



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Transportation Trends

MoRTH Chief Addresses the Ministerial Session at the 27th World Road Congress

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Pioneering the Tech-Driven Future of Indian Supply Chain

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Daimler Truck's GenH2 Prototype Completes 1,047-km Journey with Single Fill

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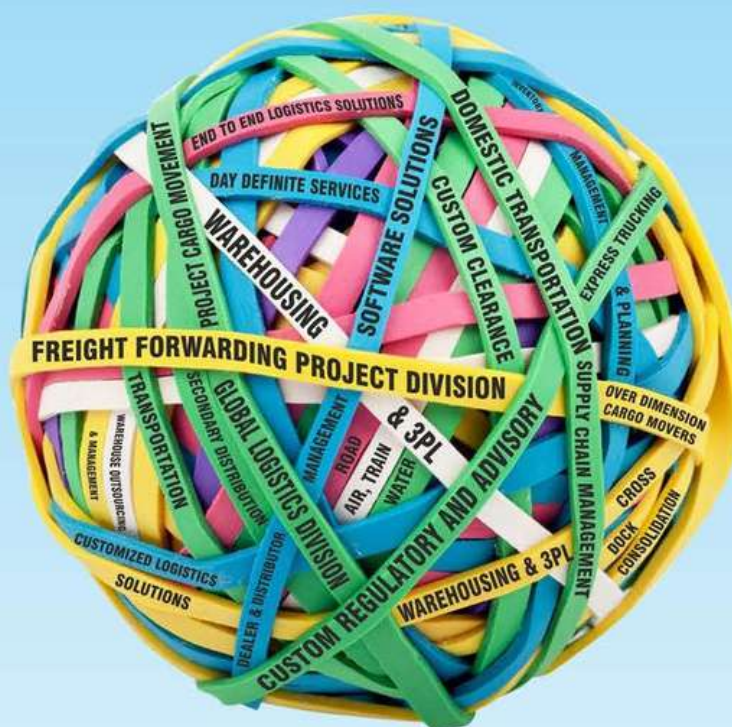
NHAI Awards Toll, Operate, Transfer (TOT) Bundles 11 and 12 for Rs. 6,584 Crore

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Transportation: What the Future Beholds

Humanitarian challenges and advances in technology are leading a wave of transportation innovation across the globe. Issues such as overcrowding, climate change, and wealth inequality make these advancements especially attractive to cities and companies. Though, to implement these new ideas, many regulatory and logistical challenges need to be overcome before bringing to the table.

But whatever these challenges may be, innovations in transportation can lead to improvements in our lives by reducing stress, anxiety, costs, and death. Here are a few transportation innovations that are already being engineered.

Driverless trucks/cars

Driverless trucks and cars are currently in testing phases. However the idea is looked upon as the future and seems inevitable despite some consumer hesitation. The pushback comes from questions around safety and regulations. In car segment, Tesla's autopilot system is already live but it has had several accidents reported, although Tesla has stated that "crash-like events" are still way more likely with the autopilot disengaged. Audi, Uber, and Volkswagen are also on the road and making headlines for their driverless vehicles.

Research says that distracted driving is one of the leading causes of death on Indian roads, and driverless cars hope to eliminate this entirely by using robots rather than humans to operate vehicles. Driverless trucks and cars will also be designed to take fewer risks and reduce speeding incidents. But these vehicles come with a hefty price tag. Some other setbacks include



Ashok Gupta

privacy concerns, ethical questions, legal ramifications, and more.

Delivery drones

Another significant transportation trend is delivery drones. The first UPS drone delivered prescription medications to U.S. homes in October after receiving certifications from the Federal Aviation Administration. This is the fewest restrictions delivery drones have received to date, which means that the FAA is likely warming up to the idea of full-scale commercial deliveries.

Even though the technology is already here, drones still have a way to go in terms of regulatory phases before they are rolled out for full-scale commercial delivery. At present, UPS is limited to delivery in rural areas and hospital campuses. Since drones do pose a risk to life and property, they will need to prove long-term reliability before they become "type certified" by international regulators.

Underground roads

Underground roadways is seen as the futuristic vision that aims to solve city infrastructure issues by making roads 3D. Elon Musk conceived this idea and is reimagining traditional road

design with his idea of underground roadways. According to Musk driving vehicles underground will be more weather-proof than taking vehicles to the skies, which he believes, will alleviate congestion and speed up transportation.

The Boring Company is working on figuring out how to create a system of tunnels that will be needed to support the underground roadways. The plan is to lower vehicles underground via a metal elevator and then transport them at high speeds to other destinations. The underground tunnel will run on a metal trolley-like platform that Musk hopes is both cost-effective and quick. Once this idea gets materialized, the whole world will be benefitted as the concept can be implemented across the globe.

Hyperloop

Another transportation concept conceived by Elon Musk is called as hyperloop. This is a transportation tube that would run groups of passengers or freight through a pressurized track. The hyperloop would run at a high speed of 600 mph or more.

Multiple companies are working to bring this vision to reality, and we could be seeing passenger service hyperloops as early as possible.

In short, new ideas are thrown constantly to test, experiment evolve transportation. With advancement in technology, we are already seeing dramatic changes to urban transportation. There are many more transformative ideas in the testing stage, or just a few regulatory steps away from reality, these concepts shall come handy in future and add value to transportation.

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Electric Trucks – For Improved Customer Service

I The Indian logistics sector is well placed with a value of USD\$ 150 billion. It is contributing 14.4 % of the country's GDP. No doubt, the Indian supply chains have gained momentum and are expanding their global reach. While transportation and logistics companies are continuously seeking new ways to increase flexibility, sustainability, and transparency, emerging technology is critical to addressing those challenges and can lead to operational and financial benefits for leading supply chain businesses.

From initial product development to 'last mile' delivery options, emerging technologies are making supply chains more efficient, productive, and cost-effective.

Commercial vehicle owners are also keeping their eyes on electric vehicles

Commercial vehicle owners are also keeping their eyes on electric vehicles (EVs) and hoping that the auto manufacturers will engineer EV trucks and buses very soon, as it will solve a lot of issues

(EVs) and hoping that the auto manufacturers will engineer EV trucks and buses very soon, as it will solve a

lot of issues.

For instance, the transportation sector is responsible for nearly 14% of India's total GHG emissions. Road transport, in particular, accounts for over 90% of transport emissions in the country. Therefore, to achieve the net-zero goals, India has to decarbonise road transport. Electrification of road transport will go a long way in the reduction of the country's overall GHG emissions.

India has more than 2.8 million trucks that run over 100 billion kilometres per year. By number, trucks are just 2% of the on-road vehicles, yet they contribute over 40% of emissions and fuel consumption from road transport. According to studies, to reach net-zero emissions, the share of electric trucks to overall freight trucks should be at least around 8% by 2070.

Currently, India is far behind in the electrification of road carriers. There are multiple reasons because of why the sector hasn't yet got the traction it needs. Following are some of the major reasons.

EV Trucks' Uncertainty of Carrying Heavy Loads

There is a common doubt about the competence of trucks, even pickup trucks, in carrying heavy loads, and also about the maintenance they may need.

Being an Unorganised Sector Doesn't Help

The truck market is highly unorganised. About 75% of the fleet is operated by owners owning five or fewer trucks. Further, once the cargo is delivered, about 30% - 50% of trucks return empty, leading to a waste of



Ramesh Agarwal
National President, AITWA

time and resources. Thus, the challenges included waste of resources, high costs, heavily intermediated returns and redundancies in the sector. Thus, replacing them with electric options becomes costlier. Moreover, an electric bus case is a classic example. Instead of purchasing the buses from the state transport undertakings (STU), they asked manufacturers to operate the buses themselves. But when it comes to trucks, the operators are small and fragmented. Due to this sole reason, the technical and financial risks are enormous to be tested by these operators.

No Financial Incentives

To initiate any new thing finances are required in good numbers. So, for manufacturers as well as buyers financial incentives are a must. Unfortunately, as of now, no such initiative is in place for EV trucks.

In FAME-II, the second phase of the EV scheme, it was declared that 7,000 electric buses, 500,000 electric three-wheelers, 55,000 electric passenger cars and 1 million electric two-wheelers will be launched with the support of Rs 1,000 crores. There was



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no mention of electric trucks.

Is Electric Vehicle Policy Not for Commercial Vehicles?

India is the sixth-largest commercial vehicle market in the world and a large exporter of vehicles and spare parts. The right policy move will be a perfect boost for the electric trucks to flood the Indian logistics sector. Many states in India have their electric vehicle policies; yet, the freight sector is ignored in most of them. India needs a policy for electrifying its trucking fleet.

International Council on Clean Transportation studies estimates that heavy-duty truck activity might quadruple by 2050 to over 400 billion kilometres annually. Thus, decarbonising the sector is vital for reaching the net-zero targets. The zero-emission trucks are aligned with India's ambitious climate, air quality, and energy security goals.

Electric Trucks are Costly too

Another challenge is the high cost of electric trucks. As we know, most of the owners of fleets are generally small and fragmented. Hence, high-cost investment in a new technology becomes riskier for them. For instance, a TATA LPT 1613 Truck comes at a price of around Rs18.3 Lakh (around \$23,000) in India. The



truck comes with 16.2 Tonnes of GVW. Comparatively, Tesla's Semi 500-mile range model will come to around \$180,000, a 6-7 times price range. The high costs make electric options less unviable, even after accounting for lower running costs thanks to fuel savings.

With the focus on the use of green hydrogen in transport, hydrogen-

powered trucks might be seen at the same time, or even earlier than full-fledged electric trucks in India well before 2030 but seriously EV trucks could also be a handy option for the future. When this will be materialized logistics operations will go a one notch up and delivery services for customers upgraded while reducing costs and complexity for businesses.

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Brahma Kumaris



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Reimagine Business Models with A Focus on Technologies to Excel

Digital services are driving the future of the commercial trucking industry. To achieve success, commercial vehicle manufacturers must embrace digitalization, collaboration, and the evolving needs of drivers and fleet managers.

As for commercial trucking companies, they must adopt digital services to thrive and gain a competitive advantage in the market. By meeting the ever-changing market demands, they can enhance their offerings and differentiate themselves from traditional solutions.

This includes prioritizing electric vehicle technology, autonomous driving systems, connectivity, and commercial vehicle solutions. This is how manufacturers will enhance efficiency, drive productivity, and lead long-haul trucking.

Talking about technologies, there are a few which have been around for a while. Also, there are others which are in their infancy but ready for technological advancements on the horizon. Either way, each of them is essential in keeping the modern supply chain functioning as it should.

The Internet

The term 'internet' might look like an outdated word but its use is not. The way we use the internet as a tool for supply chain management is irreplaceable and ever-evolving. The internet was once used as a way for personal computers to communicate with each other, but as time passed, its use became more versatile. Today, we cannot do without the **Internet of Things (IoT)**, which is vital in supply chain management.

IoT devices have revolutionised the efficiency of supply chain operations, allowing us to verify the exact location of goods through GPS, track shipments and the movements of goods, monitor the storage conditions of our stock, process goods much faster, and much

more. The IoT will only get better over time as more devices are added to the network.

As supply chains grow in size and data complexity, IoT enables the growth of "touchless" systems that streamline and simplify processes. Besides increasing efficiency, IoT technology can lower costs, boost productivity, and reduce delivery times.

Artificial Intelligence (AI)

Thanks to Artificial intelligence for letting us scrape enormous quantities of data quickly and present it in the form of useful insights. Through these insights, we can cut costs, plan to meet future trends, optimise delivery routes, reduce processing time, improve inventory and warehouse management, improve customer service, and much more. Ultimately, organisations that embrace AI can greatly enhance the productivity and efficiency of their operations. The combination of AI and the cloud makes data accessible to stakeholders anywhere in the world, which simply wasn't possible before.

Robotics and Automation

Robotics and automation technology improve warehouse productivity by replacing labour-intensive activities typically performed by humans. Advanced systems used by leading companies manage hundreds of orders per hour in addition to identifying and manipulating objects in multiple positions and varying orientations.

In its simplest form, automation can take care of everyday tasks such as emailing order details to your customers, notifying you when stock levels are low, and printing the correct labels for shipping. We can expect to see robotics in the supply chain take off in the coming decades, with AI and machine learning continuously improving the efficiency of manufacturing, fulfilment, and transport.

Today, though, most systems are limited to smaller product sizes and lighter weights, development is



Abhishek Gupta
General Secretary, AITWA

underway for advanced systems that handle heavier loads. In the interim, robot arms and automated guided vehicles currently support human workers to boost productivity and reduce costs.

Cloud computing

Until a few decades back offices in many industries with computers had a noisy room with servers to keep all of their digital data safe. To access that data you'd need permission, and you'd be unlikely to get permission if you didn't work in the office. Cloud computing has changed all of that, **as big corporations like Google and Amazon have their encrypted servers** which we can access from anywhere in the world. We're also able to share that data with whomever we like, seamlessly.

The cloud allows stakeholders and machines to send and access important data wherever they are in the world, which helps businesses make smarter, real-time decisions about all things supply chain management.

So, in this digital landscape, logistics and transport companies will have to reimagine their business models, establish strategic partnerships, and forge ahead with a focus on technologies. This is how they will be able to successfully navigate the dynamic setting, achieve success, and unlock outstanding growth.

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Carrier's Risk In Transportation

In the changing dynamic of business, the industry expects carriers to give them some add-on services in terms of warehousing facilities, express delivery of cargo, point-to-point solutions etc. Not only this, most of them also do not even want to insure their cargos for transit risk. In recent years, big corporates like Tata Steel, Indian Oil Corporation, Berger Paints, Dabur India and many more have stopped insuring their cargos for transit risk and are compelling transporters to carriage their consignment on 'Carrier's Risk'.

'Carrier's risk' typically refers to the assumption of risk by the carrier in the transportation of goods. In the context of shipping and logistics, the term is often used to describe the responsibility and liability of the carrier for any loss or damage that may occur during the transportation process.

When goods are in transit, various risks such as theft, damage, or loss can arise. The concept of 'carrier's risk' implies that the carrier is assuming responsibility for these risks unless otherwise specified in a contract or agreement. This is a crucial aspect of terms of carriage and shipping agreements.

Carriers are reluctant to take responsibility for transit risk. They sometimes even refuse to take transportation assignments for uninsured cargo, not just losing their business but also their reputation. The market is changing dramatically; hence the carriers also need to change their approach accordingly.



Some transporters have already changed their working styles. They are now offering two freight rates, one with insurance and another, without insurance. Some of them are offering services of transportation of uninsured cargo knowingly to beat the competition.

Now the question arises, how to tackle Carrier's Risk movements? If a carrier books a cargo at 'Carrier's Risk', he has two options. First, he can retain the risk and second, he can transfer a transit risk to an insurance company. Most transporters do not prefer to retain the risk and protect their financial risk by insuring their parties' cargo under marine insurance.

When they decide to insure their cargo, the first question in their minds comes 'How a carrier can take marine transit insurance in his name where he is not an owner of the cargo?' This is a very valid question. In this process, is there

no violation of the basic principle of insurance i.e. 'Insurable interest?' Principally, it seems this is a violation of the principle of 'insurable interest'. But if we inspect it thoroughly, we will discover that the contracts between carriers and cargo owners are made on the term of 'absolute liability'. When a loss occurs, the concerned party deducts the loss amount from the freight bills of the carrier. Therefore, we can say, that the carrier is also an owner of the cargo, and he tries to safeguard the cargo, entrusted to him for transportation as his own, thus having an 'insurance interest' in the cargo of their parties.

How to choose the best marine transit policy?

Choosing marine transit insurance is a crucial step in protecting your goods during transit. Here are some key factors to consider when selecting marine transit insurance:

1. Type of Coverage:

• **All Risk Coverage (ITC-A):** This provides the most comprehensive coverage, including damage from accidents, theft, and other perils, unless specifically excluded.

• **Named Perils Coverage (ITC-B or ITC-C):** This covers only specific risks that are explicitly stated in the policy. It's generally more limited than all-risk coverage.

2. Coverage Limits:

Ensure that the coverage limits are sufficient to cover the value of your goods. Ensure proper per sending and per location limits.

3. Exclusions:

Carefully review the exclusions in the policy. Some policies may exclude certain types of damage or specific items. Be aware of these limitations.

4. Deductibles:

Check the deductible amount. A deductible is the amount you must pay before the insurance coverage kicks in. Higher deductibles often result in lower premiums, but make sure it's an amount you can comfortably afford.

5. Mode of Transportation:

Different policies may cover different

modes of transportation (sea, air, land). Ensure that the policy covers the specific mode your goods will be transported.

6. Destination Coverage:

Consider where your goods will be in transit and ensure the policy covers the entire journey, including any trans-shipment points.

7. Duration of Coverage:

Determine the length of time the coverage is needed. Some policies are for a single shipment, while others may cover multiple shipments over a specified period.

8. Insurance Provider Reputation:

Choose a reputable insurance provider. Look for companies with experience in marine transit insurance and check reviews or testimonials from other clients.

9. Cost:

While cost is an important factor, it should not be the sole consideration. Compare the cost with the coverage offered.

10. Claim Process:

Understand the claims process. A smooth and straightforward claims

process is crucial if you need to make a claim.

Before finalizing any marine transit insurance policy, it's advisable to consult with an insurance professional who has expertise in marine transit insurance. It is advisable to choose a professional who has a great knowledge of marine transit insurance claims.

**About the Author:**

Mr Abad Khan is a graduate of Delhi University. He also owns a postgraduate

diploma in insurance from the Insurance Institute of India. With more than 20 years of experience in dealing with corporate/ transporters insurance policies, risk management services and all kinds of insurance claims he is a name to reckon with. His firm **AK Insurance Marketing Private Limited** offers services in Pan India under the name **BimaSathi**. E-mail: **abad@bimasathi.in** **www.bimasathi.in**

x

*If your mind is caught in bondages and
problem of the past, you will not experience
the joys of the present.*

Brahma Kumaris

Government: Green Initiatives in Construction Sector will be Taken to Achieve the Vision of Prime Minister to Make the Country Carbon Neutral by 2070

Union Minister for Road Transport and Highways Nitin Gadkari said green initiatives in construction sector will be taken to achieve the vision of Prime Minister Narendra Modi to make the country carbon neutral by 2070.

Addressing a press conference in New Delhi he said under the leadership of Prime Minister all steps will be taken for making the country clean and garbage free. He said in the ongoing Swachta hi seva fortnight several programs including cleanliness drive along national highways, wayside amenities, Dhabas, Toll plazas have been planned at 13000 locations and work has been completed in almost 7000 locations.

Gadkari said disposal of Solid Waste generated on daily basis is the major environmental challenge being faced in urban areas across Country. He said about 10000 ha of land is locked in dump sites. He said Ministry is working on solutions to utilize urban solid waste in Highway Construction. He said creating wealth from waste is possible through technology and visionary leadership.

Talking about the Alternate bio fuels in the country Gadkari said he has been a strong proponent of creating an Ethanol Economy and has been pushing for large scale up-take of Ethanol to boost the agricultural

growth by 6%. He said the objective is to make Ethanol Economy of Rs. 2 Lakh Crore. He said with the launch of World's First BS-6 Compliant Flex Fuel Strong Hybrid Vehicle in Delhi Flex Engines will be operating on 100% ethanol and the savings would

Talking about the Alternate bio fuels in the country Gadkari said he has been a strong proponent of creating an Ethanol Economy and has been pushing for large scale up-take of Ethanol to boost the agricultural growth by 6%.

He said the objective is to make Ethanol Economy of Rs. 2 Lakh Crore

surpass Rs. 1 Lakh Crore for the economy. He said the IOCL plant in Panipat converts agricultural waste, like rice straw, into ethanol and biobitumen.

The Minister said with advancements in bio-ethanol production

technologies, 1 ton of rice can yield approximately 400 to 450 liters of ethanol, symbolizing a significant stride towards sustainability and energy independence.

Gadkari said by 2025 there will be a mandate to use 1% Sustainable Aviation Fuel with prospective plans to escalate to 5% blending in India in future. Indian Oil is establishing a plant in Panipat with a capacity to produce 87,000 tonnes of Sustainable Aviation Fuel, he added.

Gadkari said in India the telecom sector operates approximately 6 lakh mobile towers. Traditionally, these towers have been reliant on diesel generator sets for power, with one tower consuming around 8,000 liters of diesel annually.

He said this cumulatively results in a staggering consumption of 250 crore liters of diesel, costing around Rs. 25,000 crore every year. The Minister said the integration of ethanol as a fuel for these generator sets offers a sustainable alternative to diesel and the market has already developed a Generator Set on 100% ethanol. He said he is pushing the GenSet industry to only operate on Ethanol based Generators in the time to come.

Gadkari said Hydrogen is the fuel for the future and the most important way through which India can become a net exporter of energy.



7 Tips For **SAFE WINTER DRIVING** *for Truckers*

1

TAKE IT SLOW

When the weather is bad, even the speed limit can be too fast. Go as slow as you have to in order to be safe and keep control of the truck.



2



GIVE YOURSELF SOME SPACE

Make sure to give as much space between yourself and other vehicles as possible. If visibility is low and you can see the tail lights of the car in front of you, you're too close.

SPLIT FROM THE PACK

3

Traffic often travels in "packs", and the last place you want to be is in the middle of one. Space yourself out from the larger clumps of vehicles to reduce the risk of accidents.



4

PLAN FOR THE WEATHER

Keep an eye on the weather reports, so that you know when difficult conditions are coming and can prepare in advance.



6

FILL YOUR FUEL TANK

The extra weight will keep your tires on the ground and prevent slipping.



STOCK UP ON EXTRA EQUIPMENT



Good snow trucking gear includes chains, bungees, gloves, flashlights, winter boots, warm clothing, washer fluid, and anti-gel.

5

USE GOOD JUDGEMENT

7

If conditions seem too dangerous for you to make the trip at all, call it off. A missed deadline is better than an accident.



MoRTH Chief Addresses the Ministerial Session at the 27th World Road Congress

Union Minister for Road Transport and Highways Nitin Gadkari addressed the Ministerial Session at the 27th World Road Congress in Prague, Czech Republic, focusing on Road Safety.

Gadkari emphasized adopting a holistic approach to minimize road crashes and fatalities by stakeholders at all levels. He reiterated Bharat's special focus on spreading awareness to effect behavioral change and ensuring flawless enforcement of rules.

The Minister further apprised the gathering of the strides India has been taking in the field of automobile safety with flagship programs such as BHARAT NCAP and reiterated our commitment to achieving the global road safety targets set in the Stockholm Declaration.



Ministry of Road Transport and Highways Aimed at Institutionalizing Swachhata and Minimizing Pendency within the Ministry and its Subordinate Offices

The Ministry of Road Transport and Highways (MoRTH) has undertaken several activities all over the country under the “Special Campaign 3.0”, aimed at institutionalizing Swachhata (cleanliness) and minimizing pendency within the Ministry and its subordinate offices viz NHAI, NHIDCL & IAHE. These activities include “Swachhata Abhiyan” (cleanliness drive) in the offices, at various toll plazas, project sites etc and disposing pending files, weeding out scrap and making roads pothole-free.

The campaign, which started on 2nd October, will continue till 31st October. The entire campaign has been planned in line with the vision of Prime Minister Narendra Modi, under the guidance of Minister RT&H Nitin Gadkari and MoS RT&H General V.K. Singh.

Kickstarting the campaign, Secretary MoRTH Anurag Jain recently inspected the offices and building premises at the Transport Bhavan here. He emphasized on maintaining highest standards of cleanliness and

directed the officials to give a smart look of the offices. He spent time at the Central Registry (CR) Section (Dak Section) of the Ministry, which handles external communication, including Public Grievances, PMO references etc. and gave necessary instructions to improve its efficiency. Joint Secretary Kamlesh Chaturvedi and other senior officials were present during the inspection.

As a precursor to the campaign, a “Swachhata Hi Seva (SHS) campaign” was carried out from 15th to 30th September, following which a special campaign “Ek Taarikh, Ek Ghanta, Ek Saath” was conducted on 1st October all over the country. A Swachhata pledge ceremony and cleanliness drive was organized in Transport Bhavan on 2nd October, the birth anniversary of Mahatma Gandhi, to mark the beginning of “Special Campaign 3.0”. The launch saw participation of senior MoRTH officials including Additional Secretary Amit Kumar Ghosh, Joint Secretaries Kamlesh Chaturvedi and S.P. Singh, besides others.

Till 16th October, the Ministry has

disposed 601 Public Grievances, 162 Public Grievance Appeals, 147 MP references, 4 PMO references, and 10 Parliamentary Assurances. It has weeded 4,270 physical files. As many as 11,958 Cleanliness campaign

Till 16th October, the Ministry has disposed 601 Public Grievances, 162 Public Grievance Appeals, 147 MP references, 4 PMO references, and 10 Parliamentary Assurances. It has weeded 4,270 physical files. As many as 11,958 Cleanliness campaign events have been organized in different parts of the country. The Ministry has been able to free 200 sq ft area within office premises during the campaign so far

events have been organized in different parts of the country. The Ministry has been able to free 200 sq ft area within office premises during the campaign so far. The Cleanliness campaigns are being organized at toll plazas, Regional Offices & PIU/PMUs of MoRTH/NHAI/NHIDCL.

As part of the campaign, monitoring of disposal of pending MP references, Public Grievances, record management of files etc is being done by MoRTH on a daily basis through a dedicated portal. Efforts are being made for their quality disposal through coordination among different offices.

Hindustan Zinc Signs Deal to Deploy GreenLine's LNG-powered Trucks



Hindustan Zinc Ltd has signed a deal to deploy GreenLine Mobility Solution Ltd's LNG-powered fleet in its supply chain and transportation operations, said India's first and the only LNG-fueled heavy trucking logistics company, reported PTI. In a statement, GreenLine said it will invest INR 200 crore for deploying LNG-powered trucks for Hindustan Zinc's road logistics.

"Hindustan Zinc, India's largest and only integrated producer of zinc, lead and silver, has chosen GreenLine Mobility Solutions Ltd (GreenLine), a part of Essar Group and a pioneer in

green mobility solutions, as its sustainable logistics partner and is set to deploy GreenLine's LNG-powered fleet in its supply chain and transportation operations," it said.

LNG-powered vehicles significantly reduce emissions compared to diesel and align perfectly with the sustainability goals of both organizations. This initiative will not only reduce the carbon footprint associated with transportation but also set new industry standards for green logistics.

Speaking on the occasion, Arun Misra, CEO, Hindustan Zinc, said, "Sustainability is an integral part of

our company's identity and represents the core commitment of our management and employees. Deployment of LNG vehicle align with our approved SBTi targets to reduce 50 % of absolute Scope 1 and 2 GHG emissions and further reduction of 25 % of absolute Scope 3 GHG emissions by FY2030 from the base year FY2020."

By introducing LNG vehicles, the company is not just showcasing its commitment towards decarbonising Indian mining but also paving the way for a transport revolution, he said. "This is yet another step towards our vision of net-zero by 2050 or sooner, and we look forward to scaling this up in the coming months."

Anand Mimani, CEO, GreenLine, said, "Indian corporate leadership is committed to reducing their carbon footprint, and we are enabling their mission with our green logistics solutions. Clean, green mobility solutions will play a very important role in helping industries achieve their sustainability goals."

Hindustan Zinc is committed to achieving net zero emissions by 2050.

GreenLine's LNG-powered trucks, manufactured by Blue Energy Motors, reduce toxic emission significantly compared to diesel - CO₂ by up to 30 %, SO_x by up to 100 %, NO_x by up to 59 %, particulate matter by up to 91 % and CO by up to 70 %.

GreenLine has collaborated with multiple organizations to create India's first and only integrated green logistics ecosystems to make LNG trucking a reality in India, paving the way for widespread adoption of LNG fuelled long haul trucks by showcasing its immense advantages for corporates, the statement added.

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"When you have a dream, you've got to grab it and never let go." — Carol Burnett

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- ✓ पेशकशों के विस्तृत सूची - पुनर्वित्त, पुनर्खरीद, टॉप-अप, रीफाईनेन्स और बैलेन्स ट्रांसफर ऋण।
- ✓ लोन अवधि 60 महीने तक।
- ✓ बड़े फ्लीट ऑपरेटरों से लेकर पहली बार उपयोग करने वाले।
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प्रथम वर्ष के बाद किसी भी समय आंशिक ऋण चुकाने का विकल्प उपलब्ध है

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

- ✓ ट्रांसपोर्टर्स 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 यस 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 क्योंकि 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 है। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/चूक के कारण।

BharatBenz opens 5 new 3S dealerships in the North, Northeast and Southern States

Daimler India Commercial Vehicles (DICV), the wholly owned subsidiary of Daimler Truck AG, announced the further expansion of the BharatBenz sales and service network in the North, Northeast and Southern regions of India with 5 new 3S dealerships. The BharatBenz sales and service network now comprises over 320 locations, strengthening the presence of the brand and customer service across the country.

The 5 new BharatBenz network locations were inaugurated in Trichy (Tamil Nadu), Moradabad (Uttar

Pradesh), Jindh (Haryana), Aizwal (Mizoram), and Dimapur (Nagaland). The company has also opened an exclusive spare parts outlet in Vandalur, Chennai, Tamil Nadu.

These new BharatBenz dealerships are strategically located closer to National and State highways to deliver quick and reliable service to customers. These facilities have been designed to offer customers comprehensive solutions with respect to sales, service, and spare parts for BharatBenz's entire range of commercial vehicles, and also offer them a unique experience at the

respective locations, the company said in a press release.

Sreeram Venkateswaran, President, and CBO of Daimler India Commercial Vehicles, said, "India's infrastructure development is on an upward trajectory, which is a great sign for the commercial vehicle industry. This is aiding a faster reach to all markets. Having crossed 320 sales and service locations, we will continue to expand our sales and service footprint in the coming months to achieve 350 network locations by the end of 2023."

VECV Marks 15 Years in India, Stays Focused on Exports and EV Growth

Volvo Eicher Commercial Vehicles (VECV) is exploring new export markets and is keen on electric vehicles (EVs), compressed natural gas (CNG), and liquid natural gas (LNG) vehicles segments in India, reported Business Standard.

As the joint venture company between the Volvo Group and Eicher Motors completes 15 years in India, it expressed its commitment to target markets in West Asia, South East Asia and Africa for exports. It will expand its footprint in light and medium duty, heavy duty trucks and buses.

"If you think globally, traditionally we have been very strong in the South Asian market, Bangladesh, Nepal, Sri Lanka. Now, we are aggressively looking at West Asia, South East Asian markets like Indonesia and Malaysia, some countries in Africa and Latin America," said Vinod Aggarwal, VECV's managing director and chief



executive officer.

"When we started in 2008, we were having revenue of around \$200 million and now we have a size of \$2.2 billion. It was an amazing journey in terms of growth this year. The company is well invested in terms of product range, capacity and service network. We are a company that is very well positioned for continued growth," said Sofia Helena Frandberg, chairperson of VECV. The company has in 15 years increased its market share in light and medium duty trucks from 25 per cent to 33 per cent, 1 per

cent to 9 per cent in heavy duty trucks, and 5 per cent to 24 per cent in buses.

"We are already a strong player in CNG. On the other hand, on LNG, we are ready for the market whenever infrastructure is ready. We are also betting big on electric vehicles and are growing at a faster pace too. We are focusing on all the above sectors," said Aggarwal.

VECV, in September, signed an agreement with GreenCell Mobility to supply 1,000 Eicher electric buses for the mass mobility company's inter-city business NueGo in the next five years.

In August, VECV announced it would collaborate with Amazon for the electrification of the e-commerce firm's delivery operations in India. The collaboration will introduce some 1,000 zero-emission electric trucks across various payload categories into Amazon's delivery operations over the next five years.



Looking back is the best way to look forward.

On our fiftieth birthday, our timeline is filled with: the relationships we've formed, the trust we've honoured, the fairness we've played by, the lives we've touched, the lessons we've learned and the values we've passed on. Today, we pause and yet we keep moving on. At each step, we continue to be guided by the hands of yesterday.

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Shriram Finance
Shriram General Insurance
Shriram Life Insurance
Novac Technology Solutions



Shriram Chits
Shriram Housing Finance
Shriram Asset Management Company
Way2Wealth
Shriram Insight Share Brokers

Mercedes-Benz Custom Tailored Trucks Converts Actros 8x4/4 as its 3,00,000th Vehicle

Mercedes-Benz Custom Tailored Trucks (CTT), the department for tailor-made conversions from Mercedes-Benz Trucks, has successfully converted its 300,000th vehicle. The anniversary vehicle is an Actros 8x4/4 Full-SLT for use in the heavy-duty sector.

Marc Schulz, Head of Product Development and Marketing at Mercedes-Benz Custom Tailored Trucks, said, "In a world of increasing complexity, the right vehicle for a specific transport demand might not be available in series production. Custom Tailored Trucks offers solutions where the wide range of standard and optional equipment from Mercedes-Benz Trucks reaches its limits. As a central point of contact for customer special requests, we at CTT

deliver unique, tailor-made solutions for our customers. For more than 20 years, the teams at CTT have been developing, implementing, and selling tailor-made solutions."

Actros 8x4/4 Full-SLT anniversary vehicle After the Actros rolled off the production line in Würth, the original 3-axle truck was converted into a 4-axle, full-size SLT with two driven axles in Molsheim and at TITAN in Sulzbach to be able to use it as a semitrailer truck for heavy-duty transport. For this purpose, an 8-ton leading axle was installed and frame mounted behind the cab, offering space for a 900-liter fuel tank, a compressed-air vessel, and a rear-mounted cooling system for cooling in fueled operation and retarder mode.

The likewise retrofitted fifth-wheel coupling and the slider allow efficient

axle load distribution. The frame, including components, was then equipped with a side trim. Custom Tailored (e)Trucks – eActros 300 Low liner for stringent demands Electric trucks play an important role in implementing the Mercedes-Benz Trucks strategy of locally CO₂-neutral transportation.

Based on the eActros 300 semi-trailer truck, CTT is currently building a "low liner" variant of the electric truck in Molsheim as a pilot project, which is suitable for use with mega trailers and in automotive logistics. The eActros 300 can also be a suitable solution for high-volume transport that requires an interior height of up to three meters as a lowliner. The completed low liners are initially to be used by selected customers in-plant logistics at Mercedes-Benz Trucks.

Mumbai Boy Helps Build Autonomous Trucks

Quresh Sutarwala is helping build autonomous trucks, reported TNN. The Mumbai boy is the systems engineering lead at Kodiak Robotics, a California company that's been among the first to put autonomous trucks on highways. Kodiak trucks have covered the 330 km from Dallas to Houston in 3 hours and 15 minutes with the human driver doing almost nothing but keeping an eye out.

The company's technology stack – called Kodiak Driver – covers perception (seeing the world), planning (deciding how and where to navigate), and control (controlling brakes, steering and accelerator) to drive autonomously on highways. Quresh leads the efforts for developing testing frameworks that

ensure a high safety, quality, and performance standard. "Put another way, I develop the tests, test methods and pass/fail criteria that the Kodiak Driver is evaluated against to ensure safety, reliability and quality of the technology product. I also contribute to the design of the architecture of the Kodiak Driver and development of software algorithms for safety assurance of the selfdriving autonomous vehicle," he says.

Quresh grew up in the Mumbai suburbs of Andheri, graduated from DJ Sanghvi College of Engineering, and went on to do a Master's in electrical engineering, with a minor in computer science, at the University of Minnesota. His first job was at Cummins, the designer and maker of fuel engines and generators, where he worked for eight years in areas like

controls, diagnostics, and system integration. He then led the hardware systems engineering at Nuro, a California robotics company that develops autonomous delivery vehicles.

"From my undergraduate days, I was excited about robotics and controls. As my career progressed, I realised that working on autonomous vehicles was the perfect intersection of robotics technology and the automotive industry," he says.

The technology for autonomous vehicles is a combination of complex hardware and software systems that include using advanced sensors such as Lidar, radar, high-resolution cameras, advanced computing devices, multiple redundancies in brakes and steering, and deploying AI/ML, and traditional control systems.

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Employee
Strength

6000+

Vehicles/day
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Covered Area

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Network

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Pioneering the Tech-Driven Future of Indian Supply Chain



Mrs. Hima Parvathaneni

In the realm of entrepreneurship, Hima Parvathaneni is a name that stands tall, marking her territory as a third-generation leader, an inspirational woman who leads in a traditionally male-dominated domain - the logistics and supply chain industry. With a rich background in product development from the tech hub of Silicon Valley, she has become a beacon of innovation and resilience in a sector undergoing rapid transformation.

Hima's journey begins with a solid foundation in education. She completed her engineering studies at the prestigious institution of BITS Pilani, setting the stage for her future endeavors. Her academic journey provided her with the technical knowledge and problem-solving skills that would prove invaluable in her professional career.

Seeking to further enrich her educational experience, Hima pursued a master's degree at Duke University. This higher education not only expanded her horizons but also deepened her understanding of various aspects of business and technology.

Following her academic pursuits, Hima embarked on an exciting journey to the Silicon Valley. There, she sought challenging opportunities that would allow her to put her education and skills into practice. Working with global teams

in product development, she had the privilege of immersing herself in the world of technology, understanding client requirements at the ground level, and gaining insights into what it takes to bring products to market successfully.

These experiences formed the bedrock of her professional journey, shaping her into the accomplished leader she is today at Navata SCS. Her strong educational background and her hands-on experience in product development have been instrumental in her ability to understand and meet client needs effectively. Hima Parvathaneni's journey exemplifies the power of education, experience, and a relentless pursuit of challenging opportunities.

Hima's journey into the world of logistics and supply chain solutions is a testament to her passion for innovation. With a strong foundation in client-centric product development nurtured in the tech epicenter of Silicon Valley, she brought an unconventional perspective to a traditional industry. Her deep-rooted tech-savvy background, honed through years of experience, provided her with a unique vantage point in reshaping the Indian supply chain landscape by leveraging the six decades of ground-level dominance of Navata with automated tech-enabled supply chain solutions.

Hima's expertise is the cornerstone of her distinction in the supply chain industry. Her ability to bridge the gap between traditional logistics and emerging technology solutions is remarkable. Her passion for embracing cutting-edge tech tools in machine learning, data analytics and Artificial Intelligence is evident in her work. As she succinctly puts it, "The marriage of technology and logistics is not just a trend but a necessity. Embracing tech solutions is not an option but a survival strategy."

The logistics and supply chain sector have traditionally been the stronghold of men. Hima, however, believes otherwise. According to her, Technology and Leadership knows no gender. Her presence at the helm of Navata Transport

and Navata SCS is a powerful symbol of empowerment. "Leadership is not about gender; it's about capability and determination," she remarks. Her journey has opened doors for other women looking to conquer similar horizons.

Hima's influence at Navata Transport and Navata SCS is nothing short of transformative. Her vision for integrating technology seamlessly into supply chain operations has resulted in end-to-end visibility, increased efficiency and cost savings. Her thoughts on this are inspiring, "In an age where technology drives business, a modern supply chain must adapt, or it will be left behind."

She has overseen the implementation of data-driven decision-making processes, optimizing routes, and enabling real-time tracking of shipments, all leading to higher customer satisfaction and cost-effectiveness. "Data-driven decisions are the heart of a successful supply chain. It's about knowing where your resources are and how to use them optimally," she emphasizes.

Hima's journey as a third-generation entrepreneur, a woman in a male-dominated business, and her contributions to the Indian supply chain industry are best reflected in her own words:

1. "Innovation is at the core of our DNA. It's not just about keeping up with the times; it's about leading the way."
2. "Being a woman in a male-dominated industry has never deterred me. In fact, it has been my motivation to prove that success knows no gender."
3. "I see technology as a bridge to connect the dots in the supply chain. It's not just about moving goods; it's about making them move smarter."

Hima Parvathaneni's journey is one of resilience, innovation, and determination. She is a shining example of a tech-driven pioneer in the Indian supply chain industry, and her contributions continue to shape the future of logistics and supply chain solutions. As she herself aptly puts it, "The future of supply chain is not a distant horizon; it's here, and it's tech-driven."

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"There is nothing impossible to them who will try." — Alexander the Great

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Daimler Truck's GenH2 Prototype Completes 1,047-km Journey with Single Fill

A Mercedes-Benz GenH2 Truck prototype traveled 1,047 km from Woerth am Rhein to Berlin, marking a significant achievement for Daimler Truck's hydrogen-powered vehicles. This is part of Daimler Truck's dual-track strategy involving both hydrogen and battery technologies and underscores the practicality of hydrogen fuel cells in long-haul transport, the company said.

Andreas Gorbach, a member of Daimler Truck AG's Board of Management and Head of Truck Technology, highlighted the truck's capability to cover such distances with a single hydrogen fill. This successful journey demonstrated the viability of hydrogen fuel-cell technology in decarbonizing flexible and demanding long-distance road transportation.

The Mercedes-Benz GenH2 Truck, certified for public road use, commenced its journey on September 25th from Woerth am Rhein and concluded on September 26th in Berlin. The truck, fully loaded with a gross combined weight of 40 tons, completed the run under real-world conditions without emitting CO₂ throughout the entire journey. The accuracy of this achievement was independently confirmed by TÜV Rheinland.

Rainer Müller-Finkeldei, Head of Mercedes-Benz Trucks Product Development, and Petra Dick-Walther, Secretary of State for Economic Affairs in Rhineland-



Palatinate, sent off the hydrogen-powered truck in front of international media. They celebrated the innovative spirit of Rhineland-Palatinate and its contribution to transforming the transport industry.

Following the record run, Andreas Gorbach emphasized the importance of both battery-electric and hydrogen-powered technologies in the decarbonization of transport. He noted that achieving the 1,000-kilometer milestone with a single fill demonstrated the practicality of hydrogen for trucks, emphasizing the progress toward series production. Gorbach also stressed the need for green energy infrastructure and competitive costs in making the transition to emission-free technologies.

Before the run, the Mercedes-Benz GenH2 Truck was refueled with renewable liquid hydrogen at Daimler Truck's filling station in Woerth. The cryogenic liquid hydrogen, stored in two 40 kg tanks on the truck chassis, was sealed and maintained its temperature without active cooling,

thanks to efficient tank insulation. Daimler Truck favors liquid hydrogen for its higher energy density compared to gaseous hydrogen, enabling increased range and performance similar to conventional diesel trucks.

Daimler Truck remains committed to a dual-track strategy, investing in both hydrogen and battery-powered vehicles. As a major global commercial vehicle manufacturer, the company aims

to offer CO₂-neutral vehicles in core markets by 2039. While battery-electric trucks are suitable for certain haulage scenarios, hydrogen-based drives appear more promising for highly flexible and demanding heavy-duty transport and long-distance haulage. Infrastructure development and the availability of green electricity are crucial for a successful transition, and Daimler Truck believes that both technologies are essential for meeting energy demands.

The journey from Berlin to Berlin over the past three years has been a transformative one for hydrogen-powered trucking. Daimler Truck's commitment to hydrogen technology, the introduction of the Mercedes-Benz GenH2 Truck Concept in 2020, and the establishment of cellcentric as a joint venture with Volvo Group have paved the way for sustainable transportation. First fuel-cell truck prototypes are undergoing rigorous testing, and the company aims to introduce the series version of the Mercedes-Benz GenH2 Truck in the second half of the decade.

Dwell Time Performance: PAN India



Pipavav	
Import	Export
70.4 hrs	102.9 hrs

Hazira	
Import	Export
41.0 hrs	100.7 hrs

Mundra	
Import	Export
38.7 hrs	98.8 hrs

Nhava Sheva (JNPA)	
Import	Export
19.0 hrs	71.4 hrs

Kandla	
Import	Export
38.1 hrs	94.7 hrs

Goa	
Import	Export
-	-

Tuticorin	
Import	Export
19.8 hrs	50.9 hrs

Kochi	
Import	Export
40.5 hrs	80.5 hrs

New Mangalore	
Import	Export
95.8 hrs	88.6 hrs

Krishnapatnam	
Import	Export
64.0 hrs	62.0 hrs

Kattupalli	
Import	Export
43.4 hrs	80.6 hrs

Ennore	
Import	Export
38.0 hrs	91.9 hrs

Chennai	
Import	Export
43.1 hrs	85.6 hrs

Kolkata	
Import	Export
37.1 hrs	130.9 hrs

Visakhapatnam	
Import	Export
70.8 hrs	87.4 hrs

Haldia	
Import	Export
65.9 hrs	96.7 hrs

Note: Goa has zero volume.

Source: NICDC Logistics Data Services Limited

Ashok Leyland launches ecomet Star 1915 with 18.49T GVW



Ashok Leyland, the Indian flagship of the Hinduja Group, launched the ecomet Star 1915 truck with GVW of 18.49T in the ICV segment.

This truck provides industry-leading fluid efficiency and the best payload capacity. The company provides customers the option to pick from four different loading span configurations. The truck is tailored for long-distance haulage customers who prioritize higher payload capacity with 4-cylinder engines for a faster turnaround time.

Ashok Leyland has launched several products such as the ecomet Star 1615, 1815, and 1815+ trucks. ecomet Star 1915 is positioned to address the logistical demands of Ashok Leyland's customers in applications like e-commerce, parcel delivery, transportation of fresh produce, auto parts, FMCG, and more, the company said.

Sanjeev Kumar, President - MHCV, Ashok Leyland, said, "Ashok Leyland

is complimenting the rapid expansion of the ICV segment by consistently introducing unique and innovative

***Sanjeev Kumar,
President - MHCV,
Ashok Leyland, said,
"Ashok Leyland is
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innovative products. We
are delighted to unveil
the ecomet Star 1915
truck with GVW of
18.49T, equipped with
the proven 110 kW
(150 hp) H4 engine,
ideally suited for long-
distance applications***

products. We are delighted to unveil the ecomet Star 1915 truck with GVW of 18.49T, equipped with the proven 110 kW (150 hp) H4 engine, ideally suited for long-distance applications. The new ecomet Star 1915 truck assures remarkable fuel efficiency, faster Turnaround Time (TAT), extended tire durability, longer service intervals, and a reduction in overall maintenance expenses. These exceptional features will undoubtedly enhance profitability for the fleet owners."

Key features and advantages of ecomet Star 1915 are:

- First ICV truck model in industry with 18.49 T GVW
- Best in Class payload of 12.91 T (6.1 m (20 ft) HSD)
- New wider 2.34 m (7 ft 7 in) load body as standard offering
- Powered by an H-series engine with 110 kW (150 hp) & 450 Nm torque
- Industry-best Fuel efficiency
- Options of Day and Sleeper Cabin
- 350 L and 185 L Fuel tank option

Further, Ashok Leyland reported domestic sales of 18,193 units in September 2023, compared to 16,499 units in September 2022, an increase of 10% YoY.

MHCV domestic sales stood at 11,960 units in September 2023, where it was 10,475 units in September 2022, leading to an increase of 14%. LCV sales of Ashok Leyland stood at 6,233 units in September 2023 while it was 6,024 units in September 2022, leading to an increase of 3% YoY.

Ashok Leyland saw total vehicle (domestic + exports) sales of 19,202 units in September 2023, compared to 17,549 units in September 2022 leading to an increase of 9%.

The company registered growth of 13% for total MHCV sales (domestic + exports) with September 2023 units at 12,752 and 11,314 units for September 2022. Total sales of LCVs (domestic + exports) saw 3% increase, where it is 6,450 units for September 2023, and 6,235 units for September 2022.



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NHAI Awards Toll, Operate, Transfer (TOT) Bundles 11 and 12 for Rs. 6,584 Crore



NHAI has awarded two Toll, Operate and Transfer (TOT) bundles 11 and 12 of a combined length of 400 km for Rs. 6,584 crore. The two bundles (11 & 12) consist of Allahabad Bypass on NH19 in Uttar Pradesh and Lalitpur – Sagar -Lakhnadon section in the state of Uttar Pradesh and Madhya Pradesh respectively. The first round of bids for the two bundles was called -off and the bids were re-invited. In the 2nd round, NHAI has received bids for Rs. 553 crore higher than the bids received in the first round. The financial bids were opened on 27th October 2023 and with the approval of the concerned authorities, Letter of Award has been issued to the successful bidder next day of opening of financial bids.

The TOT bundle 11 for the 84 km long Allahabad Bypass on NH19 in Uttar Pradesh has been awarded to Cube

Highways and Infrastructure Ltd. for Rs. 2,156 crore. TOT bundle 12 for the 316 km long Lalitpur – Sagar -Lakhnadon section that passes through the states of Uttar Pradesh and Madhya Pradesh has been awarded to IRB infrastructure Trust for an amount of Rs. 4,428 crore.

Commenting on the successful award of the TOT Bundles, NHAI Chairman Santosh Kumar Yadav said “The Government has been very supportive and encouraging to achieve the national monetization targets. I am pleased that we have raised Rs. 6,584 crore from these two bundles, which will greatly contribute towards the development of a world class National Highway Network in the country.”

The contract period of TOT is for 20 years in which Concessionaires would

be required to maintain and operate the stretch. In lieu of this, Concessionaire will collect and retain user fee for these stretches in accordance with prescribed fee rates under NH Fee Rules.

TOT model has been developed to encourage private participation in Highway sector. NHAI from time to time, has awarded contracts for tolling, operation and maintenance of various National Highway stretches on Toll Operate Transfer (TOT) basis. The TOT Bundle-I consisting of nine projects, totaling 681 km of National Highways in States of Andhra Pradesh and Gujarat was awarded in 2018. Till now, NHAI has monetized 1614 km of projects for Rs. 26,366/- crore (excluding ToT bundle 11 & 12) through ToT and 636 km of projects for Rs. 10,200/- crore through InVIT.

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NHAI Inks Agreement to Develop Multi Modal Logistics Park at Bengaluru

National Highways Logistics Management Ltd (NHLML), a 100% owned company of NHAI signed an agreement for the development of Multi Modal Logistics Park (MMLP) at Bengaluru proposed to be developed under the Public Private Partnership (DBFOT) model at an estimated cost of Rs 1,770 crore, the agreement has been signed between Government SPV, Bengaluru MMLP Pvt. Ltd. & Concessionaire SPV M/s. PATH Bengaluru Logistics Park Pvt. Ltd.

The MMLP is being developed in an area of 400 acre at Muddelinganahalli in Bengaluru rural district in Karnataka. The project is poised to become the first and largest MMLP ever implemented in the country under

the PM Gati Shakti National Master Plan.

To facilitate seamless logistics movement, the site is strategically located adjacent to the upcoming KIADB industrial area on East side, abutting the NH 648, Dabbaspet to Hosur as well as Satellite Town Ring Road on North side and Bengaluru – Hubli – Mumbai rail line on South side. Bengaluru MMLP is located at a distance of 58 km from Bengaluru Airport and 48 km from Bengaluru city railway station.

The MMLP will be developed in three phases. The first phase is expected to be completed in two years. MMLP will cater to about 30 million metric tonnes (MMT) cargo by the end of concession period of 45 years and will

give huge boost to the industrial zones in the catchment region such as Bengaluru and Tumkur.

A Government SPV is incorporated between National Highways Logistics Management Ltd. (NHLML), Rail Vikas Nigam Limited (RVNL) and Karnataka Industrial Area Development Board (KIADB).

Development of MMLP is a key initiative of the Government of India to improve the country's freight logistics sector by enabling efficient inter-modal freight movement to lower overall freight costs and time, provide efficient warehousing, improve tracking and traceability of consignments thereby enhancing the efficiency of the Indian logistics sector.

NHAI Collaborates with DMRC to Strengthen Design & Construction of Bridges and Other Structures

In its endeavor to provide world-class National Highways network, NHAI has signed a Memorandum of Understanding with Delhi Metro Rail Corporation (DMRC) for review of designs of various bridges/ structures, safety aspects of NHAI projects and capacity building of NHAI officials. The MoU was signed in presence of NHAI Chairman Santosh Kumar Yadav and Dr. Vikas Kumar, Managing Director, DMRC along with other senior officials from NHAI and DMRC. This initiative will strengthen NHAI's 'Design Division' that reviews planning, designing, construction and maintenance of bridges, structures, tunnels and RE

walls on National Highways across the country.

Under this agreement, DMRC will provide services to NHAI for review of designs of all bridges/ structures in ongoing projects. The agreement also includes review of designs of randomly selected bridges, structures, tunnels, RE walls and other specialized structures. DMRC will also support NHAI to review stand-alone bridges and special structures at the Detailed Project Report (DPR) stage.

DMRC will also help NHAI in reviewing construction methodologies, temporary structures, lifting and launching methods, pre-stressing methods of select bridges

and structures and special structures on random basis.

In addition to this, DMRC will organize customized training programs for capacity building of NHAI officials. This will include design, construction, supervision, maintenance and safety aspects in elevated structures and bridges.

This agreement will remain in effect for a period of two years. This initiative highlights collaboration between two Government Organizations to share best practices and work together to enhance transport infrastructure network contributing towards the goal of Nation Building.



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NHAI Deliberates Measures to Enhance Ease of Doing Business

In order to further improve the ease of doing business and enhance quality of construction, NHAI Chairman, Santosh Kumar Yadav led a meeting with the representatives from National Highways Builder Federation (NHBF) to ensure adherence to the highest quality standards during construction of National Highway network to ensure potholes free National Highways.

The need to improve standards in preparation of Detailed Project Report (DPR) was also highlighted to identify and rectify design gaps and equip project teams to improve plans and mitigate risks. Emphasis was also laid on promoting operational efficiency by removing hurdles and imparting system improvements. These measures will help to establish higher standards of quality and construction to enhance safety and user experience

on National Highways.

NHAI is committed to improving ease of doing business and facilitate better working relationship with all its stakeholders. The authority has taken initiatives from time to time to implement suggestions made by the industry bodies and has supported Concessionaires, Contractors and Consultants to enhance quality standards and practices for NHAI projects.

NHAI Takes Measures to Curb Altercation Incidents at Toll Plazas

To curb altercation incidents and strengthen security at National Highway Toll Plazas, NHAI has issued Standard Operating Procedures (SoP) to safeguard interests of both the commuters and toll operators. The detailed Standard Operating Procedure include guidelines for NHAI field offices to ensure strict implementation and adherence by toll collecting agencies to manage staff and road users.

In addition to this, 'Toll par Calm' a special drive has been initiated by NHAI at Toll Plazas. Under this initiative, NHAI has collaborated with professional Psychologists for anger management and customer delight training to Toll Plaza staff. The first training session was conducted at Murthal Toll plaza in Haryana, and more trainings will be conducted on other toll plazas across the country.

As per the SoP, NHAI field offices will make sure that the toll collecting agency performs their duties as per the

guidelines. The toll collecting agency will ensure that staff at toll plaza wear the prescribed NHAI uniform with a name badge. Any anticipated incidence of violence should only be handled by Toll Plaza Manager/ lane supervisors, who will wear body cameras to record instances of violence at the toll plazas. In case of unruly behavior by a road user, the lane supervisor shall intervene and try to resolve the issue peacefully. Under no circumstances, toll plaza staff shall use provocative language or resort to violence. Toll Plaza officials may take help from local police and lodge a FIR in case the issue persists or escalates. Videography can be done by the staff as proof to report such incidents to the police.

Any incidence which involves physical violence by the road user or damage to public property at the toll plaza should immediately be reported by toll collecting agency to the police and concerned NHAI Project Implementation Unit with all

necessary documents/ proof.

NHAI field offices shall ensure that toll collecting agency possess police verification of each and every staff deployed at the toll plaza. In addition, toll collecting agency must direct the toll plaza staff to be courteous with road users.

The toll collection agency should also give monthly statement of incidents/ FIRs to the concerned NHAI Project Implementation Unit, so that in case of inaction by the authorities, NHAI field officials can report the same to the District Collector and request action. Consolidated reports may be taken up by NHAI Regional Office at state level meetings.

Toll plazas witness altercations between road users and toll plaza staff over toll issues. Heated arguments in some cases turns into physical violence. The issuance of Standard Operating procedure will help to minimize such instances and will help both highway users and toll plaza officials in smooth conduct of the day-to-day operations.

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NHAI Upgrades ATMS Standards for Enhanced Road Safety and Digital Enforcement

With an aim to improve road safety and reduce incident response time, National

Highways Authority of India, NHAI has released its updated policy to implement upgraded and forward-looking Advanced Traffic Management System (ATMS) Standards and Specifications 2023. Harnessing latest advancements in AI technology, the initiative will enhance road safety and digital enforcement on National Highways and Expressways.

The enhancements include replacing previous VIDS cameras with the newly introduced Video Incident Detection and Enforcement System (VIDES) to emphasize the digital enforcement of traffic rules. VIDES has capability to identify 14 distinct incidents including triple riding, helmet and seatbelt violations, wrong lane or direction driving, presence of animals on the highway, and pedestrian crossings. Depending on the detected incident, VIDES will alert route patrol vehicles or ambulances, generate e-challans, relay alerts to nearby Variable Messaging Boards, or send notifications through 'Rajmargyatra' mobile app to nearby travellers.

For comprehensive coverage, these cameras are slated for installation every 10 km along National Highways, with state-of-the-art Command & Control Centres at every 100 km integrating various camera feeds. Apart from this, Vehicle Speed Detection System (VSDS) is now integrated into VIDES, optimizing use



of Automatic Number Plate Recognition (ANPR) cameras.

In addition, the Traffic Monitoring Camera System (TMCS) will also be upgraded. Positioned every 1 km on the National Highway, these cameras have been endowed with advanced capabilities like automated detection of accidents and stalled vehicles.

Strengthening collaboration with local traffic agencies, NHAI will allocate dedicated workstations in the Command & Control Centre for traffic police representatives. Moreover, provisions have been made to share camera feeds over the network to enhance real-time coordination and response.

ATMS deployment may also play an active role in disaster management by providing inputs for effective planning and implementation. It will also provide online sharing of highway status and other important information

that will help both the agencies and the highway users.

The policy also provisions implementation of Digital Highways by developing integrated utility corridors along the National Highways to develop Optic Fibre Cables (OFC) infrastructure. While the ATMS equipment will use OFC to communicate with Command & Control Centre, there are provisions in the policy for 5G based communication too in the future as the coverage increases.

In line with modern requirements, NHAI's new standards have updated both hardware and software components. In implementing these pivotal changes, NHAI remains steadfast in its mission to develop safer, more efficient, and accident-free highways for the benefit of all travellers across the country.



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Construction of 250-meter Viaduct (2-lane) in Conjunction with a 395-meter (2-lane) Maroge Tunnel at estimated cost of Rs 82 Crore has been successfully completed in Jammu & Kashmir



Union Minister for Road Transport and Highways Nitin Gadkari in a post said in Jammu & Kashmir the construction of a 250-meter viaduct (2-lane) in conjunction with a 395-meter (2-lane) Maroge Tunnel, at an estimated cost of ₹82 Crores has been successfully completed.

Gadkari said this infrastructure is situated along the Ramban to Banihal section of NH-44. This 645-meter segment, as part of the larger project, will not only shorten the travel distance by 200 meters, reducing steep gradients, but also provide an alternative route bypassing the well-known Sita Ram Passi slide area. Furthermore, it facilitates the smooth

flow of vehicles, bypassing the challenging Margo Area gradients, he added.

The Minister said under the visionary leadership of Hon'ble PM Narendra Modi, we steadfastly uphold our commitment to delivering exceptional highway infrastructure to Jammu & Kashmir. He said this transformative development not only contributes to the region's economic growth but also enhance its appeal as a premier tourist destination.

Further, Union Minister for Road Transport and Highways Nitin Gadkari in a post said in Jammu & Kashmir, we have successfully completed the construction of a 224-meter viaduct (2-lane) at Sherebibi,

with an estimated cost of 12 Crores.

Gadkari said this infrastructure is situated along the Ramban to Banihal section of NH-44. This 224-meter segment, as part of the broader project, not only reduces the travel distance by 125 meters, thus mitigating steep gradients, but also avoids the need for a steep cutting with a hill slope angle exceeding 80 degrees. Furthermore, it significantly facilitates the smooth flow of vehicles, bypassing the challenging terrain of Sherebibi Area gradients.

The Minister said it's important to note that this project contributes to the region's economic growth and enhances its overall connectivity.



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MoRTH Chief Reviews Progress of Delhi Amritsar Katra Expressway and Amritsar Bypass in Punjab

Union Minister for Road Transport and Highways Nitin Gadkari inspected the Delhi-Amritsar-Katra Greenfield Expressway (DAK) and Amritsar Bypass during his stay in Punjab. The Punjab Public Works Department Minister, Harbhajan Singh ETO and Member of Parliament from Amritsar, Gurjit Singh Aujla were also present during the inspection.

Five greenfield and economic corridors are being built in Punjab at a cost of Rs 29,000 crore. This 669 km greenfield expressway Delhi-Amritsar-Katra is being built at a cost of Rs 40,000 crore. With its construction, one can reach Amritsar from Delhi in 4 hours and Katra from Delhi in 6 hours. Presently, the distance from Delhi to Katra is 727 km, with the construction of this route



the distance will be reduced by 58 km. Starting from KMP in Delhi, this expressway is being built for 137 km in Haryana. The length of this expressway in Punjab is 399 km, of which work has started on 296 km. The length of the expressway in Jammu and Kashmir is 135 km, of which work is going on in 120 km. In Punjab, this expressway will pass through industrial areas like Patiala, Sangrur, Malerkotla, Ludhiana, Jalandhar, Kapurthala, Gurudaspur.

A major feature of this corridor includes Asia's longest 1300 meter long cable stayed bridge over the Beas River. This expressway will connect the major religious places of the Sikh community, the Golden Temple, Sultanpur Lodhi Gurdwara in Kapurthala district, Goindwal Sahib Gurdwara, Khadoor Sahib Gurdwara, Gurdwara Darbar Sahib (Taran Taran) till Mata Darbar Vaishno Devi in Katra.

The work of 50 km, 4-lane Amritsar bypass being built at a cost of Rs 1475 crore is in progress. With its construction, there will be better connectivity from Tarn Taran to Amritsar Airport. This bypass will prove effective in solving the traffic problem of Amritsar. This route will improve the connectivity, transportation and infrastructure of Amritsar.

Union Minister Inaugurates and Lays Foundation Stone for 26 National Highway Projects Worth Rs. 17,500 Crore in Guwahati, Assam

The Union Minister for Roads Transport and Highways, Nitin Gadkari inaugurated and laid the foundation stone for 26 National Highway Projects with an investment of more than Rs. 17,500 Crore in Guwahati, Assam. The Union Minister of State for Roads Transport and Highways, General VK Singh, the Chief Minister of Assam, Himanta Biswa Sarma, State Cabinet Ministers, Member of Parliaments, MLAs, and

NHIDCL officials were also present on the occasion.

The Dibrugarh-Tinsukia-Ledo project aims to enhance interstate connectivity between Upper Assam and Arunachal Pradesh, boost strategic presence, and promote trade and tourism. The Silchar to Lailapur section will connect the Barak Valley with Mizoram, fostering socio-economic growth. NH-515 in Dhemaji District will improve connectivity

between North Assam and Arunachal Pradesh.

NH-137 will enhance connectivity in the Dima Hasao Region and provide an alternate route to Western Manipur. The Paikan to Guwahati Airport section will facilitate the Multi-Modal Logistics Park in Jogighopa. Additionally, the construction of new bridges will alleviate congestion and enhance trade, tourism, and socio-economic progress in the region.



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Notification Issued for Extension of Date for Mandatory Testing of Transport Vehicles Through Automated Testing Stations, Date for Mandatory Testing is Now Notified as 1st October 2024

Ministry of Road Transport and Highways (MoRTH) has issued a notification GSR 663(E) dated 12th September 2023, which provides for extension of date for mandatory testing of Transport Vehicles through Automated Testing Stations, registered in accordance with rule 175 of the CMVR 1989.

The date for mandatory testing is now notified as 1st October 2024. It is also mandated that fitness testing of the vehicle shall be done only through automated testing station (with effect from the publication of this notification) where the automated testing station registered under rule 175 is operational in the jurisdiction of a registering authority.

The dates which were earlier notified vide GSR notification 272(E) dated 5th April 2022 as under: (i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards, and (ii) For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June 2024 onwards.

Here are the glimpses from the gazette notification:

G.S.R. 663(E).—Whereas the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R. 233(E), dated the 29th March, 2023 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the official Gazette containing the draft rules were made available to the public;

And whereas copies of the said Gazette notification were made available to the public on the 29th March, 2023;

And whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government;

Now, therefore, in exercise of the powers conferred by sub-section (1) of section 56 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely: -

1. (1) These rules may be called the Central Motor Vehicles (Fifth Amendment) Rules, 2023.
(2) They shall come into force on the date of their publication in the Official Gazette.
2. In rule 62 of the Central Motor Vehicles Rules, 1989, in sub-rule (1), for clause (b), the following shall be substituted, namely: -

“(b) renewal of certificate of fitness in respect of transport vehicles	<p>Two years for vehicles up to eight years old and one year for vehicles older than eight years:</p> <p>Provided that the fitness of the vehicle of the category heavy goods vehicle, heavy passenger motor vehicle, medium goods vehicle, medium passenger motor vehicle and light motor vehicle shall be done mandatorily only through an automated testing station registered under rule 175 with effect from 01st October 2024:</p> <p>Provided further that where the automated testing station registered under rule 175 is operational in the jurisdiction of a registering authority, the fitness of the vehicle shall be done only through such automated testing station with effect from the commencement of the Central Motor Vehicles (Fifth Amendment) Rules, 2023.”.</p>
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[F.No. RT-23013/2/2022-T]
MAHMOOD AHMED, Addl. Secy

Note - The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (I) vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and lastly amended vide notification number G.S.R 453(E) dated the 20th June, 2023.



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सड़क परिवहन और राजमार्ग मंत्रालय ने 'भारत में सड़क दुर्घटनाएँ-2022' पर वार्षिक रिपोर्ट जारी की

सड़क परिवहन और राजमार्ग मंत्रालय ने 'भारत में सड़क दुर्घटनाएँ-2022' पर वार्षिक रिपोर्ट प्रकाशित की है। यह रिपोर्ट एशिया प्रशांत सड़क दुर्घटना डेटा (एपीआरएडी) आधार परियोजना के अंतर्गत एशिया और प्रशांत के लिए संयुक्त राष्ट्र आर्थिक और सामाजिक आयोग (यूएनईएससीएपी) द्वारा प्रदान किए गए मानकीकृत प्रारूपों में कैलेंडर वर्ष के आधार पर राज्यों/केंद्रशासित प्रदेशों के पुलिस विभागों से प्राप्त डेटा/जानकारी पर आधारित है।

रिपोर्ट के अनुसार, कैलेंडर वर्ष 2022 के दौरान राज्यों और केंद्र शासित प्रदेशों (यूटी) द्वारा कुल 4,61,312 सड़क दुर्घटनाएं दर्ज की गईं, जिनमें 1,68,491 लोगों ने जान गंवाई और 4,43,366 लोग घायल हो गए। पिछले वर्ष की तुलना में दुर्घटनाओं में 11.9 प्रतिशत, मृत्यु में 9.4 प्रतिशत और चोटों में 15.3 प्रतिशत की वृद्धि हुई है।

रिपोर्ट इन दुर्घटनाओं में योगदान देने वाले कारकों का समाधान करने के लिए एक व्यापक दृष्टिकोण अपनाने की तात्कालिकता पर बल देती है, जिसमें तेज गति, लापरवाही से गाड़ी चलाना, नशे में गाड़ी चलाना और यातायात नियमों का अनुपालन न करना शामिल है। रिपोर्ट के अनुसार यह महत्वपूर्ण है कि हम प्रवर्तन तंत्र को मजबूत करें, ड्राइवर शिक्षा और प्रशिक्षण कार्यक्रमों को बढ़ाएं और सड़कों और वाहनों की स्थिति में सुधार करने में निवेश करें।

मंत्रालय सड़क दुर्घटनाओं पर अंकुश लगाने के लिए मजबूत उपाय कार्यान्वित करने के लिए प्रतिबद्ध है। मंत्रालय सड़क उपयोगकर्ता व्यवहार, सड़क बुनियादी ढांचे, वाहन मानकों,



यातायात नियमों को लागू करने और दुर्घटना की रोकथाम में प्रौद्योगिकी की भूमिका जैसे विभिन्न पहलुओं पर भी कार्य कर रहा है। चूंकि सड़क दुर्घटनाएँ प्रकृति में बहु-कारणीय होती हैं, इसलिए केंद्र सरकार और राज्य सरकारों दोनों की सभी एजेंसियों के ठोस प्रयासों के माध्यम से समस्याओं को कम करने के लिए बहु-आयामी दृष्टिकोण को अपनाने की आवश्यकता होती है। मंत्रालय ने विभिन्न अन्य संबंधित संगठनों के साथ-साथ हितधारकों के साथ मिलकर शिक्षा, इंजीनियरिंग (सड़क और वाहन दोनों), प्रवर्तन और आपातकालीन देखभाल सहित सभी 4ई पर ध्यान केंद्रित करते हुए सड़क सुरक्षा के मुद्दे का समाधान करने के लिए एक बहु-आयामी रणनीति तैयार की है।

इसके अलावा, मंत्रालय आधुनिक परिवहन प्रणालियों के कार्यान्वयन, सड़क सुरक्षा ऑडिट और वैश्विक सर्वोत्तम कार्य प्रणालियों

से सीखने के लिए अंतर्राष्ट्रीय सहयोग जैसी पहलों में सक्रिय रूप से शामिल है। सड़क दुर्घटनाओं से निपटने के लिए वास्तविक समय डेटा विश्लेषण और स्वचालित वाहन निरीक्षण केंद्रों के लिए इलेक्ट्रॉनिक विस्तृत दुर्घटना रिपोर्ट (ई-डीएआर) जैसी पहल भी चल रही हैं।

“भारत में सड़क दुर्घटनाएँ-2022” प्रकाशन सड़क सुरक्षा के क्षेत्र में नीति निर्माताओं, शोधकर्ताओं और हितधारकों के लिए एक मूल्यवान संसाधन के रूप में कार्य करता है। यह सड़क दुर्घटनाओं के विभिन्न पहलुओं, उनके कारणों, स्थानों और सड़क उपयोगकर्ताओं की विभिन्न श्रेणियों पर उनके प्रभावों से जुड़ी महत्वपूर्ण जानकारी प्रदान करता है। रिपोर्ट उभरते रुझानों, चुनौतियों और मंत्रालय की सड़क सुरक्षा पहलों का भी उल्लेख करती है।



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नितिन गडकरी ने केंद्रीय सड़क और अवसंरचना निधि (सीआईआरएफ) के तहत हिमाचल प्रदेश के ऊना और कांगड़ा क्षेत्र के लिए 154.25 करोड़ रुपये की योजनाओं को मंजूरी दी

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने एक पोस्ट में कहा है कि देश में सुगम यातायात के लिए बुनियादी ढांचे को मजबूत करना मोदी सरकार की प्राथमिकता है। उन्होंने कहा कि केंद्रीय सड़क एवं अवसंरचना निधि (सीआईआरएफ) के तहत हिमाचल प्रदेश के ऊना और कांगड़ा क्षेत्र के

लिए 154.25 करोड़ रुपये की योजनाओं को मंजूरी दी गई है।

गडकरी ने कहा कि हाल ही में हिमाचल प्रदेश प्राकृतिक आपदाओं से प्रभावित रहा है और इस संबंध में भाजपा के राष्ट्रीय अध्यक्ष जे.पी. नड्डा और केंद्रीय मंत्री अनुराग ठाकुर के साथ हिमाचल प्रदेश में बुनियादी ढांचे के लिए नई

मंजूरीयों के संबंध में विस्तृत चर्चा हुई।

मंत्री महोदय ने कहा कि इस मंजूरी के तहत 50.60 करोड़ रुपये की लागत से स्वान नदी पर और ब्यास नदी पर 103.65 करोड़ रुपये की लागत से पोंग बांध का निर्माण किया जाएगा।

केंद्रीय मंत्री ने सेतु बंधन योजना के तहत अरुणाचल प्रदेश में 118.50 करोड़ रुपये की 7 पुल परियोजनाओं को मंजूरी दी

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने एक पोस्ट में कहा कि सेतु बंधन योजना के अंतर्गत अरुणाचल प्रदेश में वित्त वर्ष 2023-24 के लिए 118.50 करोड़ रुपये की संचयी लागत वाली कुल 7 पुल परियोजनाओं को मंजूरी दी गई है।

पुल, जिन्हें स्वीकृति दी गई है, निम्नलिखित हैं:

- लाचांग में पाचा नदी पर आरसीसी पुल, जो पूर्वी कामेंग जिले के लाइमोया, नेरेवा और सोरोवा गांवों को जोड़ेगा।
- पूर्वी कामेंग जिले में डोनीगांव के रास्ते में, गोआंग में पाचा नदी पर गोआंग से डोनीगांव गांव तक आरसीसी पुल।
- एनएच-313 पर 3 पुल, निचले दिबांग जिले में एनएचपीसी कॉलोनी से होते हुए रोइंग-अनीनी रोड से न्यू चिदु गांव तक।
- पश्चिम कामेंग जिले के खरसा, दिरांग में आरसीसी डेकिंग के साथ डबल लेन स्टील



कम्पोजिट पुल।

- निचले सियांग जिले में कोयू-गोये रोड पर ताबिरिपो साकू गांव को जोड़ने के लिए पिकेटे प्वाइंट पर सिगेन नदी पर आरसीसी पुल।
- पूर्वी सियांग जिले में मेबो-ढोला रोड पर नोपोक नदी पर आरसीसी पुल।
- निचले सुबनसिरी जिले में याजाली एग्री-फार्म के पास चुल्ल्यू और केबी गांव को जोड़ने के

लिए पन्थोर नदी पर स्टील कम्पोजिट पुल।

गडकरी ने कहा कि इन परियोजनाओं का उद्देश्य सभी क्षेत्रों में कनेक्टिविटी बढ़ाना और आर्थिक विकास को बढ़ावा देना है। ये परियोजनाएं जीवन की समग्र गुणवत्ता में सुधार लाने और अरुणाचल प्रदेश के सामाजिक-आर्थिक विकास को बढ़ावा देने की हमारी प्रतिबद्धता के अनुरूप हैं।

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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-3747
ANSWERED ON- 05/04/2023

SPEED GOVERNORS IN MOTOR VEHICLES

3747. DR. ASHOK BAJPAI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) details of the provisions of the Motor Vehicles Act and Government policies regarding installation of Speed Governors in motor vehicles;
- (b) whether Government is aware that the majority of road accidents are due to over-speeding which can be curbed by Speed Governors in the vehicles; and
- (c) the initiatives taken and progress in the installation of Speed Governors as above?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRINITIN JAIRAM GADKARI)

(a) to (c) The sub-section (1)(f) of Section 110 of the Motor Vehicles Act, 1988 empowers Central Government to make rules to regulate the construction, equipment and maintenance of motor vehicles and trailers with respect to speed governors.

2. The provision regarding Speed Governor is contained in Rule 118 of Central Motor Vehicles Rules, 1989 and this Ministry has issued notification G.S.R. 290 (E) dated 15.04.2015 regarding mandatory fitment of Speed Governors in certain categories of Transport Vehicles manufactured on or after 01.10.2015, which was extended till 31.01.2017. In this notification, four wheeled vehicles and used for carriage of passengers and their luggage, with seating capacity not exceeding eight passengers in addition to driver seat (M1 category) and not exceeding 3500 kilogram gross vehicle weight were exempted from fitment of Speed Governor.

3. This Ministry has issued GSR 424 (E) dated 01.05.2017 withdrawing the exemption from fitment of Speed Governor given to "four wheeled and used for carriage of passengers and their luggage, with seating capacity not exceeding eight passengers in addition to driver seat (M1 category) and not exceeding 3500 kilogram gross vehicle weight".

4. The Supreme Court Committee on Road Safety vide letter dated 11.04.2017 addressed to all the State Governments have issued directions in order to ensure that the Speed Limiting Devices (SLD) serve the purpose for which they are intended. Being an important issue concerning road safety, the Supreme Court Committee on Road Safety has been continuously monitoring the implementation of Speed Limiting Devices.

5. This Ministry issued advisories dated 16.06.2016, 02.08.2016, 10.02.2017 and 21.12.2017 on the procedure to be followed for fitment of speed limiting device/speed governor(s). Further, in compliance of the directions of Hon'ble Supreme Court and Supreme Court Committee on Road Safety, this Ministry has issued an advisory to the State Government/UTs vide letter no. RT-11036/70/2017-MVL dated 02.02.2018 and 10.10.2018 regarding 'Integration of retrofitted Speed Limitation Devices (SLD)/Speed Governors Data on Transport Vehicles with the VAHAN-database'.

6. Implementation of provision of Motor Vehicle Act, 1988 and Central Motor Vehicles Rules, 1989 comes under the purview of State Transport Authorities and UT administration.

— x —

ट्रांसपोर्टर्स को प्रताड़ित होने से बचाएं GST कमिशनर



■ सान्ध्य टाइम्स ब्यूरो। देश के 5 राज्य मध्य प्रदेश, छत्तीसगढ़, राजस्थान, तेलंगाना और मिजोरम में 7 नवंबर से विधानसभा के चुनाव शुरू होने हैं। इन राज्यों में चुनाव आयोग द्वारा किसी भी प्रतिबंधित सामान और नकदी लाने और ले जाने पर रोक है।

ऑल इंडिया मोटर एंड गुड्स ट्रांसपोर्ट असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने बताया कि मध्य प्रदेश सरकार के जीएसटी विभाग के आयुक्त ने सर्कुलर जारी किया है। इसमें व्यवसायिक वाहनों की सघन जांच करने को कहा है। इस तरह के आदेश राजस्थान में भी जारी हुए हैं। ये निर्णय अच्छा है। मगर, विभाग के अधिकारी उन कमर्शल वाहनों को भी रोक कर जांच कर रहे हैं, जिनका संबंध मध्य प्रदेश और राजस्थान से नहीं है। इन

गाड़ियों में दूसरे राज्यों का माल है। उससे जुड़े सभी वैध कागजात हैं। बस, मध्य प्रदेश और राजस्थान जैसे राज्यों से गुजर रहे हैं। राजेंद्र ने कहा कि जांच अधिकारी ऐसे वाहनों को रोककर बेवजह परेशान कर रहे हैं। कुछ तो डरा-धमकाकर उगाही करने के प्रयास में रहते हैं। दिल्ली से काफी माल दूसरे राज्यों में जाता और आता है। चुनाव आयोग से आग्रह है कि चुनावी राज्यों से सिर्फ गुजर रहे कमर्शल वाहन चालकों को परेशान नहीं करे। यदि इन राज्यों में कोई गाड़ी माल लादती है और प्रॉपर कागजात उपलब्ध नहीं करवा पाती है, तो उसके खिलाफ एक्शन ले सकते हैं। मध्य प्रदेश और राजस्थान के जीएसटी कमिशनर से निवेदन है कि बुरे दौर से गुजर रहे ट्रांसपोर्ट व्यवसायी को प्रताड़ना से बचाएं। (प्रस)



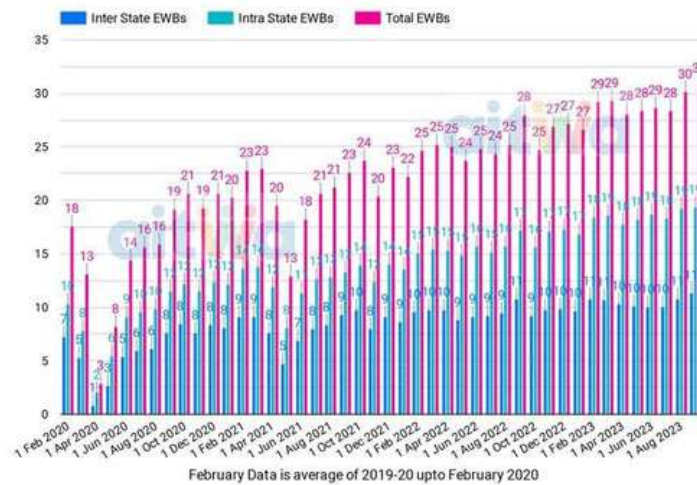
Eway Bill Dashboard

Developed & compiled by

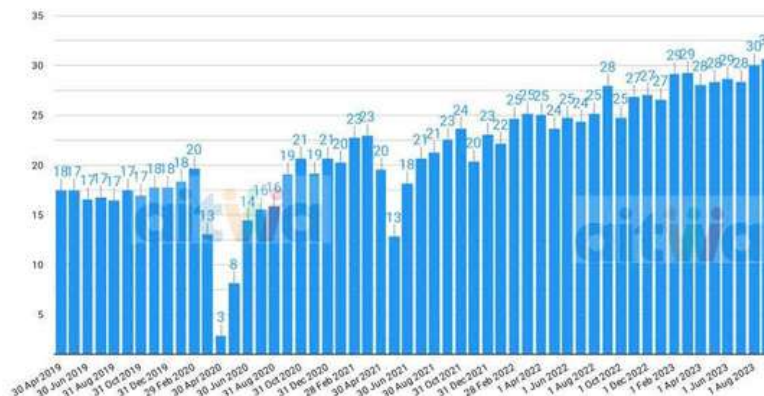


Last updated on 4th Oct 2023 | Data as on 30th September 2023

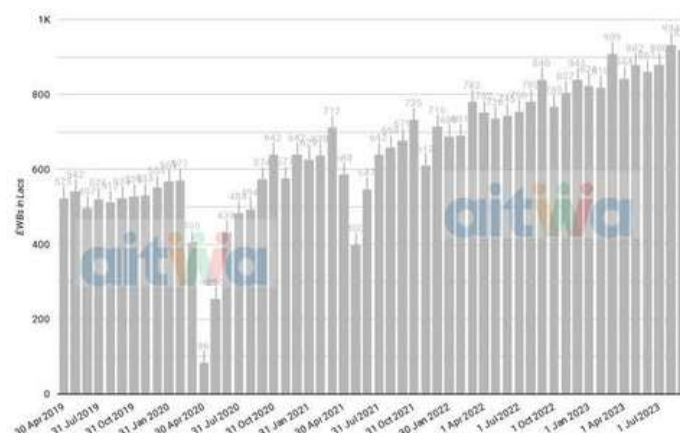
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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



Diesel Dashboard

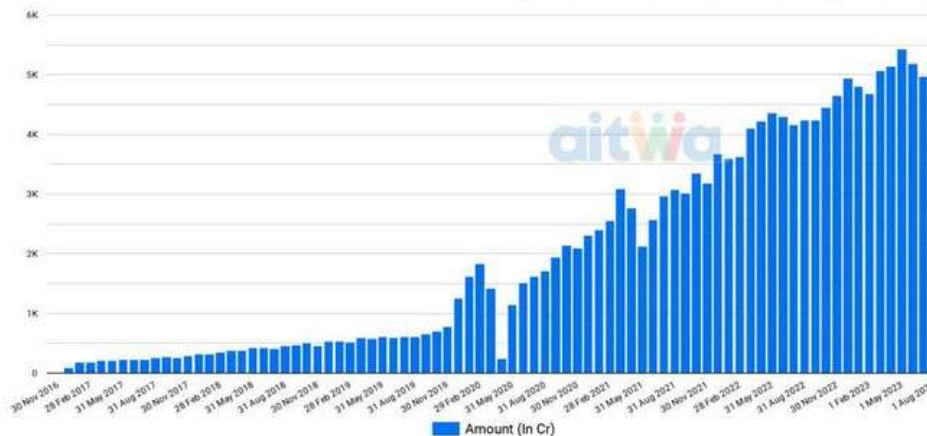
Last updated on 23rd February 2023 | Data as on 20th February 2023

Diesel Price Average of 4 metros since 2017



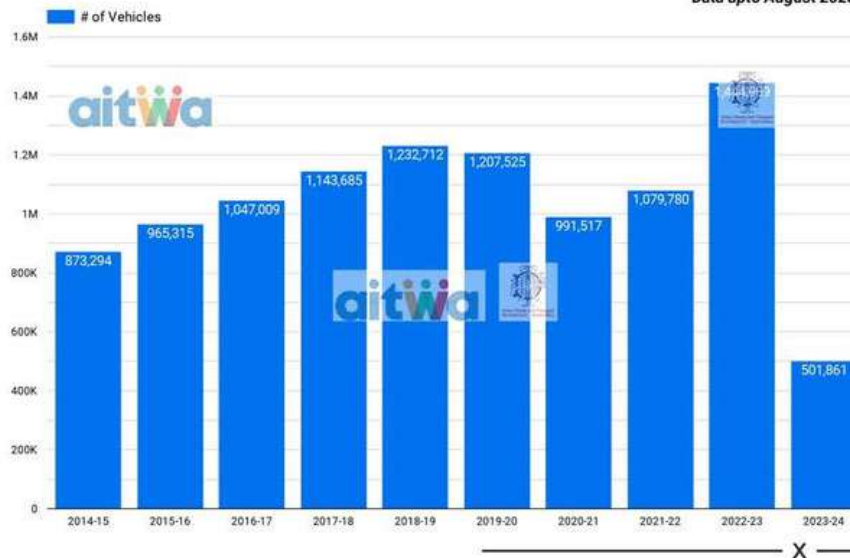
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto August 2023



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug.		
		Aug. 2023	Aug 2022	% Change	2023-24	2022-23	% Change
(A) 15 International Airports							
1	Chennai	27509	29173	-5.7	139761	151579	-7.8
2	Kolkata	13172	12178	8.2	57311	60038	-4.5
3	Goa	402	474	-15.2	2443	2517	-2.9
4	Srinagar	680	542	25.5	4564	5297	-13.8
5	Bhubaneswar	882	873	1.0	4262	4388	-2.9
6	Calicut	1618	1207	34.1	7440	5653	31.6
7	Coimbatore	868	852	1.9	3066	3985	-23.1
8	Varanasi	472	492	-4.1	2013	1947	3.4
9	Amritsar	170	115	47.8	1461	945	54.6
10	Trichy	599	655	-8.5	2707	2711	-0.1
11	Portblair	484	548	-11.7	2221	2704	-17.9
12	Imphal	94	650	-85.5	950	3364	-71.8
13	Vijayawada	13	128	-89.8	209	486	-57.0
14	Tirupati	2	8	-75.0	9	63	-85.7
15	Kushinagar	0	0	-	0	0	-
Total		46965	47895	-1.9	228417	245677	-7.0
(B) 6 PPP International Airports							
16	Ahmedabad	8560	6922	23.7	42390	38085	11.3
17	Lucknow	1884	1287	46.4	8378	6395	31.0
18	Guwahati	1728	1781	-3.0	8882	9902	-10.3
19	Jaipur	1810	1523	18.8	7542	7340	2.8
20	Trivandrum	1741	1558	11.7	8015	6968	15.0
21	Mangalore	214	459	-53.4	776	1843	-57.9
Total		15937	13530	17.8	75983	70533	7.7
(C) 7 JV International Airports							
22	Delhi (DIAL)	84289	73806	14.2	395289	376537	5.0
23	Mumbai (MIAL)	65808	61830	6.4	332196	328182	1.2
24	Bangalore (BIAL)	36517	34878	4.7	176749	173848	1.7
25	Hyderabad (GHAL)	12714	11283	12.7	60943	61058	-0.2
26	Cochin (CIAL)	5560	5468	1.7	24777	25988	-4.7
27	Nagpur (MIPL)	682	797	-14.4	2901	3990	-27.3
28	Kannur (KIAL)	348	424	-17.9	1548	1790	-13.5
Total		205918	188486	9.2	994403	971393	2.4
(D) 2 ST Govt./Pvt. INTL Airports							
29	Shirdi	32	91	-64.8	167	308	-45.8
30	Goa (MOPA)	61	0	-	190	0	-
Total		93	91	2.2	357	308	15.9
(E) 10 Custom Airports							
31	Pune	3416	3540	-3.5	15315	17404	-12.0
32	Patna	887	1024	-13.4	3746	5628	-33.4
33	Chandigarh	665	904	-26.4	2514	6188	-59.4
34	Indore	846	911	-7.1	4283	4646	-7.8
35	Bagdogra	754	842	-10.5	3605	3888	-7.3
36	Visakhapatnam	334	413	-19.1	1766	2174	-18.8
37	Surat	482	474	1.7	2472	2344	5.5
38	Madurai	264	269	-1.9	1043	1357	-23.1
39	Aurangabad	55	88	-37.5	280	530	-47.2
40	Gaya	0	0	-	0	0	-
Total		7703	8465	-9.0	35024	44159	-20.7
(F) 72 Domestic Airports							
41	Ranchi	480	438	9.6	2420	3043	-20.5
42	Raipur	424	489	-13.3	2063	2375	-13.1
43	Dehradun	141	83	69.9	1129	529	-
44	Jammu	69	128	-46.1	301	698	-56.9
45	Agartala	241	471	-48.8	875	2180	-59.9
46	Udaipur	11	35	-68.6	67	108	-38.0
47	Leh	167	131	27.5	856	743	15.2
48	Bhopal	229	278	-17.6	1197	1287	-7.0
49	Vadodara	186	200	-7.0	1013	1001	1.2
50	Jodhpur	15	0	-	15	0	-
51	Rajkot	76	88	-13.6	319	375	-14.9
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	103	119	-13.4	527	607	-13.2
54	Darbhanga	41	2	-	224	247	-9.3
55	Prayagraj	3	15	-80.0	12	28	-57.1
56	Rajahmundry	1	2	-50.0	10	7	42.9
57	Jabalpur	0	15	-	0	29	-
58	Silchar	65	82	-20.7	273	416	-34.4
59	Hubli	12	4	-	36	24	50.0
60	Belgaum	0	6	-	0	24	-
61	Dimapur	199	115	73.0	572	570	0.4
62	Kanpur(Chakeri)	8	11	-27.3	43	70	-38.6
63	Jharsuguda	8	4	-	34	19	78.9

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug.		
		Aug. 2023	Aug. 2022	% Change	2023-24	2022-23	% Change
(F) 72 Domestic Airports							
64	Gwalior	2	18	-88.9	7	36	-80.6
65	Tuticorin	1	0	-	3	1	-
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	18	38	-52.6	66	58	13.8
69	Bareilly	0	0	-	0	0	-
70	Juhu	28	24	16.7	135	110	22.7
71	Agra	0	0	-	7	0	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	0	0	-	0	0	-
74	Barapani (Shillong)	0	0	-	0	0	-
75	Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78	Deoghar	0	0	-	0	0	-
79	Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar	0	0	-	0	0	-
83	Kishanganrh	0	0	-	0	0	-
84	Agatti	9	8	12.5	30	20	50.0
85	Bhuj	0	0	-	0	0	-
86	Diu	0	0	-	0	0	-
87	Rupasi	0	0	-	0	0	-
88	Hollongi (Donyi Polo)	0	0	-	0	0	-
89	Lakhimpur (Lilabari)	1	1	0.0	1	5	-80.0
90	Khajuraho	0	0	-	0	0	-
91	Bikaner	0	0	-	0	0	-
92	Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	-	0	0	-
95	Tezu	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Keshod (Junagarh)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Gondia	0	0	-	0	0	-
100	Tezpur	0	0	-	0	0	-
101	Hyderabad (Begumpet)	0	0	-	0	0	-
102	Coochbehar	0	0	-	0	0	-
103	Jalgaon	0	0	-	0	0	-
104	Salem	0	0	-	0	0	-
105	Sholapur	0	0	-	0	0	-
106	Ludhiana	0	0	-	0	0	-
107	Kota	0	0	-	0	0	-
108	Safdarjung	0	0	-	0	0	-
109	Bhatinda	0	0	-	0	0	-
110	Pathankot	0	0	-	0	0	-
111	Adampur (Jalandhar)	0	0	-	0	0	-
112	Kanpur (Civil)	0	0	-	0	0	-
(F) 72 Domestic Airports		2538	2805	-9.5	12235	14610	-16.3
(G) 20 St.Govt. / Pvt Airports							
113	Durgapur	68	47	44.7	278	340	-18.2
114	Lengpui(aizwal)	69	37	86.5	267	178	50.0
115	Nasik(Hal ozar)	0	0	-	0	0	-
116	Jagdalpur	0	0	-	0	0	-
117	Bilaspur	0	0	-	0	0	-
118	Kurnool	0	0	-	0	0	-
119	Sindhudurg	0	0	-	0	0	-
120	Vijayanagar	0	0	-	0	0	-
121	Bangalore(HAL)	0	0	-	0	0	-
122	Bidar	0	0	-	0	0	-
123	Pasighat	0	0	-	0	0	-
124	Rourkela	0	0	-	0	0	-
125	Jeypore	0	0	-	0	0	-
126	Jamshedpur	0	0	-	0	0	-
127	Nanded	0	0	-	0	0	-
128	Pithoragarh	0	0	-	0	0	-
129	Mundra	0	0	-	0	0	-
130	Ziro	0	0	-	0	0	-
131	Hisar	0	0	-	0	0	-
132	Shivamogga	0	0	-	0	0	-
(G) 20 St.Govt. / Pvt Airports		137	84	63.1	545	518	5.2
(H) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		279291	261356	6.9	1346964	1347198	-0.02

Source: A.A.I.

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO SEPTEMBER'2023* VIS-A-VIS APRIL TO SEPTEMBER'2022)**

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
KOLKATA												
Kolkata Dock System	TRF APRIL-SEPT., 2023	103	275	-	409	-	853	5011	322	1628	8279	
	TRF APRIL-SEPT., 2022	141	458	-	239	3	914	4273	291	2036	8064	2.67
Haldia Dock Complex	TRF APRIL-SEPT., 2023	4703	2670	562	42	189	-	9365	1062	57	22880	
	TRF APRIL-SEPT., 2022	4690	2276	126	55	192	-	9714	1065	54	22845	0.15
TOTAL: SMP, KOLKATA	TRF APRIL-SEPT., 2023	4806	2945	562	451	189	0	10218	6073	379	31159	
	TRF APRIL-SEPT., 2022	4831	2734	126	294	195	0	10628	5338	345	30909	0.81
PARADIP	TRF APRIL-SEPT., 2023	19094	936	10872	177	2529	23681	100	6	4386	69147	
	TRF APRIL-SEPT., 2022	17445	886	7469	109	2267	24222	88	6	4149	63729	8.50
VISAKHAPATNAM	TRF APRIL-SEPT., 2023	8956	917	7539	911	809	4814	5881	363	6086	39611	
	TRF APRIL-SEPT., 2022	8018	996	6945	642	794	8301	4049	262	6032	38547	2.76
KAMARAJAR(ENNORE)	TRF APRIL-SEPT., 2023	2455	77	-	-	-	10934	6387	331	1462	22478	
	TRF APRIL-SEPT., 2022	2362	62	-	-	-	10968	5838	302	2045	22092	1.75
CHENNAI	TRF APRIL-SEPT., 2023	7037	769	484	-	168	-	15112	783	1733	25303	
	TRF APRIL-SEPT., 2022	7175	620	58	-	138	-	14131	732	2040	24162	4.72
V.O.CHIDAMBARANAR	TRF APRIL-SEPT., 2023	242	641	-	465	334	4582	7526	376	2178	19840	
	TRF APRIL-SEPT., 2022	154	593	-	414	379	4748	7799	390	2288	19318	2.70
COCHIN	TRF APRIL-SEPT., 2023	11144	325	-	-	147	-	4917	358	700	17233	
	TRF APRIL-SEPT., 2022	10946	245	-	-	87	-	5000	347	727	17005	1.34
NEW MANGALORE	TRF APRIL-SEPT., 2023	11972	1385	1786	295	30	2584	1455	103	469	20168	
	TRF APRIL-SEPT., 2022	12669	1068	911	276	34	1889	1230	88	539	19109	5.54
MORMUGAO	TRF APRIL-SEPT., 2023	295	302	1499	98	-	1774	3348	-	1306	8622	
	TRF APRIL-SEPT., 2022	299	116	805	53	-	1806	3403	16	2	8244	4.59
MUMBAI	TRF APRIL-SEPT., 2023	20407	867	2679	217	75	3752	106	10	4910	33013	
	TRF APRIL-SEPT., 2022	18320	818	2771	155	25	3431	123	11	4872	30515	8.19
J.N.P.A.	TRF APRIL-SEPT., 2023	1662	1407	-	-	-	-	38365	3112	753	42187	
	TRF APRIL-SEPT., 2022	1564	1610	-	-	-	-	36448	2960	548	40170	5.02
DEENDAYAL	TRF APRIL-SEPT., 2023	31020	5682	693	1801	153	9896	4531	243	11022	64971	
	TRF APRIL-SEPT., 2022	33174	5797	385	1724	54	10864	4032	245	14713	70894	-8.35
ALL PORTS	TRF APRIL-SEPT., 2023	119090	16253	26114	4415	4434	62017	90453	6064	40920	393732	
	TRF APRIL-SEPT., 2022	116957	15545	19470	3667	3973	66229	84092	5690	46462	384694	2.35
% Variation from previous year		1.82	4.55	34.12	20.40	11.60	-6.36	6.14	7.56	-11.93	2.35	

Source: I.P.A.

MoRTH Minister Calls Upon All Stakeholders to Come Forward and Support the Vehicle Scrapping Policy Describing it is a Win-win Situation for All

Union Minister for Road Transport and Highways Nitin Gadkari called upon all stakeholders to come forward and support the Vehicle Scrapping policy. Addressing a Stakeholder Consultation in New Delhi he said it is a win-win situation for all. The Union Minister said the Ministry has undertaken multiple initiatives to build resilient demand for vehicles such as building a world-class network of Highways, Electrification of buses, and mandatory automated fitness testing of vehicles. He said the Auto OEMs should work towards increasing their production capacity and support the nation to become the largest auto industry in the world.

Gadkari emphasized that since the Auto industry is the biggest beneficiary of this policy, they must come forward and support on 3 main pillars of more investment in setting up Automated Testing Stations (ATSS) and Registered Vehicle Scrapping Facilities (RVSFs), more awareness amongst citizens about the policy benefits through their dealer network and a finalized discount % against certificate of deposit obtained by citizens on scrapping vehicles.

Secretary Anurag Jain encouraged the auto industry to set up scrap centers

and automated testing stations across the country. It was emphasized that Vehicle Scrapping Policy is expected

It was emphasized that Vehicle Scrapping Policy is expected to increase auto sales by about 8% and contribute about 0.5% to the country's GDP and hence, Auto OEMs must extend unconstrained support to the policy

to increase auto sales by about 8% and contribute about 0.5% to the country's GDP and hence, Auto OEMs must extend unconstrained support to the policy.

This stakeholder consultation aimed to seek support from the automobile industry to expedite the implementation of vehicle scrapping policy in the form of investment in vehicle scrapping infrastructure of Registered Vehicle Scrapping Facilities (RVSFs) and Automated Testing Stations (ATSS), generation of

awareness among citizens and extension of discounts to vehicle owners for scrapping vehicles at RVSFs. Representatives from all major automotive OEMs (including Tata, Mahindra, Maruti, Kia, Hyundai, etc.), auto dealers and used car aggregators (including Car Dekho, Cars24) attended the event and shared their perspectives on the challenges and actions required to expedite implementation of the vehicle scrapping policy.

Additional Secretary Mahmood Ahmed welcomed the dignitaries and industry participants and highlighted key benefits of V-VMP. This was followed by a presentation on status of V-VMP and support required from auto industry by Director Paresch Goel.

SIAM also presented their views on the incentives for citizens through this policy and good inputs were provided by all other auto industry stakeholders.

The Ministry of Road Transport and Highways (MoRTH) launched the Voluntary Vehicle-Fleet Modernization Program (Vehicle Scrapping Policy) in 2021. This Policy is aimed at creating an ecosystem for phasing out old, unsafe, polluting vehicles and replacing them with newer, safer, and fuel-efficient vehicles.



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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.

○ **Freight Movement and Handling Services**

- ★ Full Truck Load
- ★ Multimodal Logistics
- ★ Last Mile Connectivity
- ★ Rail Freight Forwarding

○ **Project Logistics & ODC Movement Service**

- ★ Turnkey Solutions
- ★ Over Dimensional Consignments
- ★ Heavy Lift Consignments
- ★ Route Mapping & Surveys

○ **In-Plant Logistics and Handling 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

○ **Value Added Services**

- ★ Vehicle tracking through GPS
- ★ Safety & Transit Insurance
- ★ Expedited Delivery
- ★ Reverse Logistics
- ★ Freight on Delivery
- ★ Supply Chain Optimization

○ **Transrail** 

- ★ Full Truck Load
- ★ Parcel Train

○ **Darcl Nepal** 

- ★ Full Truck Load

○ **Fr8ology Private Limited** 

- ★ 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