Expressways) in the country during the last five calendar years i.e. 2017 to 2021 are given in the table below:

Total Road Accidents on National Highways (Including Hit and Run cases)	Total Persons killed on National Highways (Including Hit and Run cases)
1,41,466	53,181
1,40,843	54,046
1,37,191	53,872
1,16,496	47,984
1,28,825	56,007
	Highways (Including Hit and Run cases)  1,41,466  1,40,843  1,37,191  1,16,496

(c) Ministry, vide GSR 163(E) dated 25.02.2022, has notified the Compensation to Victims of Hit and Run Motor Accidents Scheme, 2022. It provides for increased compensation to victims of hit-and-run accidents, Rs. 50,000 (in case of grievous injury) and Rs. 2,00,000 (in case of death) including detailed procedure for availing this compensation.

· X



- 6 DECADES OF EXPERIENCE IN THE LOGISTICS INDUSTRY
- 200 OFFICES ACROSS THE SAARC REGION CONNECTED THROUGH ERP SYSTEMS
- 1 MILLION SQ.FT. OF MANAGED WAREHOUSING SPACE
- DEDICATED FLEET OF 500 + VEHICLES WITH GPS ENABLED DEVICES
- SPECIALISATION IN CUSTOMS & REGULATORY CLEARANCE
- WEB BASED TRACKING OF SHIPMENTS AND EXPORT DOCUMENTS
- DELIVERING 15 MILLION + PACKAGES ANNUALLY
- IBA APPROVED, GST READY AND CASHLESS TRANSACTIONS ACROSS THE BOARD

# 360 DEGREE SUPPLY CHAIN SOLUTIONS WITH A GLOBAL REACH











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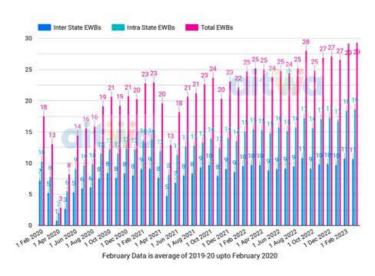


# Eway Bill Dashboard

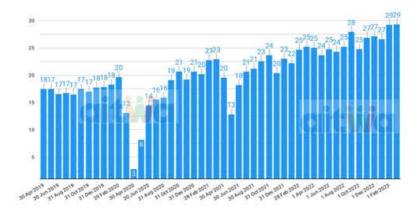


Last updated on 10th April 2023 | Data as on 31st March 2023

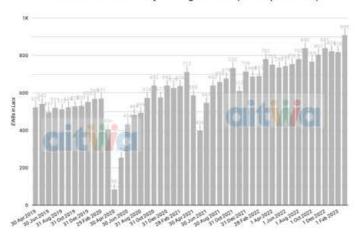
Number of daily EWBs generated across different types (in lacs per day) - Monthly



Total number of daily EWBs generated (in lacs per day)



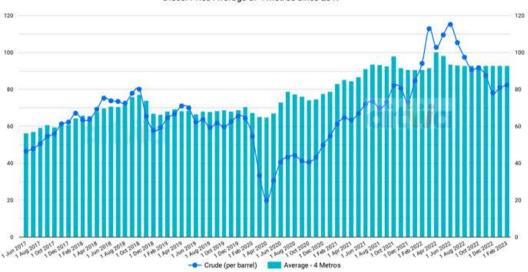
Total number of monthly EWBs generated (in lacs per month)



# Diesel Dashboard

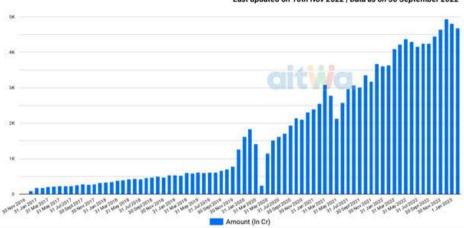
Last updated on 23rd February 2023 | Data as on 20th February 2023

Diesel Price Average of 4 metros since 2017

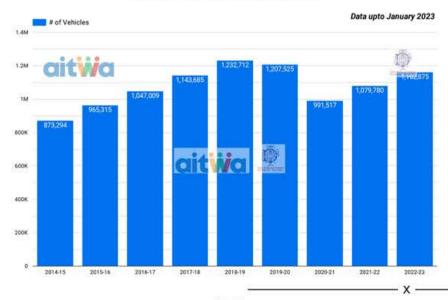


## Toll Collection Dashboard

Last updated on 10th Nov 2022 | Data as on 30 September 2022



# National Permit Vehicles in India



# TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

no.	Airport		The Mon			Period Apr	
		Feb.	Feb.	%	2022-23	2021-22	
		2022	2021	Change			Change
(A)	15 International						
	Kolkata	10234	9785	4.6	124144	124736	-0
2	Chennai	25515	25272	1.0	310501	317613	-2
	Goa	587	392	49.7	5817	4654	25.0
	Srinagar	478	569	-16.0	8568	7947	7.3
5	Bhubaneswar	593	846	-29.9	9070	9508	-4.0
)	Varanasi	284	320	-11.3	4412	3996	10.4
3	Calicut	1201	721 121	66.6	12957 2055	9733 1435	33. 43.
)	Amritsar Coimbatore	396	627	16.5 -36.8	7958	6724	18.
0	Imphal	428	689	-37.9	7119	6519	9.1
1	Portblair	422	556	-24.1	5884	5391	9.
2	Vijayawada	78	145	-46.2	1209	2133	-43.
3	Tirupati	1	15	-93.3	89	68	30.
4	Trichy	463	500	-7.4	5884	4662	26.
5	Kushinagar	0	0	7,43	0	0	20.
ota		40821	40558	0.6	505667	505119	0.
	6 PPP Internation			0.0	303007	303119	0.
				10.7	02010	000.45	1 2
6	Ahmedabad	6759	7567	-10.7	83918	82247	2.0
7	Lucknow	1317	1246	5.7	14322	13526	5.
8	Guwahati	1687	1864	-9.5	21114	20028	5.
9	Jaipur	1090	1268	-14.0	15291	12796	19.
0.	Trivandrum	1308	1278	2.3	15147	15249	-0.
21	Mangalore	172	282	-39.0	3641	3167	15.
ota		12333	13505	-8.7	153433	147013	4.
C)	7 JV International	u Airport	S			Č.	
22	Delhi (DIAL)	68961	67631	2.0	814832	843882	-3.
23	Mumbai (MIAL)	60866	58112	4.7	706262	701675	0.
24	Bangalore (BIAL)	30832	31881	-3.3	373744	375441	-0
25	Hyderabad (GHIAL)	11565	11285	2.5	129754		2.
26	Cochin(CIAL)	3882	4387	-11.5	52054	50142	
27	Nagpur (MIPL)	688	564	22.0	8412	7081	
8	Kannur (KIAL)	300	414	-27.5	3532	1182	
ota		177094	174274	1.6	2088590	and the second second second	
				1.0	2000000	210011	
	2 ST Govt./Pvt.		-				
29	Shirdi	35	1	-	590	- 1	
30	Goa (MOPA)	4163	0	15	5239	0	
ota		4198	1	18	5829	1	1
(E)	10 Custom Airpo	rts					
31	Pune	3069	3074	-0.2	36634	25832	41.
32	Patna	646	892	-27.6	10908	11349	-3.
33	Chandigarh	387	765	-49.4	8872	9975	-11.
34	Bagdogra	651	603	8.0	8324	8133	2
	Indore	783	796	-1.6	9694	7930	22.
			790				
55	Vicalchanatnam	262	407	25.6		2720	5 1
15	Visakhapatnam	262	407	-35.6	3940	3720	5.
35 36 37	Surat	333	378	-11.9	4420	4420	0.0
35 36 37 38	Surat Madurai	333 140	378 168	-11.9 -16.7	4420 2702	4420 1457	85.4
35 36 37 38	Surat Madurai Aurangabad	333 140 56	378 168 54	-11.9 -16.7 3.7	4420 2702 1086	4420 1457 747	5. 0.0 85. 45.
35 36 37 38 39	Surat Madurai Aurangabad Gaya	333 140 56 0	378 168 54 0	-11.9 -16.7 3.7	4420 2702 1086 0	4420 1457 747 0	85. 45.
15 16 17 18 19 10 ota	Surat Madurai Aurangabad Gaya	333 140 56 0 6327	378 168 54	-11.9 -16.7 3.7	4420 2702 1086	4420 1457 747	85. 45.
55 56 57 58 59 60 ota F)	Surat Madurai Aurangabad Gaya l 71 Domestic Air	333 140 56 0 6327 ports	378 168 54 0 7137	-11.9 -16.7 3.7 - -11.3	4420 2702 1086 0 86580	4420 1457 747 0 73563	0. 85. 45.
55 56 57 58 59 60 ota F)	Surat Madurai Aurangabad Gaya 71 Domestic Air Ranchi	333 140 56 0 6327 ports	378 168 54 0 7137	-11.9 -16.7 3.7 - -11.3	4420 2702 1086 0 86580	4420 1457 747 0 73563 5136	0. 85. 45.
55 56 57 58 59 60 ota F)	Surat Madurai Aurangabad Gaya 71 Domestic Air Ranchi Raipur	333 140 56 0 6327 ports 496 347	378 168 54 0 7137 516 474	-11.9 -16.7 3.7 -11.3 -3.9 -26.8	4420 2702 1086 0 86580 5939 5297	4420 1457 747 0 73563 5136 5546	0. 85. 45. 17.
35 36 37 38 39 40 ota F)	Surat Madurai Aurangabad Gaya 1 71 Domestic Air Ranchi Raipur Jammu	333 140 56 0 6327 corts 496 347 72	378 168 54 0 7137 516 474 137	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4	4420 2702 1086 0 86580 5939 5297 1392	4420 1457 747 0 73563 5136 5546 1360	0.0 85.45. 17.
35 36 37 38 39 40 ota F)	Surat Madurai Aurangabad Gaya 1 71 Domestic Airj Ranchi Raipur Jammu Leh	333 140 56 0 6327 corts 496 347 72 317	378 168 54 0 7137 516 474 137 504	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1	4420 2702 1086 0 86580 5939 5297 1392 1868	4420 1457 747 0 73563 5136 5546 1360 2578	17. 15. -4. -2.
35 36 37 38 39 40 ota F) 11 12 13	Surat Madurai Aurangabad Gaya I 71 Domestic Airj Ranchi Raipur Jammu Leh Dehradun	333 140 56 0 6327 corts 496 347 72 317 119	378 168 54 0 7137 516 474 137 504	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1	4420 2702 1086 0 86580 5939 5297 1392 1868 1409	4420 1457 747 0 73563 5136 5546 1360 2578 582	0. 85. 45. 17. 15. -4. 2.
35 36 37 38 39 40 ota F) 11 12 13 14	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur	333 140 56 0 6327 ports 496 347 72 317 119 29	378 168 54 0 7137 516 474 137 504 61	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3	5939 5297 1368 5939 5297 1392 1868 1409 365	4420 1457 747 0 73563 5136 5546 1360 2578 582 112	0. 85. 45. 17. 15. -4. 2. -27.
35 36 37 38 39 40 ota F) 11 12 13 14 15 16	Surat Madurai Aurangabad Gaya 71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala	333 140 56 0 6327 corts 496 347 72 317 119 29	378 168 54 0 7137 516 474 137 504 61 15 279	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1	5939 5297 1368 5939 5297 1392 1868 1409 365 3904	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211	17. 15. -4. -2. -27.
56 67 88 90 ota F) 12 34 45 67 88	Surat Madurai Aurangabad Gaya  1 71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur	333 140 56 0 6327 ports 496 347 72 317 119 29 177	378 168 54 0 7137 516 474 137 504 61 15 279	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0	0. 85. 45. 17. 15. -4. 2. -27.
55 66 7 8 9 0 ota F) 11 12 13 14 15 16 17 18	Surat Madurai Aurangabad Gaya  71 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227	378 168 54 0 7137 516 474 137 504 61 15 279 0 157	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 0 1906	0. 85. 45. 17. 15. -4. 2. -27.
5 6 7 8 9 0 ota F) 1 2 3 4 4 5 6 7 8 9 0	Surat Madurai Aurangabad Gaya  71 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga	333 140 56 0 6327 500rts 496 347 72 317 119 29 177 0 227 4	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92	0. 85. 45. 17. 15. -4. 2. -27.
5 6 7 8 9 0 ota F) 1 2 3 4 5 6 7 8 9 0	Surat Madurai Aurangabad Gaya  171 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0	0. 85. 45. 17. 15. -4. -2. -27. 21.
5 6 7 8 9 0 ota F) 1 2 3 4 4 5 6 7 8 9 0 0 1 1 2 1 2 1 1 2 1 1 1 1 1 2 1 1 1 1	Surat Madurai Aurangabad Gaya  171 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4 0 196	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084	0. 85. 45. 17. 15. -4. 2. -27. 21.
55 66 67 88 99 00 01 12 13 14 15 16 17 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227 4 0 196 81	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927	0. 85. 45. 17. 15. -4. -2. -27. 21.
55 66 77 88 99 00 0ta F) 11 12 13 14 15 16 17 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya  1 71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227 4 0 196 81	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927 0	0. 85. 45. 17. 15. -4. -2. -27. 21.
55 66 77 88 99 00 00ta F) 11 12 13 14 15 16 17 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227 4 0 196 81 2	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 0.0 -1 58.1 11.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 0 2780 268 0 2059 1212 91 807	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 0 1906 92 0 1084 927 0 208	0. 85. 45. 17. 15. -4. 2. -27. 21. 45.
55 66 67 88 99 00 00 14 15 16 17 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya  71 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227 4 0 196 81 2 63 45	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 -44.6 0.0 -58.1 11.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91 807 698	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927 0	0. 85. 45. 17. 15. -4. 2. -27. 21. 45.
55 66 67 88 99 00 00 14 15 16 17 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya	333 140 56 0 6327 ports 496 347 72 317 119 29 177 0 227 4 0 196 81 2	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29 67	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 0.0 -1 58.1 11.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 0 2780 268 0 2059 1212 91 807	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 0 1906 92 0 1084 927 0 208	0. 85. 45. 17. 15. -4. -2. -27. 21. 45. 89. 30.
55 56 57 58 59 10 10 10 11 12 13 14 15 16 17 18 19 10 10 10 10 10 10 10 10 10 10	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar Jabalpur Belgaum	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4 0 196 81 2 63 45 11	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29 67	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 0.0 - 58.1 11.032.8	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91 807 698	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 0 1906 92 0 1084 927 0 208 719	0. 85. 45. 17. 15. -4. -2. -27. 21. 45. 89. 30.
15 16 17 18 19 10 ota	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar Jabalpur Belgaum	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4 0 196 81 2 63 45 11	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29 67	-11.9 -16.7 -3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 0.0 -58.1 11.0 -32.8	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91 807 698 157	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927 0 208 719 0	0. 85. 45. 17. 15. -4. 2. -27. 21.
55 56 57 58 59 60 60 60 60 60 60 60 60 60 60	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar Jabalpur Belgaum Rajahmundry	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4 0 196 81 2 63 45 11	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29 67 0 2	-11.9 -16.7 -17.3 -11.3	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91 807 698 157 36 17	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927 0 208 719 0 34	0. 85. 45. 17. 15. -4. -2. -27. 45. 89. 30.
55 56 57 58 59 60 60 60 60 60 60 60 60 60 60	Surat Madurai Aurangabad Gaya  71 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar Jabalpur Belgaum	333 140 56 0 6327 borts 496 347 72 317 119 29 177 0 227 4 0 196 81 2 63 45 11	378 168 54 0 7137 516 474 137 504 61 15 279 0 157 4 0 124 73 0 29 67 0 2	-11.9 -16.7 3.7 -11.3 -3.9 -26.8 -47.4 -37.1 95.1 93.3 -36.6 0.0 - 58.1 11.032.8 -50.0	4420 2702 1086 0 86580 5939 5297 1392 1868 1409 365 3904 0 2780 268 0 2059 1212 91 807 698 157 36	4420 1457 747 0 73563 5136 5546 1360 2578 582 112 3211 0 1906 92 0 1084 927 0 208 719 0 34	0. 85. 45. 17. 15. -4. -2. -27. 21. 45. 89. 30.

S.	Airport	For	The Mon	Freight (	For The	Period Apr	il To Feb
no.		Feb. 2022	Feb. 2021	% Change		2021-22	% Change
(F)	71 Domestic Air	0.000108472837475	2021	Change			Change
63	Kanpur (Chakeri)	11	9	22.2	139	188	-26.1
64	Gwalior	- 1	0	17	73	0	-
65	Kishangarh	0	0		0	0	-
66	Tuticorin	0	1	127	2	1	-
67	Gaggal (Kangra)	0	0		0	0	-
69	Mysore Bareilly	0	0	14	0	0	
70	Kolhapur	0	0	(*)	0	0	- 4
71	Kandla	0	0	(€	0	0	
72	Jaisalmer	0	0	150	0	0	(9)
73	Kalaburgi	0	0	170	0	0	70.4
74 75	Juhu Jorhat	23 39	28	-17.9	272 209	226 10	20.4
76	Agra	1	0	1.5	207	0	- 3
77	Barapani (Shillong)	0	0	12	0	ő	- 8
78	Jamnagar	0	0	12	0	0	- 4
79	Pakyong	0	0		0	0	
80	Agatti	4	5	-20.0	42	98	-57.1
81	Bhavnagar	0	0	(+	0	0	(4)
82	Diu Hindon	0	0	7.0	0	0	
84	Lakhimpur (Lilabari	0	1		7	5	40.0
85	Rupasi	0	0	5.5	Ó	0	-10.0
86	Bhuj	0	0		0	0	-
87	Pantnagar	0	0		0	0	
88	Bhuntar	0	0	- 2	0	0	- 2
89	Bikaner	0	0	-	0	0	-
	Porbandar Cuddapah	0	0		0	0	
	Pathankot	0	0	243	0	0	- 3
93	Jalgaon	0	0	(4)	0	0	
94	Tezu	0	0	(#c	0	0	
95	Tezpur	0	0	160	0	0	54
96	Hyderabad (Begumpet)	0	0	3.5	0	0	
97	Salem	0	0	7.5	0	0	
98 99	Adampur (Jalandhar) Shimla	0	0	2	0	0	
	Khajuraho	0	0		0	0	
	Pondicherry	0	0	14	0	0	74
102	Ludhiana	0	0		0	0	- 12
	Bhatinda	0	0	(4)	0	0	(4)
104	Kota	0	0	(*)	0	0	
105	Sholapur Safdarjung	0	0	(€)	0	0	
100	Coochbehar	0	0	18	0	0	(*
	Keshod (Junagarh)	0	0		0	0	
	Gondia	0	0	-	0	0	-
110	Kanpur (Civil)	0	0		0	0	-
111	Hollongi (Donyi Polo)	0	0	7(2)	0	0	2
(F) 71	Domestic Airports	2324	2608	-10.9	30211	25019	20.8
	19 St.Govt. / Pvt	the state of the s					
111	Durgapur	0	5	-	477	7	-
112	Lengpui(aizwal)	40	22	81.8	431	294	46.6
	Nasik(Hal ozar) Jagdalpur	0	0	2	0	35	
115	Kurnool	0	0	-	ő	0	-
116	Bilaspur	0	0		0	0	-
117	Nanded	0	0	5	0	0	
118	Sindhudurg	0	0	-	0	0	
120	Vijayanagar Pasighat	0	0		0	0	-
	Bidar	0	0		0	0	
122	Bangalore(HAL)	0	0	-	0	0	-
123	Pithoragarh	0	0		0	0	- 3+
124	Mundra	0	0	2	0	0	
125	Hisar Jamshedpur	0	0		0	0	-
127	Rourkela	0	0	-	0	0	-
128	Jeypore	0	0		0	0	-
129	Ziro	0	0		0	0	
	St.Govt. / Pvt Airports	40	27	48.1	908	336	12
(H)	Other Airports	0	0	-	0	0	
Grand To	otal (A+B+C+D+E+F+G+H)	243137	238110	2.1	2871218	2857525	0.5
						Sourc	

# OCEAN FREIGHT

# (DURING APRIL TO FEBRUARY'2023\* VIS-A-VIS APRIL TO FEBRUARY'2022) TRAFFIC HANDLED AT MAJOR PORTS

(\*) TENTATIVE

(IN '000 TONNES)

PORT         TRAFFIC         POLIA, Other         Irange FRIOD         FOLIA, Chiral         Irange FRIOD         Condition	) IENIAHVE												(11)	(IIV 000 IOUNES)
PERIOD         (Crude, Liquids         Linct, Inc.         FIN.         RAM         Thermal         Coking         Tomas         Terms         AGAN           LPCG, LAC         LACG         LACG         Cruge         AGAN         Thermal         Coking         Tomas         Tomas         AGAN           EAPRIL-FEB, 2022         289         1032         39         322         10         -         2331         7759         53         3444         1882         150           EAPRIL-FEB, 2022         9545         4656         967         35         405         36         463         3444         1882         150           EAPRIL-FEB, 2022         9545         4656         967         189         95         12449         1882         150         340         1884         1360         475         440         1883         1360         170         441         389         95         1444         388         1444         388         1884         1889         1889         1440         1884         1889         1884         1889         1884         1888         1888         1889         1888         1889         1888         1888         1888         1888         1889	PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	lizers	Cos	п	Contai	ners	Other	TOTAL	% VAR.
FARIL-FEB, 2023         289         102         392         10         - 2531         7759         23         1560           FARIL-FEB, 2023         289         102         39         10         - 2531         7759         23         3444         1882         1560           FARIL-FEB, 2023         888         432         - 2         37         - 1912         189         37         444         1882         1           FARIL-FEB, 2023         977         538         445         181         389         95         12345         1864         188         447         188         466         98         447         389         96         1165         964         461         178         98         883         4521         179         1884         17915         340         188         90         1883         460         1883         460         188         460         188         90         188         460         188         90         188         460         188         460         188         460         188         460         188         460         188         460         188         460         188         460         188         460         <		PERIOD	(Crude,		Incl. Pellets	FIN.	RAW		Coking &	Tonnage	TEUS	Misc. Cargo		AGAINST 2021-22
FARRIL-FEB. 2023         289         1032         39         392         10         -         231         7759         523         3444         1860           FARRIL-FEB. 2022         290         432         -         270         30         -         1066         7720         523         3444         1860           FARRIL-FEB. 2022         295         4656         949         181         359         95         1401         10         523         3444         1860           RAPRIL-FEB. 2022         945         588         499         1401         10         58         889         4421         389         95         1401         10         523         3444         1860           RAPRIL-FEB. 2022         31450         1894         1602         520         4461         1706         4672         2543         4672         2543         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4672         1706         4707         4707         4707         <			LPG/ LNG)						Others			0		
FAPRIL-FEB., 2023         289         1032         39         103         39         103         392         10         -         2531         7759         350         354         1560           RAPRIL-FEB., 2023         289         432         667         32         34         1882         198         198         188<	KOLKATA													
F. APRIL-FEB., 2022         290         432         -         270         30         -         1696         7720         523         3444         13882         1           F. APRIL-FEB., 2023         888         4327         667         53         379         -         101245         1185         7706         3421           F. APRIL-FEB., 2023         917         5359         706         447         389         95         14941         10835         616         11150         5243         44231           F. APRIL-FEB., 2023         3430         1804         4610         520         14041         10835         676         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5243         11150         5244         11150         5244         11150         4401         11204         4401         11204         4401         11204         4401         11204         4401	Vallata Doob Cretom	TRF APRIL-FEB., 2023	289	1032	39	392	10	2.	2531	7759		3554	15606	
F. APRIL-FEB, 2023         888         4327         667         55         379         -         19125         1895         95         8895         4231           RAPRIL-FEB, 2022         9153         5366         10         121         183         706         418         389         67         11345         153         706         8881         423         706         8883         423         10         10         9884         61         10         3861         11         98         3837         10         10         98         423         10         10         98         4823         10         10         98         4823         10         10         10         98         883         44019         1126         11         79         11         79         11         79         11         79         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         11         70         70         80         80         80         80<	NOINAIA LOUN SYSICIII	TRF APRIL-FEB., 2022	290	432	100	270	30	6	1696	7720		3444	13882	12.42
RF APRIL-FEB, 2022         9255         4656         949         181         359         95         12345         3115         1706         3866         1           RF APRIL-FEB, 2023         9345         5389         706         447         389         6         1404         15449         5837           RF APRIL-FEB, 2023         34303         1804         16020         320         4565         44019         12056         167         1170         9545         3837           RF APRIL-FEB, 2023         31551         1834         17915         340         4565         44019         12036         466         1706         66725           RF APRIL-FEB, 2022         14503         1832         1263         1093         1202         4755         756         466         10706         66725           RF APRIL-FEB, 2022         12786         1880         1363         1109         1202         4755         756         466         10706         66725           RF APRIL-FEB, 2022         1287         1290         113         -         -         2031         462         372         466         1076         4675         467         4676           RF APRIL-FEB, 2022	Holdia Dook Complay	TRF APRIL-FEB., 2023	8888	4327	299	55	379	1	19125	1895		8895	44231	
RAPRIL-FEB, 2023         9177         5359         706         447         389         0         21656         9654         615         1249         5987           RAPRIL-FEB, 2022         3456         3688         949         451         389         95         14041         10835         676         1150         52543         1           RAPRIL-FEB, 2022         31551         1804         1605         4502         4705         1747         1         749         59837         1           RAPRIL-FEB, 2022         14803         1832         12639         1363         1399         12022         4755         756         466         10706         66725           RAPRIL-FEB, 2022         1286         1363         1399         12022         4755         756         466         10706         66725           RAPRIL-FEB, 2022         1286         136         139         12022         475         756         467         1362         3460           FAPRIL-FEB, 2022         1037         104         -         -         203         128         466         1070         6673         467         476         476         476         476         476         476	Haldia Dock Complex	TRF APRIL-FEB., 2022	9255	4656	949	181	359	95	12345	3115	Pa Care	2706	38661	14.41
RFARIL-FEB., 2022         9545         5088         949         451         389         95         14041         10835         676         11150         52543         1           RFARIL-FEB., 2023         31531         1834         1050         520         4565         44019         12506         177         11         7949         121863           RFARIL-FEB., 2022         31531         1834         17051         340         4502         27025         1751         978         60         60725           FARIL-FEB., 2022         1876         1882         13063         1909         1406         8122         4755         780         466         1070         60725           FARIL-FEB., 2022         1287         1882         1306         1406         812         475         780         66         1075         9728         466         1075         9728         467         1303         447         1413         1418         467         470         470         470         470         470         470         470         470         470         470         470         470         470         470         470         470         470         470         470         47	TOTAL: SMP, KOLKATA	TRF APRIL-FEB., 2023	9177	5359	200	447	389	0	21656	9654		12449	59837	
KFAPRIL-FEB., 2023         34303         1804         16020         520         4565         44019         12506         177         11         794         121863           RAPRIL-FEB., 2022         31551         1884         17915         340         4502         27025         12451         174         9         8032         10824         1           RAPRIL-FEB., 2023         14503         1832         1363         1363         1363         1363         1363         1363         1363         1363         1365         6675         6675         466         1070         6673         1           RAPRIL-FEB., 2023         1448         126         1         265         -         20301         1625         9728         466         1070         6673         4401           FAPRIL-FEB., 2023         1646         1         -         -         -         20301         1625         9728         4401         3403           FAPRIL-FEB., 2023         1637         1         2         -         17110         2011         8383         434         260         4401         4401         4401         4401         4401           FAPRIL-FEB., 2023         1634         1 </td <td></td> <td>TRF APRIL-FEB., 2022</td> <td>9545</td> <td>5088</td> <td>949</td> <td>451</td> <td>389</td> <td>95</td> <td>14041</td> <td>10835</td> <td>1000</td> <td>11150</td> <td>52543</td> <td>13.88</td>		TRF APRIL-FEB., 2022	9545	5088	949	451	389	95	14041	10835	1000	11150	52543	13.88
RFARIL-FEB, 2022         31551         1834         17915         340         4502         27025         12451         174         9         8032         103824           RAPRIL-FEB, 2022         14503         1832         12659         1363         1339         12022         4755         7866         66         10706         66725           RAPRIL-FEB, 2022         1486         1136         116         -         -         -         20301         1625         9728         304         3963           RAPRIL-FEB, 2022         4486         113         -         -         -         1710         2013         8383         4491         206         601         888         326         1363         1407         4401         44076	PARADIP	TRF APRIL-FEB., 2023	34303	1804	16020	520	4565	44019	12506	177	111	7949	121863	
RFARIL-FEB., 2023         14503         1832         12639         1363         12022         4755         7566         466         10706         66725           RFARIL-FEB., 2022         12786         1880         13663         1109         1406         8152         4537         7870         466         1362         62165           RAPRIL-FEB., 2022         1448         114         -         -         -         -         1710         2011         8383         434         667         3403           RAPRIL-FEB., 2022         1280         118         -         -         -         1711         2011         8383         4407           RAPRIL-FEB., 2022         1083         126         679         6818         4168         14128         71         4407         4407           RAPRIL-FEB., 2022         1083         25         656         691         8986         5266         1349         3349         44076           RAPRIL-FEB., 2022         1320         470         -         171         -         283         -         9093         634         634           RAPRIL-FEB., 2022         1326         132         126         681         4168         41		TRF APRIL-FEB., 2022	31551	1834	17915	340	4502	27025	12451	174		8032	103824	17.37
RFARIL-FEB, 2022         12786         1880         13063         1109         1406         8152         4537         7870         465         11362         62165           FAPRIL-FEB, 2022         44419         114         -         -         20301         1625         9728         504         3456         39643           FAPRIL-FEB, 2022         4486         126         -         -         -         -         17110         2011         8383         434         2607         34723         1           FAPRIL-FEB, 2023         10372         1047         -         -         -         -         25997         1482         3864         44617           FAPRIL-FEB, 2023         1037         1047         -         -         1711         0.11         2856         4407         4407         44076         4407	VISAKHAPATNAM	TRF APRIL-FEB., 2023	14503	1832	12639	1363	1339	12022	4755	7566	earce	10706	66725	
RF APRIL-FEB., 2023         4419         114         -         -         20301         1625         9728         504         3456         39643           RF APRIL-FEB., 2022         4486         126         -         -         17110         2011         8383         434         2607         34723         1           F APRIL-FEB., 2022         10372         1047         -         -         265         -         -         265         44617         4265         44017           F APRIL-FEB., 2022         1037         1047         -         -         218         -         -         265         679         4865         44017         -         44017         -         -         265         1402         34406         4407         -         -         266         691         8898         5266         1402         3406         -		TRF APRIL-FEB., 2022	12786	1880	13063	1109	1406	8152	4537	7870		11362	62165	7.34
RF APRIL-FEB., 2022         4486         126         -         -         -         17110         2011         8383         434         2607         34723         1           F APRIL-FEB., 2023         12687         1290         113         -         265         -         -         25997         1347         4265         44617           F APRIL-FEB., 2022         10372         1047         -         218         -         -         25997         1349         4076         44617           F APRIL-FEB., 2022         1093         25         326         679         6818         4168         716         4001         3448         30847         1           F APRIL-FEB., 2022         20340         493         -         -         171         -         9406         671         4001         3448         37847           F APRIL-FEB., 2023         24365         2204         422         66         3760         878         716         1401         160         34467           F APRIL-FEB., 2023         2445         126         3760         878         436         436         446         258         446         4239         1640         446         258         <	KAMARAJAR(ENNORE)	122	4419	114		.9		20301	1625	9728		3456	39643	
RF APRIL-FEB., 2023         12687         113         -         265         -         -         25997         1347         4265         44617           RF APRIL-FEB., 2022         10372         1047         -         218         -         7         28596         13409         671         4001         34406           RF APRIL-FEB., 2022         10372         1047         -         218         -         -         4006         671         401         34406         44076           FAPRIL-FEB., 2022         332         923         25         326         679         6818         4168         14128         716         34406         44076           FAPRIL-FEB., 2022         13896         470         679         6818         4168         14128         716         44076         34406         31466         31446		TRF APRIL-FEB., 2022	4486	126	1			17110	2011	8383		2607	34723	14.17
RAPRIL-FEB, 2022         10372         1047         -         218         -         7         28596         1482         3836         44076           RF APRIL-FEB, 2023         269         1093         25         326         609         6818         4168         14128         716         3448         30847         1           RF APRIL-FEB, 2022         332         923         25         326         679         6818         4168         14128         716         3448         30847         1           RF APRIL-FEB, 2022         1386         470         -         283         -         -         909         634         126         31365           RF APRIL-FEB, 2022         1386         470         -         171         -         283         2176         153         1240         31365           RF APRIL-FEB, 2022         1366         456         -         171         -         2461         6825         278         176         178         1461         178         178         178         178         178         178         178         178         178         178         178         178         178         178         178         178         178	CHENNAI	TRF APRIL-FEB., 2023	12687	1290	113	1.	265			25997		4265	44617	
RAPRIL-FEB., 2023         269         1093         25         666         691         8986         5266         13409         671         4001         3440           RF APRIL-FEB., 2022         332         923         25         326         679         6818         4168         14128         716         3448         30847         1           RF APRIL-FEB., 2022         19896         470         -         -         171         -         -         9093         634         1268         31365           RF APRIL-FEB., 2022         19896         470         -         -         171         -         -         9093         634         1268         31365           RF APRIL-FEB., 2022         19896         470         -         -         171         -         9406         673         1240         31365           RF APRIL-FEB., 2022         2126         2224         452         66         3760         878         2176         140         160         3466           RF APRIL-FEB., 2022         3448         152         2924         64         -         1549         6896         179         14         4239         1640           RF APRIL-FEB., 2022		TRF APRIL-FEB., 2022	10372	1047	- 1	1	218	1	7	28596		3836	44076	1.23
RFAPRIL-FEB., 2022         332         923         25         326         679         6818         4168         14128         716         3448         30847         1           RFAPRIL-FEB., 2023         20340         493         -         -         171         -         9909         634         1268         31365           RFAPRIL-FEB., 2022         19896         470         -         283         -         9406         673         1240         31365           RFAPRIL-FEB., 2022         21265         2204         2228         452         66         3760         878         2176         152         1138         37267           RFAPRIL-FEB., 2022         2145         3722         451         66         246         2461         6825         28         3177         15511           RFAPRIL-FEB., 2022         452         64         -         1549         6836         179         1446         2896         179         1460         3767           RFAPRIL-FEB., 2022         334489         1520         5514         279         107         5777         -         6892         550         1244         4239         4660         466         -         -	7.O.CHIDAMBARANAR	TRF APRIL-FEB., 2023	269	1093	25	999	169	9868	5266	13409		4001	34406	
RF APRIL-FEB., 2023         20340         493         -         -         -         171         -         -         9093         634         1268         31365           RF APRIL-FEB., 2022         19896         470         -         283         -         -         9406         673         1240         31295           RF APRIL-FEB., 2022         21365         2204         2228         452         66         3760         878         2176         152         1138         37267           RF APRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         2126         140         1600         34667           RF APRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         116         1600         34667           RF APRIL-FEB., 2022         34489         1520         5514         279         107         5777         -         211         20         1061         57958           RF APRIL-FEB., 2022         33446         1481         6054         278         162         4446         290         231         22         761         4746         290         23		TRF APRIL-FEB., 2022	332	923	25	326	629	8189	4168	14128		3448	30847	11.54
RF APRIL-FEB., 2022         19896         470         -         283         -         9406         673         1240         31295           RF APRIL-FEB., 2023         24365         2204         2228         452         66         3760         878         2176         152         1138         37267           RF APRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         2126         140         1600         34667           RF APRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         2126         140         1600         34667            RF APRIL-FEB., 2022         359         291         2096         94         -         2461         6825         28         3         1771         15511           RF APRIL-FEB., 2022         34489         1520         5514         279         167         5777         -         211         20         10061         57958           RF APRIL-FEB., 2022         3448         1654         278         162         4446         290         231         22         7616         57941           RF APRIL-FEB., 2022	COCHIN	TRF APRIL-FEB., 2023	20340	493	10		171	6	- 10	9093		1268	31365	
RF APRIL-FEB., 2023         24365         2204         2228         452         66         3760         878         2176         153         37267           RF APRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         2126         140         1600         34667           RF APRIL-FEB., 2022         456         153         2924         64         -         2461         6825         28         3         3177         15511           RF APRIL-FEB., 2022         456         153         2924         64         -         1549         6896         179         14         4239         16460         -           RF APRIL-FEB., 2023         34489         1520         5514         279         107         5777         -         -         10061         57958           RF APRIL-FEB., 2022         23146         1481         6054         278         162         4446         290         231         22         7616         54004           RF APRIL-FEB., 2022         23176         10757         78         3602         116         19646         355         7763         449         7763         4761         4737 <td></td> <td>TRF APRIL-FEB., 2022</td> <td>19896</td> <td>470</td> <td>1</td> <td></td> <td>283</td> <td></td> <td></td> <td>9406</td> <td></td> <td>1240</td> <td>31295</td> <td>0.22</td>		TRF APRIL-FEB., 2022	19896	470	1		283			9406		1240	31295	0.22
RFAPRIL-FEB., 2022         21205         2145         3732         351         120         2958         430         2126         140         1600         34667           RFAPRIL-FEB., 2023         539         291         2096         94         -         2461         6825         28         3         3177         15511           RFAPRIL-FEB., 2022         456         153         2924         64         -         1549         6896         179         14         4239         16460         -           RFAPRIL-FEB., 2022         33446         1481         6054         279         107         5777         -         211         20         10061         57958           RFAPRIL-FEB., 2022         3346         1481         6054         278         162         4446         290         231         22         7616         54004           RFAPRIL-FEB., 2022         2917         2555         -         -         -         -         68929         5501         1729         754         69078           RFAPRIL-FEB., 2022         25149         10073         733         3685         270         17831         7763         449         7763         450         116521 <td>NEW MANGALORE</td> <td>TRF APRIL-FEB., 2023</td> <td>24365</td> <td>2204</td> <td>2228</td> <td>452</td> <td>99</td> <td>3760</td> <td>878</td> <td>2176</td> <td></td> <td>1138</td> <td>37267</td> <td></td>	NEW MANGALORE	TRF APRIL-FEB., 2023	24365	2204	2228	452	99	3760	878	2176		1138	37267	
KF APRIL-FEB., 2023         539         291         2096         94         -         2461         6825         28         3         3177         15511         -           KF APRIL-FEB., 2022         456         153         2924         64         -         1549         6896         179         14         4239         16460         -           KF APRIL-FEB., 2022         33448         1520         5514         279         107         5777         -         211         20         10061         5798         -         -         68929         5501         1209         7594         -         -         -         68929         5501         1209         7594         -         -         -         68929         5501         1209         7594         -         -         -         68929         5501         1209         7594         -		TRF APRIL-FEB., 2022	21205	2145	3732	351	120	2958	430	2126		1600	34667	7.50
RF APRIL-FEB., 2022         456         153         2924         64         -         1549         6896         179         14         4239         16460         -           RF APRIL-FEB., 2023         34489         1520         5514         279         107         5777         -         211         20         10061         57958           RF APRIL-FEB., 2023         33446         1481         6054         278         162         4446         290         231         22         7616         54004           RF APRIL-FEB., 2023         2394         2857         -         -         -         -         62842         5501         1209         75941           RF APRIL-FEB., 2022         2917         2555         -         -         -         -         62842         5169         764         69078           RF APRIL-FEB., 2022         57160         10757         786         3602         11691         5386         1549         16521         17236           RF APRIL-FEB., 2022         215237         29574         40127         7423         7709         116972         53866         154731         10373         86711         712350           RF APRIL-FEB., 2022	MORMUGAO	TRF APRIL-FEB., 2023	539	291	2096	94		2461	6825	28		3177	15511	7
RF APRIL-FEB., 2023         34489         1520         5514         279         107         5777         -         211         20         10061         57958           RF APRIL-FEB., 2022         33446         1481         6054         278         162         4446         290         231         22         7616         54004           RF APRIL-FEB., 2022         2917         2555         -         -         -         -         68929         5501         1209         7594           RF APRIL-FEB., 2022         2917         776         786         3602         116         19646         355         7763         449         7703         17217           RF APRIL-FEB., 2022         54149         10073         733         3685         270         17831         533         7922         450         71216           RF APRIL-FEB., 2022         215237         29574         40127         7423         7709         116972         53866         154731         10373         86711         712350           RF APRIL-FEB., 2022         20141         27775         45395         6604         8029         85984         45364         152692         10250         77219         650203		TRF APRIL-FEB., 2022	456	153	2924	64	.*	1549	9689	179		4239	16460	-5.77
RF APRIL-FEB., 2022         33446         1481         6054         278         162         4446         290         231         22         7616         54004           RF APRIL-FEB., 2023         2986         2817         -         -         -         -         -         68929         5501         1209         75941           RF APRIL-FEB., 2022         2917         2555         -         -         -         -         62842         5169         764         69078           RF APRIL-FEB., 2022         57160         10757         786         3602         116         19646         355         7763         449         7763         17217           RF APRIL-FEB., 2022         54149         10073         733         3685         270         17831         533         7922         450         21325         116521           RF APRIL-FEB., 2022         20141         27775         45395         6604         8029         85984         45364         15269         10250         77219         650203           RF APRIL-FEB., 2022         20141         27475         45395         6604         8029         36.04         18.74         15.269         10250         77219         650203<	MUMBAI	TRF APRIL-FEB., 2023	34489	1520	5514	279	107	5777		211	20	19001	57958	
RFAPRIL-FEB., 2023         2986         2817         -         -         -         -         -         68929         5501         1209         75941           RFAPRIL-FEB., 2022         2917         2555         -         -         -         -         -         62842         5169         764         69078           RFAPRIL-FEB., 2022         57160         10757         78         3602         116         19646         355         7763         449         27032         127217           RFAPRIL-FEB., 2022         54149         10073         733         3685         270         17831         5386         154731         10373         86711         712350           RFAPRIL-FEB., 2022         21527         40127         7423         7709         116972         53866         154731         10373         86711         712350           RFAPRIL-FEB., 2022         201141         27775         45395         6604         8029         85984         45364         152692         10250         77219         650203           ACOSTAL ARRIL-FEB., 2022         201141         2748         -11.60         12.40         -3.99         36.04         18.74         1.37         1.20         12.29		TRF APRIL-FEB., 2022	33446	1481	6054	278	162	4446	290	231	22	7616	54004	7.32
RFAPRIL-FEB., 2022         2917         2555         -         -         -         -         -         62842         5169         764         69078           RFAPRIL-FEB., 2023         57160         10757         786         3602         116         19646         355         7763         449         27032         127217           RFAPRIL-FEB., 2022         54149         10073         733         3685         270         17831         533         7922         450         21325         116521           RFAPRIL-FEB., 2023         215237         29574         40127         7423         7709         116972         53866         154731         10373         86711         712350           RFAPRIL-FEB., 2022         201141         27775         45395         6604         8029         85984         45364         152692         10250         77219         650203           7.01         6.48         -11.60         12.40         -3.99         36.04         18.74         1.34         1.20         12.29         9.56	.N.P.A.	TRF APRIL-FEB., 2023	2986	2817	t	· ·	1	1	*	68929		1209	75941	
RF APRIL-FEB., 2023         57160         10757         786         3602         116         19646         355         7763         449         27032         127217           RF APRIL-FEB., 2022         54149         10073         733         3685         270         17831         533         7922         450         21325         116521           RF APRIL-FEB., 2022         215237         29574         40127         7423         7709         116972         53866         154731         10373         86711         712350           RF APRIL-FEB., 2022         201141         27775         45395         6604         8029         85984         45364         152692         10250         77219         650203           7.01         6.48         -11.60         12.40         -3.99         36.04         18.74         1.34         1.20         12.29         9.56		TRF APRIL-FEB., 2022	2917	2555	340	3				62842	- 3.5	764	82069	9.94
RF APRIL-FEB., 2022       54149       10073       733       3685       270       17831       533       7922       450       21325       116521         RF APRIL-FEB., 2023       215237       29574       40127       7423       7709       116972       53866       154731       10373       86711       712350         RF APRIL-FEB., 2022       201141       27775       45395       6604       8029       85984       45364       152692       10250       77219       650203         7.01       6.48       -11.60       12.40       -3.99       36.04       18.74       1.34       1.20       12.29       9.56	DEENDAYAL	TRF APRIL-FEB., 2023	57160	10757	786	3602	116	19646	355	7763		27032	127217	
RF APRIL-FEB., 2023       215237       29574       40127       7423       7709       116972       53866       154731       10373       86711       712350         RF APRIL-FEB., 2022       201141       27775       45395       6604       8029       85984       45364       152692       10250       77219       650203         7.01       6.48       -11.60       12.40       -3.99       36.04       18.74       1.34       1.20       12.29       9.56		TRF APRIL-FEB., 2022	54149	10073	733	3685	270	17831	533	7922		21325	116521	9.18
RF APRIL-FEB., 2022       201141       27775       45395       6604       8029       85984       45364       152692       10250       77219       650203         7.01       6.48       -11.60       12.40       -3.99       36.04       18.74       1.34       1.20       12.29       9.56	ALL PORTS	TRF APRIL-FEB., 2023	215237	29574	40127	7423	7709	116972	53866	154731	_	86711	712350	
7.01 6.48 -11.60 12.40 -3.99 36.04 18.74 1.34 1.20 12.29		TRF APRIL-FEB., 2022	201141	27775	45395		8029	85984	45364	152692			650203	9.56
	% Variation from previous y	/ear	7.01	6.48	-11.60		-3.99	36.04	18.74	1.34		12.29	9.56	

Source: I.P.A.

# Eicher's Made-in-India Pro 2000 Series Trucks Launched in UAE and Middle East Region

he Eicher Pro 2000 series comes with next-gen features aimed at significantly improving profitability for owners through bestin-class fuel efficiency and superior uptime. The company says this new range of trucks has been thoroughly tested to deliver best-in-class performance for customers in the UAE. The modern Eicher Pro 2000 series delivers a power of up to 150HP and is designed to meet applicationspecific customer needs with variants of Eicher Pro 2055XP, Pro 2065XP, Pro 2075XP, Pro 2080XP, Pro 2095XP and Pro 2080XPT.

Vinod Aggarwal, MD & CEO, VECV said, "In line with our vision of driving modernisation in the CV industry, we are delighted to launch our new range of Eicher Pro 2000 trucks. These trucks have been designed to deliver superior value proposition to customers in the region with host of smart technologies that enhance operating efficiency and focus on driver comfort and safety," reported Express Mobility.

With this introduction of Pro 2000 series, Eicher as a brand intends to play a role in the region's development and would take care of the logistics and transportation needs of the market. This would further enhance the growing contribution of India and is in line with the ongoing effort of strengthening business



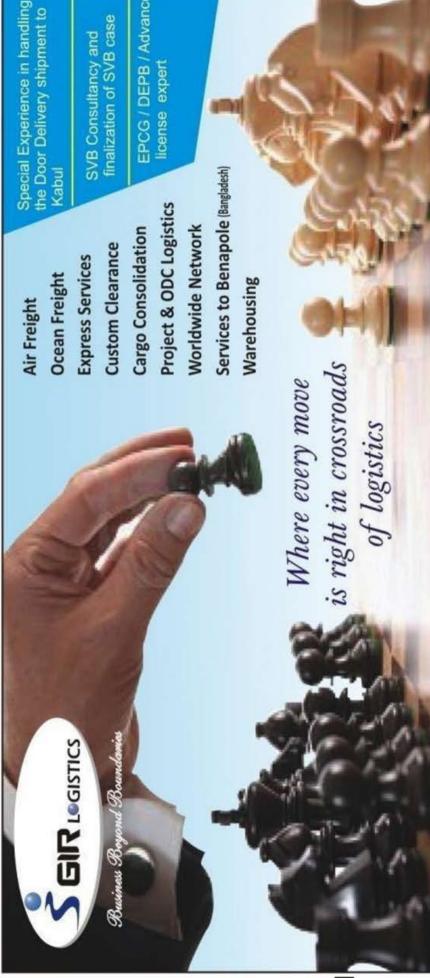
relationships UAE.

SS Gill, Executive VP, International

These trucks are equipped with Smart features such as fuel coaching, MBooster+ and cruise control for enhancing fuel efficiency, and features like steering mounted controls, intelligent driver information system (IDIS) and touch-screen infotainment that enhance driver productivity

Business, VE Commercial Vehicles said, "With the introduction of Smart Performer Eicher Pro 2000 series of trucks, focus is on enhancing operating efficiency and driver productivity for both inter-city and intra-city distribution. These trucks are equipped with Smart features such as fuel coaching, MBooster+ and cruise control for enhancing fuel efficiency, and features like steering mounted controls, intelligent driver information system (IDIS) and touchscreen infotainment that enhance driver productivity. These comfortable, safe, and dependable trucks offer superior uptime with longer service intervals thus further increasing profitability for our customers."

"The value of an idea lies in the using of it." - Thomas Edision, Co-founder, GE



EPCG / DEPB / Advance

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Corporate Office

Delhi Office

HIRD PARTY LOGISTICS **GIR** 3PL

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10, Qutab Road, Ram Nagar, New Delhi-110055, Ph:+91-11-23535357, Fax:+91-11-23627082, E-mail: importsdel@girlogistics.in Bangalore: 080-28390075, Chennai: 044-25530045, Hyderabad: 040-24558639/649, Kolkata: 033-22680177,

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Approved

Organization for Standardization International







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CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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- \* Multimodal Logistics
- ★ Last Mile Connectivity
- \* Rail Freight Forwarding
- O Project Logistics & ODC Movement Service
  - \* Turnkey Solutions
- \* Over Dimensional Consignments
- \* Heavy Lift Consignments
- \* Route Mapping & Surveys
- O In-Plant Logistics and Handing Solutions
  - \* Handling Services
- \* In-plant Logistics
- Container Train Operations
  - \* Owned Train
- \* Shared Train operations
- Global Freight Forwarding Services
  - \* Ocean Import / Export freight Management services
  - \* Air Import / Export freight Management services
  - \* Custom Clearance services
- O Value Added Services
  - \* Vehicle tracking through GPS
  - venicle tracking through GP
  - ★ Expedited Delivery★ Freight on Delivery

- \* Safety & Transit Insurance
- \* Reverse Logistics
- \* Supply Chain Optimization
- O Transrail [RANDRAIL]
  - \* Full Truck Load
- \* Parcel Train
- O Darci Nepal ODarci
  - \* Full Truck Load
- C Fr8ology Private Limited Fr8ology
  - **★Technology based Logistics Solution**

CJ Darcl Logistics Limited

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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017