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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



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Go for Growth Budget 2024-25

hile the central government is all set to present the Union Budget 2024-25 on February 1, 2024, people's eagerness never seems to come to an end. What are the most likely policy/ reform announcements expected to come this year – this is the question hovering across the country.

In 2023, India's logistics sector showcased commendable progress. The government's strategic investments and commitment to digitalisation have been instrumental in this growth. As we step into 2024, the sector's outlook remains promising.

In 2023, India achieved growth of 7.8 per cent in the first quarter, the reason why Deloitte India has revised up India's growth estimate for this year, now the expectation is at 6.5- 6.8 per cent for FY24. The IMF also revised India's growth forecast to 6.3 per cent for FY24.

Credit must go to various government policies for India's constant growth. PM Gati Shakti and national logistics policy (NLP) — a comprehensive policy for the logistics sector to address the issues of high logistics cost and inefficiencies, among others, stand out.

The policy helped India climb six places to the 38th position among 139 countries in the seventh edition of the World Bank Logistics Performance Index 2023.

During the coronavirus pandemic, the e-commerce boom has driven a heightened demand for logistics services, emphasising the importance of speed in order fulfilment, storage flexibility, and customer satisfaction. Last-mile delivery and returns processing/reverse logistics have been the buzzwords throughout the year, with companies focusing on solving these challenges to meet customer expectations.



Ashok Gupta

In 2024, the logistics sector is poised for significant advancements and transformative shifts in response to emerging trends, experts said. With the government consistently increasing budgetary allocation for infrastructure, it is expected to grow from 22 per cent in FY23 to 38.9 per cent in FY24 and it is going to benefit the logistics sector indirectly or directly.

In terms of a few of the downside risks to the economy, Deloitte's report talked about the inflationary pressures, while maintaining that concerns around rising prices are at the top of mind for policymakers. High food prices, oil prices trending up, etc. are likely to keep inflation high. Despite the RBI raising rates to 6.5 per cent since April 2022, inflation remained above its tolerance range. Further, with the upcoming national and key state elections in India over the next few months, policies around ensuring energy supplies, climate change, sustainable development, international trade, maritime, space and cyber-security, non-proliferation, and cross-border terrorism will be on priority for the incoming government. Geopolitical concerns too are weighing on global investors and policymakers.

What are the key expectations from Budget 2024?

While the government has focused on

building a strong infrastructure over the past five years, with most infrastructure spending concentrated on roads and railways, the government is now expected to divert some of its expenses towards improving the port and shipping; energy, especially green and sustainable energy; and urban infrastructure. In this budget, the government's focus should be on the transition from carbon-dependent to energy-efficient policies.

The budget should also address various constraints such as input costs of fuel, Goods and Services Tax (GST) on export freight, increasing air freight rates and other major challenges making operations costlier.

Indirect Taxes:

- Applicability of Compulsory registration in case of persons who are required to pay tax under reverse charge.
- Exemption on services such as loading/unloading obtained by GTA.
- Credit is indirectly restricted to GTA if it opts for paying GST @ 12% under FCM.
- GST on Petroleum Products
- Applicability of GST on Third Party Insurance Premium.

Direct Taxes:

- Non-applicability of TDS u/s 194C where payee holds valid PAN or GSTIN or Need of portal where one can verify the declaration provided u/s 194C(6)
- The lower limit of Expenditure in cash - Disallowance Under Section 40A(3)
- 26AS should be updated immediately and it should also provide bill-wise TDS deduction
- Priority should be given to 206C(1H) over 194Q as in that case no such declarations and data need to be maintained if the seller's turnover of last year is more than Rs 10 crores, it will charge TCS u/s 206C(1H)
- LDC Application u/s 197 should be based on PAN number instead of TAN.

- X -

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Curious for the Budget, High Hopes on the Budget

ndia is the largest populated country in the world (with a population of 140 crore). Alongside, its growing economy makes its yearly budget the most-awaited and talked about budget across the globe. The budget not only decides the fortune of every household but also the fate of the trade and business community.

From the lower middle class to the upper class, people across all segments, look forward towards it

In 2023, India's logistics sector showcased commendable progress. The government's strategic investments and commitment to digitalisation have been instrumental in this growth. As we step into 2024, the sector's outlook remains promising

with lots of curiosity and hope, as the budget impacts their lifestyle. In 2023, India's logistics sector showcased commendable progress. The government's strategic investments and commitment to digitalisation have been instrumental in this growth. As we step into 2024, the sector's outlook remains promising. The Union Budget 2024-25 will play a pivotal role in shaping and reshaping the industry, once again. Here are a few crucial

points that the industry looks forward to being included in the upcoming Union Budget 2024-25.

The budget should address various constraints such as input costs of fuel, Goods and Services Tax (GST) on export freight, increasing air freight rates and other major challenges making operations costlier.

Indirect Taxes:

- Applicability of Compulsory registration in case of persons who are required to pay tax under reverse charge.
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- LDC Application u/s 197 should be based on PAN number instead of TAN



Ramesh Agarwal
National President, AITWA

In addition, we at All India Transporters' Welfare Association (AITWA) anticipate the implementation of the National Logistics Policy with full force, expecting to bring down the cost of logistics from 14 per cent to single digits.

Making the freight sector carbonneutral by using less carbon-emitting fuels, electric scooters, and other similar technologies should find a space in the upcoming Union Budget. Clarity on investments in port infrastructure to alleviate logistics inefficiencies should be given. There should be an incentive-based system where people building warehouses are rewarded, and the tenant gets a place at a much cheaper rate per square foot. The government should also consider investing heavily in automation and incentivizing warehouses that integrate these technologies, highlighted experts.

The Union Budget 2024-25 should also address the interest rate on Capex investment, which is required to be brought down. Additionally, logistics is a manpower-intensive industry, and while the Skill Council is trying to



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32 Ft. (Multi Axle)	32 x 8.5	20,200
24 Ft. (Single Axle)	24 x 8	9,500
33 Ft. (Single Axle)	33 x 8.5	9,000
33 Ft. (Multi Axle)	33 x 8.5	19,000
40 Ft. Double Axle (Semi Low Bed Trailer	40 x 8.5	26,000
40 Ft. Triple Axle (Semi Low Bed Trailer)	40 x 8.5	31,000
50 Ft. Double Axle (Semi Low Bed Trailer	50 x 8.5	25,000

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upgrade the skill set of human resources, training institutes need to be opened to train workers on the latest technologies and promote Research and Development (R&D) and innovation.

The logistics industry is expected to grow at a rate of 9 per cent per annum (as per the ICRA report). The New Year will bring in more growth for this industry, especially with the help of budgetary provisions for the same. Digital technology has witnessed a massive push in recent times, thanks to a 1,500 crore scheme on digital payment, streamlining the consumer interface for many logistics companies in India. But this shall continue to smoothen the business and flow of money.

Besides this, the investment in connectivity via the national highways to improve the conditions of Tamil Nadu, Assam, Kerala, and West Bengal has already started showing the fruits. Continuing the highway development work at full speed will soon change the road map of India. So to say that this increased road infrastructure will augment logistics optimization and help with strategic warehousing as well.

The budget is also expected to build upon the work outlined in the earlier year with a focus on multimodal



connectivity and improving physical infrastructure. So, allocation for the national highway network, towards rail infrastructure in an expansion of tracks as well as container capacity, development of cargo terminals and warehousing capacity to further strengthen the groundwork for an integrated logistics system can never be ruled out.

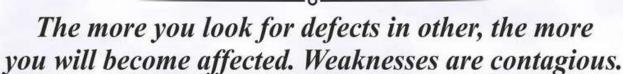
Expected to continue to build on the UDAN scheme, the government is likely to introduce new airports for enhanced regional connectivity and increased capacity at existing airports. This has already been implemented

and the results are there to see for all. We are certain that the government's strategic moves will continue to develop the logistics sector and improve India's supply chain competitiveness.

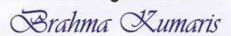
The industry is quite positive about the sector's long-term growth in the coming years and if the government addresses the mentioned challenges and keeps supporting the sector in the form of various schemes such as PM Gati Shakti, Self-Reliant India, Make-in-India and Udaan among others, the industry will keep on growing and businessmen can expect high.















Economic Survey 2023 and Budget Expectation

nion Minister Finance
Minister Nirmala
Sitharaman will be
presenting the interim
budget for FY 2024-25
in Parliament on February 1. Before the
budget, the Ministry of Finance
presents the Economic survey followed
by a press conference held by the Chief
Economic Advisor along with other
senior officials of the finance minister.

The Economic Survey of 2023 revealed that the GDP forecast for FY24 will be in the range of 6-6.8 %, depending on the trajectory of economic and political developments globally.

For those who are not aware of the Economic Survey, let me tell them that the Economic Survey is a yearly report prepared by the Department of Economic Affairs (DEA) under the supervision of the government's chief economic advisor (CEA) V Anantha Nageswaram. It includes the state of India's economy in the financial year gone by.

The Economic Survey consists of two parts: Part A and Part B. The first part usually consists of the major economic developments in the year and a broad review of the economy. Meanwhile, the second part covers specific issues like social security, poverty, education, healthcare, human development, and climate.

Insights like India's GDP growth outlook, inflation rate and projection, forex reserves, and trade deficits are also included in the survey.

Highlights of Economic Survey 2023:

 The report said, India to remain the fastest-growing major economy in the world. Recovering from pandemicinduced contraction, Russian-Ukraine conflict and inflation, the Indian economy is staging a broad-based recovery across sectors, positioning to ascend to the pre-pandemic growth path in Fy23.

- India's GDP growth is expected to remain robust in FY23 at 7 per cent (in real terms). This follows an 8.7 per cent growth in the previous financial year, the survey said.
- GDP forecast for FY24 to be in the range of 6-6.8 %, depending on the trajectory of economic and political developments globally, according to the survey.
- Economic Survey 2022-23 projected a baseline GDP growth of 11 per cent in nominal terms and 6.5 per cent in real terms in FY 24.
- India's recovery from the pandemic was relatively quick, and growth in the upcoming year will be supported by solid domestic demand and a pick-up in capital investment, according to the previous economic survey.

Coming to the Union Budget 2024-25, the budget should address various Indirect and Direct Tax issues that have been bothering the freight owners. Following are a few:

Indirect Taxes:

- Applicability of Compulsory registration in case of persons who are required to pay tax under reverse charge.
- Exemption on services such as loading/unloading obtained by GTA.
- Credit is indirectly restricted to GTA if it opts for paying GST @ 12% under FCM.
- · GST on Petroleum Products.



Abhishek Gupta General Secretary, AITWA

 Applicability of GST on Third Party Insurance Premium.

Direct Taxes:

- Non-applicability of TDS u/s 194C where payee holds valid PAN or GSTIN or Need of portal where one can verify the declaration provided u/s 194C(6)
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- LDC Application u/s 197 should be based on PAN number instead of TAN

We also remain optimistic about the economy this year and expect India to grow between 6.5 per cent and 6.8 per cent during FY2023-24 in our baseline scenario, followed by an average of 6.65 per cent and 7.95 per cent over the next two years as the global economy turns buoyant. India will have to rely on its domestic demand to drive its growth, specifically, private consumption and investment spending. However, inflation could affect stability in growth. We expect higher prices over the next 1.5 years; prices are expected to remain in the upper range of the RBI's inflation target band over the forecast period.







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Kamla Market		236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida		F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	÷	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	÷	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	8	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	ř	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar		10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border		Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh		949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur		12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	:	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	Ž.	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli		Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	ř	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar		Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	÷	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana		"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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Budget Expectations of Transporter

ueled by demand, manufacturing activities, and investments, the horizon of the country's logistics industry looks "promising" for 2024, though the Red Sea might cast a shadow of global supply disruptions and push up freight costs.

Not just the market tailwinds, it is expected that the government's key initiatives spanning from PM Gati Shakti to the maritime policy to the Sagarmala project will also set the tone for the logistics landscape next year.

Meanwhile, we at, the All India Transporters' Welfare Association (AITWA) are some of the issues that the freight industry faces day in and day out, which need to be addressed and given attention in the upcoming Union Budget 2024-25.

Indirect Taxes

1. Is sue: Applicability of Compulsory registration in case of persons who are required to pay tax under reverse charge.

Existing provision under the Income Tax Act ("the Act"): Section 24 read with N.No. 13/2017 Central tax (rate) dated 28.06.2017 issued under section 9(3) provides for compulsory registration in case of payment of Director Sitting Fees and Payment of Advocate Fees.

Further, N. No. 05/2017- Central Tax dated 19.06.2017, exempts the persons who are only engaged in making supplies of taxable services, the total tax on which is liable to be paid on a reverse charge basis by the recipient of services under section 9(3) from



obtaining registration under the aforesaid Act.

Difficulties / Obstacles / Hurdles faced: As per the nature of the industry, expenses like legal fees are very common in the transport industry incurred by body corporations whereas per section 24 they have to get compulsorily registered under GST. While vide N.No. 05/2017 CT dated. 19.06.2017 issued u/23(2) they are exempted from taking registration. Now there is a dilemma in the industry whether they have to get themselves registered to pay such legal fees etc. OR if they will get themselves registered then such registration is only for discharging liability of GST on such legal fees OR all provisions of the Act will be applicable on him as applicable for a registered person.

Suggestions and Justification thereof: A suitable clarification/notification shall be issued where the persons exempted

from taking registration u/s 23(2) vide N.No. 05/2017-CT dated. 19.06.17 are not required to obtain compulsory registration in the cases specified u/s 24.

Or

In case registration is required for cases mentioned u/s 24 i.e. Section 24 is overriding Section 23(2), then a separate mechanism be provided for payment of taxes on advocate fees and director sitting fees by obtaining a separate registration so that other compliances of GST Act do not apply to such persons.

2. Issue: Exemption on services such as loading/unloading obtained by GTA.

Existing provision under the Income Tax Act ("the Act"): As per entry No. 22 of N.No. 12/2017 CT(rate) dated. 28.06.2017, " Services by way of giving on Hire-

- (a)-----
- (b) to a GTA, a means of

Transportation of goods.

has been exempted from the levy of GST.

Difficulties / Obstacles / Hurdles faced: GTA obtains various kinds of services such as hiring trucks, and loading and unloading services. Services provided by various service providers to GTA shall be taxable unless exempted by way of Exemption Notification. There is no blanket exemption for services concerning the transportation of goods provided by GTA. Only specific services such as "services by way of giving on hire to a GTA, a means of transport" are

GTA obtains various kinds of services such as hiring trucks, and loading and unloading services. Services provided by various service providers to GTA shall be taxable unless exempted by way of Exemption Notification

exempted and Services such as loading/unloading are not exempted.

Since no ITC is available to a person who is engaged in providing GTA services on which tax @5% has to be paid by the recipient of service under Section 9(3), taxability of various services such as loading, unloading, supply of manpower which are directly related to hiring of vehicles for transportation of goods is creating an extra burden of cost.

Suggestions and Justification thereof: Suitable notification be issued where all the services provided by any person to GTA (opting for 5%

under RCM) concerning the transportation of goods shall be exempted.

3. Issue: Credit is indirectly restricted to GTA if it opts for paying GST @ 12% under FCM.

Existing provision under the Income Tax Act ("the Act"): Full ITC is allowed in case GTA opts for paying GST @ 12% under FCM. However, as per section 17(2) of the CGST Act, where goods or services are used partly for effecting taxable supplies and partly for effecting exempt supplies, credit shall be restricted.

As per entry No. 22 of N.No. 12/2017 CT(rate) dated. 28.06.2017, "Services by way of giving on Hire-

- (a)-----
- (b) to a GTA, a means of Transportation of goods.

has been exempted from the levy of GST.

Difficulties / Obstacles / Hurdles faced: As state-wise registration is required under GST, branches falling under different states are considered distinct persons. Thus, on return load from another branch of a different state, services are treated as "Leasing of vehicles (trucks) to GTA" which is exempt under GST vide entry No. 22 of N.No. 12/2017 CT (rate) dated. 28.06.2017.

So, proportionate ITC is being available to a GTA service provider in a state where he purchased trucks and their spare parts which is not the motive of the Government while the intention of notification No. 20/2017 Central Tax (Rate) dated 22.08.2017 is to provide full ITC.

Suggestions and Justification thereof: Suitable notification should be brought out so that the Hiring of vehicles between distinct persons for providing GTA services should be valued at NIL value.

Or

Services of leasing vehicles between distinct persons of a GTA who charge GST at the rate of 12% should be made taxable.

Or

Suitable notification should be given so that hiring of vehicle to a GTA for providing GTA services would not be exempted or it would be taxable only when it is given to GTA opting 12% FCM model for free flow of ITC in the Industry.

Justification: Only if such a provision is brought up, every registered GTA will be able to avail full credit as provided via notification No. 20/2017 Central Tax (Rate) dated 22.08.2017. Otherwise, if proportionate reversal is required this option of 12% seems inconsiderate.

4. Issue: GST on Petroleum Products

Existing provision under the Income Tax Act ("the Act"): Section 9 of CGST Act, 2017 provides that the central tax on the supply of petroleum crude, high-speed diesel, motor spirit (commonly known as petrol), natural gas and aviation turbine fuel shall be levied with effect from such date as may be notified by the Government on the recommendations of the Council.

Difficulties / Obstacles / Hurdles faced: Petroleum crude, high-speed diesel, motor spirit, natural gas etc. constitute a major expense for every business but these items are not yet covered under GST. Therefore, they have been sold at such a higher cost because of the non-availability of credit on such products.

Suggestions and Justification thereof: It is suggested that a suitable notification be provided as early as possible to levy GST on petroleum products. As it will bring an important chain into the economic activity as well as into the GST fold.

5. Issue: Applicability of GST on Third party Insurance Premium.

Existing provision under the Income Tax Act ("the Act"): N.No-12/2017-Central Tax(Rate) dated 28.06.2017 vide entry No. 35 provides for exemption in case of services which includes services of general insurance Business provided in case of Crop Insurance, agriculture insurance and other insurances for the welfare of the public. But No such exemption is provided on premiums paid on third-party insurance of Vehicles.

Difficulties / Obstacles / Hurdles faced: In the case of payment of Third-party insurance, the transportation industry is performing its duty towards society, which eventually is used to pay for compensation of road accident victims. There is no iota of doubt that the industry is burdened with the third-party premium for their vehicles and further increasing it with a levy of GST is not justified.

Suggestions and Justification thereof: It is suggested that a suitable amendment is brought into entry No. 35 of N.No. 12/2017-CT (Rate) dated. 28.06.17 to insert therein "Third party insurance of vehicles" by transportation industry as like agriculture crop insurance premium.

Direct Taxes

1. Issue: Non-applicability of TDS u/s 194C where payee holds valid PAN or GSTIN or Need of portal where one can verify the declaration provided u/s 194C(6)

Existing provision under the Income Tax Act ("the Act"): Subsection 6 of section 194C of the Income Tax Act, 1961 provides that No TDS is required to be deducted in respect of transporters who own ten or fewer goods carriages at any time during the year and furnishes declaration to this effect and provides his PAN.

Difficulties / Obstacles / Hurdles

faced: There are many grey areas in the existing scheme.

- 1. Ownership has not been defined anywhere in the section 194C. If the declaration given by the person is wrong then who will going to be responsible for its legal consequences?
- It is not possible to go and do physical verification of all the particulars of the declaration given by the transporters or contractors.

Suggestions and Justification thereof: Non-deduction of TDS should be extended to all the

Non-deduction of TDS should be extended to all the transporters who provide their PAN or if registered under GST irrespective of ownership or ten or fewer goods carriage or either Government should provide some portal where one can verify the details of transporters owning 10 or less than

transporters who provide their PAN or if registered under GST irrespective of ownership or ten or fewer goods carriage or either Government should provide some portal where one can verify the details of transporters owning 10 or less than 10 vehicles

10 vehicles

2. Issue: Lower limit of Expenditure in cash - Disallowance Under Section 40A(3)

Existing provision under the Income Tax Act ("the Act"): Section 40A(3)

of Income Tax Act, 1961 provides for a limit on cash payment to a single payee in a single day which should not exceed the sealing of rupees 35,000 in case of leasing, hiring and plying of motor vehicles.

Difficulties / Obstacles / Hurdles faced: 1. The existing limit fixed under section 40A (3) for not allowing expenses in cash over and above Rs. 35,000/- is grossly inadequate and is causing hardship to transporters who are always on the move.

- 2. The existing limit of Rs: 35,000 has not been revised in the last 10 years for the transporters, while the CII Index has become approximately doubled in the last 10 years. So, there is a need for revision of the same.
- 3. The existing provisions require that cash payment to a single payee in a single day should not exceed the sealing of rupees 35,000/. This provision is not practicable as it is not possible to know if any payments have been made to the same person at any outstation branch or branch of the company.

Suggestions and Justification thereof: 1. A Limit of Rs. 35000 per day shall be increased to at least Rs. 1,00,000 per day.

- Provision should be made to allow payment based on each challan treated as a separate contract and not on the aggregate of payments made to one person in a single day anywhere in India.
- 3. Issue: 26AS should be updated immediately and it should also provide bill-wise TDS deduction

Existing provision under the Income Tax Act ("the Act"): Currently, 26AS is not getting updated immediately. Normally it takes time of 15 to 30 days after filing of TDS Returns to get updated.

Bill-wise details of TDS deductions are not available in 26AS

Difficulties / **Obstacles** / **Hurdles faced:** 1. TDS reconciliation between books and 26AS becomes difficult as 26AS gets updated once a quarter.

- Bill-wise matching of TDS rate and amount is not possible as Bill-wise details are not coming in 26AS.
- Proper Implementation of Lower deduction TDS certificate becomes difficult because of late updating of 26AS.

Suggestions and Justification thereof: 1. 26AS should be updated immediately.

- Bill-wise details should be provided in 26AS.
- 3. PAN should also be provided with a TAN number in 26AS.
- 4. Issue: Section 194Q and 206C(1H)

Existing provision under the Income Tax Act ("the Act"): As per Section 194Q, the Buyer (If T/o exceeds Rs 10 Crore in the last F.Y) should deduct TDS of the seller, if it was purchasing goods of more than Rs 50 Lakh from the seller in a financial year @ 0.1%.

As per Section 206C(1H), the Seller (If T/o exceeds Rs 10 crore in the last F.Y.) should charge TCS from the buyer, if it was selling goods of more than Rs 50 Lakh from the buyer in a financial year @ 0.1% Finance Act 2021, has given priority to Section 194Q over 206C(1H)

Difficulties / Obstacles / Hurdles faced: As per the current provisions, buyers and sellers are facing difficulties in the practical applicability of the provisions. Sellers are required to check whether to charge TCS u/s 206C(1H) while billing the buyer or not. If the buyer's turnover is more than Rs 10 crore in the last F.Y. then it will deduct the seller's TDS and the seller should not charge TCS under that case. Sellers are taking separate declarations from buyers over it for confirmation of their



As per the current provisions, buyers and sellers are facing difficulties in the practical applicability of the provisions. Sellers are required to check whether to charge TCS u/s 206C (1H) while billing the buyer or not. If the buyer's turnover is more than Rs 10 crore in the last F.Y. then it will deduct the seller's TDS and the seller should not charge TCS under that case

turnover in the last year.

Softwares needs to be updated every year for it and complete data need to be maintained of buyer's turnover of last F.Y. based on which Softwares will charge TCS u/s 206C(1H) on invoicing.

Suggestions and Justification

thereof: To avoid this difficulty, Priority should be given to 206C(1H) over 194Q as in that case no such declarations and data need to be maintained as if the seller's turnover of last year is more than Rs 10 crores, it will charge TCS u/s 206C(1H)

5. Issue: LDC Application u/s 197 should be based on PAN number instead of TAN

Existing provision under the Income Tax Act ("the Act"): Currently, Lower deduction TDS certificates are taken on the TAN of a particular customer. If the customer changes its TAN for TDS deduction, then the purpose of lower deduction certificates will not be met.

Difficulties / Obstacles / Hurdles faced: 1. Many customers have different TANs for different locations and customers change the TANs frequently for TDS deduction, so LDC certificates become worthless if the customer was not using relevant TAN on which we had taken LDC Certificate

Suggestions and Justification thereof: LDC application should be based on PAN number as there will be a single PAN for a single entity. So, if we take LDC on a single PAN then it will be effective for each TAN of that particular customer.



7 Tips For

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for Truckers



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.







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.





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.







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.



STOCK UP ON EXTRA EQUIPMENT



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



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





USE GOOD JUDGEME

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

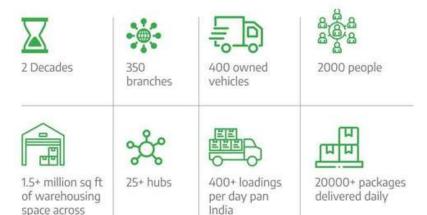




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With over two decades of moving goods across India, Maa Annapurna Transport Agency has been commonly referred as MATA by all our stakeholders including clients, vendors & well-wishers. Our identity is now a reflection of MATA.

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Tata Motors Pioneers Green Revolution in Commercial Vehicles at EXCON 2023

ata Motors, India's largest commercial vehicle manufacturer, has commercially launched its LNG-powered Tata Prima range of trucks and tippers, reported 91Trucks. This includes the Tata Prima 5528.S LNG and India's first LNG-powered tipper, the Tata Prima 3528.K LNG, at EXCON 2023 in Bengaluru.

The company's new line of commercial vehicles are designed to be more fuel-efficient. The new vehicles also fully electric and powered by renewable energy sources. These eco-friendly vehicles are set to revolutionize the way goods are transported. They will help reduce emissions and making the haulage industry more sustainable. In this post, we'll explore Tata Motors' green revolution in commercial vehicles and how it's set to transform the industry.

Tata Motors also showcased the Tata Prima E.28K, a concept electric tipper, aligning with the company's commitment to zero-emission technology solutions, reaffirming the company's goal to achieving net zero greenhouse gas emissions by 2045.

The company also unveiled a line-up of high-performance trucks. This includes the Tata Prima 2830.TK VX and Tata Signa 3530.TK VX, tailored for diverse construction applications. These vehicles are equipped with advanced features like cruise control, automatic traction control and pneumatically suspended driver seat. All these features aimed at elevating performance, comfort and safety standards for operators.

Rajesh Kaul, Vice President and Business Head – Trucks, Tata Motors, said, "The launch of LNG-powered range of trucks and tippers echoes our determination to lead in innovation, aligning with the evolving needs of fleet owners who are ready to embark on a sustainable journey. We have also displayed our electric tipper concept, the Prima E.28K. Along with introducing the electric tipper, we will develop a holistic ecosystem to aid electric mobility in the construction segment."

Tata Motors offers the widest commercial vehicle portfolio and has gone beyond mere BS6 Phase 2 compliance. Beyond buying the best-

Beyond buying the best-in-class Tata vehicles, fleet owners enjoy better fuel efficiency, lower operating costs, high vehicle uptime, real-time vehicle tracking and analytics for running their fleet efficiently, the company noted in a press release

in-class Tata vehicles, fleet owners enjoy better fuel efficiency, lower operating costs, high vehicle uptime, real-time vehicle tracking and analytics for running their fleet efficiently, the company noted in a press release.

The company announced that it will increase the prices of its commercial vehicles from 1 January, 2024, by up to

3%. This is done to offset the residual impact of the past input costs. This will be applicable across the entire range of commercial vehicles.

Benefits of using green commercial vehicles

The adoption of green commercial vehicles is becoming increasingly important in today's world. As businesses are becoming more conscious of their environmental impact, the use of green vehicles is seen as a significant step towards sustainability and reducing carbon emissions.

One of the major benefits of using green commercial vehicles is the positive impact on the environment. Traditional commercial vehicles, such as trucks and vans, are known to be major contributors to air pollution and greenhouse gas emissions. By transitioning to green vehicles, businesses can significantly reduce their carbon footprint and help combat climate change. These vehicles are designed to emit lower or zero levels of harmful pollutants, making them much cleaner and greener alternatives. In addition to the environmental benefits, using green commercial vehicles also brings advantages to businesses themselves. Firstly, these vehicles often come with lower operating costs. Green vehicles typically have improved fuel efficiency, leading to reduced fuel consumption and lower fuel expenses. Additionally, some governments provide incentives and tax breaks for businesses that adopt eco-friendly practices, including the use of green vehicles. This can result in significant savings for businesses in the long run.



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Mercedes-Benz R & D India and IISc Join for Innovation in Sustainable Mobility



urthering its commitment to innovation and sustainable mobility, Mercedes-Benz Research and Development India (MBRDI) has signed a Memorandum of Understanding (MoU) with the Indian Institute of Science (IISc) for advanced research collaboration.

This industry-academia partnership is a significant step towards achieving Mercedes-Benz's Ambition 2039, which aims to make the entire fleet of new vehicles net carbon-neutral along the entire value chain and over the vehicles' entire life cycle by 2039, the company said.

With the vision of 'solving global problems locally', this agreement aims to facilitate joint research, nurture talent, and promote collaborative innovation in sustainable mobility. The partnership will focus on driving

The partnership will
focus on driving
engineering
transformation and
pursuing long-term
research-oriented
projects. Both
organisations will
leverage each other's
existing capabilities,
including infrastructure
and academic programs

engineering transformation and pursuing long-term research-oriented projects. Both organisations will leverage each other's existing capabilities, including infrastructure and academic programs.

Manu Saale, Managing Director and CEO, Mercedes-Benz Research and Development India, said, "Leading industry players, premier academic institutions, and India's world-class talent are poised to lead the EV revolution today. Collaborations that help bridge the gap between industry and academia can enable the scientific research community to offer cuttingedge innovation that meets the evolving demands of the industry and customers. We are excited at the possibilities of working closely with Indian Institute of Science and look forward to bringing the best of Indian engineering research to the global stage."

Prof. Govindan Rangarajan, Director, Indian Institute of Science, said, "We look forward to collaborating with Mercedes-Benz Research and Development India in the area of sustainable mobility and electric vehicles. Research and innovation in this area not only promote energy independence but also create economic opportunities. The partnership reinforces our commitment to strengthen industry-academia engagements that can make a significant impact in the coming years."

Foundation for Science Innovation and Development (FSID) will manage IISc's interactions with industry and facilitate access to IISc's knowledge base and resources. The scope of the two-year agreement also includes an exchange of information, teaching materials, technological and scientific publications, seeking joint funding opportunities to publish papers, generate and protect intellectual property and sponsoring research.

- X



प्रगति को यस√कहो

कमर्शियल वाहन ऋण के साथ



प्रयुक्त कमर्शियल वाहन ऋण

- √ वर्किंग कैपिटल का लाभ उठाने के लिए मौजूदा फ्री वाहन का उपयोग करें।
- ✓ पेशकशों के विस्तृत सूची पुनर्वित्त, पुर्नखरीद, टॉप-अप, रीफाईनेन्स और बैलेन्स ट्रान्सफर ऋण।
- √ लोन अवधि 60 महीने तक।
- √ बड़े फ्लीट ऑपरेटरों से लेकर पहली बार उपयोग करने वाले।
- फ्रेट बुकिंग कम्पनी के लिए विशेष योजनायें।

प्रथम वर्ष के बाद किसी भी समय आंशिक ऋण चुकाने का विकल्प उपलब्ध है

ड्रॉप-लाइन ओवर ड्राफ्ट लिमिट

- √ ट्रांसपोर्टरों के लिए संपत्ति और कमर्शियल वाहनों पर ड्रॉफ्ट-लाइन ओडी <mark>लि</mark>मिट।
- √ अप्रयुक्त राशि पर कोई ब्याज नहीं।
- √ वार्षिक नवीनीकरण की आवश्यकता नहीं है।
- 🗸 कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेन्स शीट आदि।
- √ स्वतः लिमिट ड्रॉप उपलब्ध।

अधिक जानकारी के लिए सम्पर्क करें।

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

Truck and Bus Exports Hit a Speed Bump as Neighbourhood Economies Slump

he commercial vehicle export market has tanked thanks to the economic slump in India's neighbourhood. According to industry experts, Bangladesh is facing a forex crisis thanks to a sharp drop in its garment exports. Nepal and Sri Lanka are also facing an economic downturn. As a result, commercial vehicle exports have dropped from 6,000-7,000 units a month to just under 2,000 units a month. Things are unlikely to improve in a hurry given the slowdown in Europe which is an important export market for Bangladesh.

Volvo Eicher Commercial Vehicles

MD & CEO Vinod Aggarwal said, "Export of commercial vehicles are down sharply and it is primarily a South Asia problem. Bangladesh and Nepal markets are down by 75% from earlier peak levels. Sri Lanka is down to almost nothing too. Both Bangladesh and Nepal don't have enough forex so imports have been hit. Bangladesh in particular is dependent on garment exports which have been hit," reported ET Auto. The Middle East is doing slightly better but in Africa too the health of economies is varied with some markets doing alright and others down, he explained. According to Pushan Sharma, director - research, CRISIL Market Intelligence and Analytics, during April-August fiscal year 2024, commercial vehicle exports declined by 25% on-year. "The exports of light commercial vehicles (LCV), that constitute approx 70-75% of the total CV exports, declined 23% on-year



while medium and heavy commercial vehicles (MHCV) exports declined by 29% on-year," he added.

Currently Bangladesh and Nepal constitute 14% and 7% of India's CV exports respectively, said Sharma. But the good news Indian OEMs have been looking beyond the neighbourhood towards the Middle East and Africa.

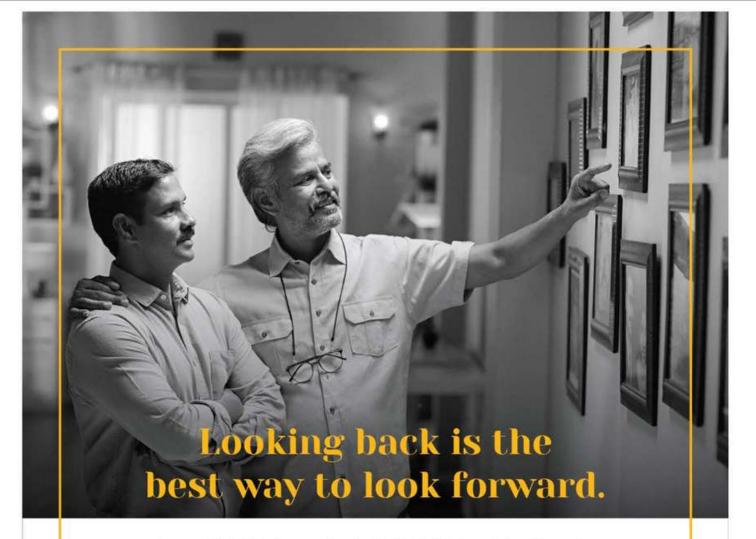
Over the last three years Saudi Arabia has "emerged as the top export destination from India due to infrastructural investments as the country is undertaking economic diversification", added Sharma.

Saudi Arabia comprises 22% of India's CV exports. South Africa, the second largest market comprises 19% export share. "The South African customer preference of driving pickups with both personal and commercial application helped the Indian OEMs improve penetration in the market," he added. The share of Bangladesh in exports declined from around 28% in FY21 to 14% in FY23 while recording

a 45% drop in H1FY24 also because the Bangladesh government rolled out plans to "strengthen domestic manufacturing of automobiles weaning away demand for Indian commercial vehicles," he added. Sri Lanka has a minuscule share of 0.2% in CV exports from India while Indonesia has 4% share.

Unsurprisingly CV makers are focussing on non-neighbourhood markets as well as on ensuring dealer health to ride out the export pinch. While Ashok Leyland is intensifying expansion strategy in the Middle East, Africa and Asia, Tata Motors is working on marketshare and channel health.

"In international markets we have been maintaining our market shares in all the key markets and maintaining channel health as the total industry volumes in most of these markets are below even the last year," Girish Wagh, executive director, Tata Motors said in a Q2 earnings call.



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

Toyota Launches IMV 0 Pickup Truck in Thailand



oyota Motor Corporation (Toyota) and Toyota Motor Thailand Co., Ltd. (TMT), Toyota's vehicle sales and production company in Thailand, held a launch event in Bangkok for the new IMV series model IMV 0—which was introduced at the JAPAN MOBILITY SHOW 2023. Orders for the model are now being accepted.

The IMV series was developed under the leadership of Akio Toyoda, then Chief Executive Officer of the Asia Region and current Chairman of the Board. The IMV series was developed with local engineers in the spirit of genchi-genbutsu, in hopes of contributing to the Asian economy together with the people of Asia.

Since the launch of the new pickup truck in Thailand in 2004, it has been introduced in more than 180 countries and regions around the world and has evolved to meet the needs of the era and the local community. In Thailand, the IMV series is regarded as a local favorite, integral to daily life. IMV has contributed to the Thai economy, with domestic sales totalling more than 2.7 million units and exports totalling more than 4 million units.

As the automotive industry continues to evolve and customer needs diversify, the lifestyles of Thai customers also continues to change. For the IMV series, Toyota decided to return to its origins to create an IMV pickup truck that is truly affordable

and meets the needs of customers. Local engineers led the development of the IMV 0 after thoroughly researching customer lifestyles.

Hilux Champ is mobility that helps make your vision come true and your life more colorful, from business to private life, through customizability. At the launch in Thailand, 11 customized models were introduced. TMT offers eight grades with an emphasis on covering a variety of business styles and uses. There are short and long-wheelbase versions,

Hilux Champ is
mobility that helps
make your vision come
true and your life more
colorful, from
business to private life,
through customizability.
At the launch in
Thailand, 11 customized
models were
introduced

three engine types—2.0L gasoline engine, 2.7L gasoline engine, and 2.4L diesel engine—and an unequipped type with a flat deck is also available. Prices range from 459,000 to 577,000 baht.

The deck has bolt holes at various locations so that custom accessories can be easily attached using bolts and nuts. In addition, for those customers who request customization, TMT can provide information on more than 100 accessory manufacturers so that each customer can enjoy personalized customization. TMT will produce the model at the Samrong Plant.

Toyota and TMT continue to make efforts to develop the automobile industry in Thailand and to achieve a better mobility society where all people can move freely, the company said in a media release.

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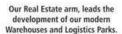














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KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001 E-mail: corporate@tcil.com Web: www.tcil.com | CIN: L70109TG1995PLC019116











Tata Motors to Increase Price of its Commercial Vehicles from January 2024

ata Motors, one of the most trusted and popular a u t o m o b i 1 e manufacturers in India, has announced a price hike on its range of commercial vehicles, effective 1 January 2024, reported 91Trucks. The CV maker has decided to increase the price of its commercial vehicles effective 1 January 2024, by up to 3%. So, if you're a car owner or planning to buy a car in the near future, you won't want to miss this post!

The price increase is to offset the residual impact of the past input costs, and will be applicable across the entire range of commercial vehicles.

In FY2023, Tata Motors clocked wholesales of 413,539 units, comprising both domestic and export market sales, which was a 16% year on year increase (FY2022: 35,6972 units). India market sales at 3,93,317 units were up 22% year on year.

With Tata Motors announcing a price hike in 2024, it is only natural to wonder about the expected reaction from competitors and the overall market. Price changes in the automotive industry can have significant ripple effects, shaping the landscape for both consumers and manufacturers alike.

Competitors in the market are likely to closely monitor Tata Motors' pricing strategy. If Tata Motors increases prices across its vehicle lineup, other automakers may consider following suit to maintain competitiveness. This could trigger a domino effect, leading to an industry-wide price adjustment. Alternatively, competitors may choose to adopt a different approach, such as offering discounts or incentives to attract customers who might be deterred by the price hike.

From a market perspective, the reaction will depend on various factors, including consumer demand,

If customers perceive
the price increase as
justified, backed by
enhanced features,
improved quality, or
technological
advancements, it may
not have a significant
negative impact on
Tata Motors' market
share

economic conditions, and the perceived value of Tata Motors' vehicles. If customers perceive the price increase as justified, backed by enhanced features, improved quality, or technological advancements, it may not have a significant negative impact on Tata Motors' market share. However, if the price hike is seen as disproportionate or not aligned with customer expectations, it could potentially result in a shift towards competing brands.

The anticipated price hike by Tata Motors in 2024 is expected to have significant implications for the company's sales and market share. As one of the leading automobile manufacturers in India, any change in pricing strategy by Tata Motors is closely observed by industry experts, analysts, and customers alike.

A price hike can affect the purchasing decisions of customers, especially in a price-sensitive market like India. While Tata Motors has built a strong reputation for offering value-formoney vehicles, an increase in prices might lead to a shift in consumer preferences towards more affordable alternatives.

One of the immediate implications of a price hike could be a potential decline in sales volume. Customers who were considering purchasing Tata Motors' vehicles might delay their buying decisions or explore other options due to the increased prices. This could impact the company's overall sales figures and market share.

We hope you found our article on Tata Motors' price hike informative and insightful. As one of the leading automobile manufacturers, Tata Motors' decision to increase prices is a significant development that will have an impact on the market. By discussing the potential factors behind the price hike and providing an analysis of what to expect in 2024, we aimed to equip our readers with valuable knowledge to navigate this upcoming change. Stay tuned for more updates on Tata Motors and the automotive industry.

"Act as if what you do makes a difference. It does." — William James

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15-17 MAR. 2024

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Notification Issued Mandating Installation of Air-conditioning System in Cabins of Motor Vehicles Belonging to Categories N2 and N3, Manufactured from 1st October 2025

inistry of Road Transport and Highways (MoRTH) has issued a notification dated 8th December 2023 mandating the installation of air-conditioning system in the cabins of motor vehicles belonging to categories N2 and N3, manufactured from 1st October 2025.

The performance testing of the cabin fitted with air-conditioning system shall be as per IS 14618: 2022, as amended from time to time.

As per the Notification any vehicle of N2 and N3 category, manufactured in the form of drive-away chassis, on or after the 1st October, 2025, the chassis manufacturer shall supply a type

approved kit of air conditioning system as per IS 14618:2022 to facilitate the body builder in installing the kit.

MoRTH had issued draft notification on 10th July 2023 seeking comments from the stakeholders.

Here're the glimpses of the Gazette notification:

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS NOTIFICATION

New Delhi, the 8th December, 2023

G.S.R. 886(E).—WHEREAS the draft of certain rules further to amend the Central Motor Vehicles Rules, 1989, was published, as required by 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. 492(E), dated the 10th July, 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 Gazette containing the said notification were made available to public;

AND WHEREAS copies of the Gazette containing the said notification were made available to the public on the 10th July, 2023;

AND WHEREAS no objections and suggestions were received from the public in respect of the said draft rules;

NOW, THEREFORE, in exercise of the powers conferred by sub-section(1) of section 110 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 (Tenth Amendment) Rules, 2023.
- (2) They shall come into force on the expiry of eighteen months from the date of their publication in the Official Gazette.
- 2. In the Central Motor Vehicles Rules, 1989, in rule 125C, in sub-rule (4), after the second proviso, the following provisos shall be inserted, namely:-

"Provided also that the vehicles manufactured on or after the 1st October, 2025 shall be fitted with an airconditioning system for the cabin of vehicles of N2 and N3 category and the testing of the cabin fitted with airconditioning system shall be as per IS14618:2022, as amended from time to time:

Provided also that any vehicle of N2 and N3 category, manufactured in the form of drive-away chassis, on or after the 1st October, 2025, the chassis manufacturer shall supply a type approved kit of air conditioning system as per IS 14618:2022 to facilitate the body builder in installing the kit.".

[F. No. RT-11028/02/2016-MVL]

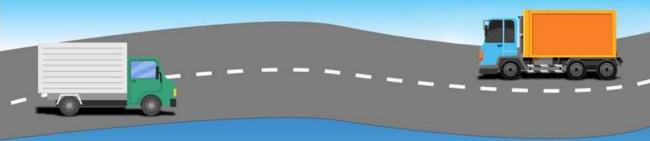
MAHMOOD AHMED, Addl. Secv.

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 G.S.R. 823(E), dated the 6th November, 2023.



Golden Rules of Driving

India has the dubious distinction of being the accident capital of the world. With an accident happening every six minutes & a fatality every ten minutes, it is important for us to follow the Golden Rules of Driving and make our roads safer again!



1

Speed Guidelines

Follow Road Speed Guidelines diligently; a journey that stretches on for a few minutes longer is infinitely desirable than losing a life.



2

Blind Overtaking

Blind overtaking is to be avoided, for it not only endangers one's own life, but also the lives of co-passengers and the travellers in the oncoming vehicle (s).



3

Vehicle Maintenance

Lax Vehicle Maintenance is often the cause of accidents. Steering & suspension components are some of the oft-neglected, yet highly vital aspects that must be checked.



4

Air Pressure

Incorrect air-pressure levels can seriously destabilize a vehicle. They lead to blow-outs in extreme cases. Weekly tire pressure checks and/or before a long trip help go a long way.



5

Adequate Sleep

Ensure adequate sleep before getting behind the wheel. Drivers sleeping off when in motion are one of the key reasons for high accident rates.



6

Alcohol

Alcoholic intake or consumption of intoxicants is best avoided when driving.



7

Seatbelts

The simple act of wearing a seatbelts before starting out is an important life-saving habit.



Framing of Guidelines on Integration of Safety Technology into the Regulatory Frameworks of the Highway Projects to Reduce Accidents and to Improve Emergency Response

he recent accident / collapse in Silkyara Tunnel on NH-134 under Chardham National Highway Improvement Programme took place during construction. The project is under implementation by National Highways and Infrastructure Development Corporation Limited (NHIDCL) on Engineering, Procurement and Construction (EPC) mode.

The contract conditions provide for all safety norms & regulations in line with the National/ International safety standards. Construction works including the safety aspects are supervised by Authority Engineer.

Field officials and senior officers of NHIDCL also regularly inspect and monitor the work including its various safety aspects. Thus, safety measures are part and parcel of highway projects including tunnel projects during different stages of design, construction and Operation & Maintenance (O&M).

Road Safety audits at different stages viz. design stage, construction stage, pre-opening stage and operation stage are also carried out in National



Highway projects including tunnel projects to ensure the safety of road users.

Framing of guidelines on integration of safety technology into the regulatory frameworks of the highway projects including those in the Himalayan projects and their upgradation to improve safety, to reduce accidents and to improve emergency

response is a continuous process.

Subsequent to the collapse in Silkyara Tunnel on NH-134, an Expert Committee has been constituted by the Government for investigation of the reasons for collapse of the tunnel and for recommendations in respect of Standard Operating Procedures (SOPs) to be followed in case of tunnel collapse/tunnel construction.

"The cost of being wrong is less than the cost of doing nothing." - Seth Godin



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Capital Expenditure on National Highways has Significantly Increased from About Rs. 51,000 Crore in 2013-14 to More Than Rs. 2,40,000 Crore in 2022-23



he Ministry is primarily responsible for development and maintenance of National Highways (NHs). Budgetary allocation of the Ministry has increased from about Rs. 31,130 Crore to in 2013-14 to Rs. 2,70,435 Crore in 2023-24.

Capital expenditure on NHs has been significantly increased from about Rs. 51,000 Crore in 2013-14 to more than Rs. 2,40,000 Crore in 2022-23.

Infrastructure sector which is the prime mover of the economy contribute to the faster economic growth and development.

Such increased budgetary allocation led to expansion of NH network in the country from about 91,287 km in March, 2014 to about 1,46,145 km at present, including the States of Chhattisgarh, Uttarakhand, Karnataka, Maharashtra, Rajasthan and North-eastern States.

Length of 4 Lane plus NH network

including High Speed Corridors has increased by more than 250% from about 18,371 km in March, 2014 to about 46,179 km so far. Also, length of less than 2 Lane NHs has decreased from about 27,517 km in March, 2014 to about 14,870 km which is now only about 10% of the NH network.

Ministry has focused on development of greenfield High Speed Corridors. Project implementation has already been started on 21 green field access-controlled corridors including expressways in which work in about 3,336 km length has been completed.

The above developments have increased the connectivity and accessibility to the NHs across the country and also increased the logistics efficiency

Ministry has completed various flagship projects or its sections which are already completed and opened to traffic to enable ease of movement. Some of these include Delhi-Dausa -Lalsaut section (229 km) and entire section in Madhya Pradesh (210km) of Delhi-Mumbai Expressway, Amritsar-Bhatinda-Jamnagar (470 km) in the State of Rajasthan, Suryapet -Khammam section of Hyderabad-Vishakhapatnam, Indore-Hyderabad (175 km), new Brahamputra Bridge near Tejpur in Assam on NH-37A(old), Kaladan Multi Modal Transit Transport Project in Mizoram, Shillong Nongstoin-Tura section of NH-44E & NH 127B in Meghalaya.

Also, several flagship corridors of Ministry e.g. Vadodara - Mumbai Section of Delhi - Mumbai Expressway, Bengaluru - Chennai Expressway, Bengaluru Ring Road, Raipur - Vishakhapatnam Economic Corridor, Char Dham Projects in Uttarakhand, Trans Aurnachal Highway (NH-13, NH-15 and NH-215) in Arunachal Pradesh, Imphal-Moreh section in the Manipur, Dimapur - Kohima section etc. are in progress.



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NHAI to Undertake Safety Audit of All Under Construction Tunnels

o ensure safety and adherence to the highest quality standards during construction, NHAI will undertake safety audit of all 29 under construction tunnels across the country. NHAI officials along with a team of experts from Delhi Metro Rail Corporation (DMRC) as well as other tunnel experts will inspect the ongoing tunnel projects and will submit a report

within seven days. With a total length of around 79 km, the 29 underconstruction tunnels are spread over different locations across the country with 12 tunnels in Himachal Pradesh, 06 in Jammu and Kashmir, 02 each in Maharashtra, Odisha, Rajasthan and one each in the states of Madhya Pradesh, Karnataka, Chhattisgarh, Uttarakhand and Delhi respectively.



NHAI also signed a Memorandum of Understanding with Konkan Railway Corporation Limited (KRCL). Under this agreement, KRCL will provide services for NHAI projects to review design, drawing and safety aspects related to tunnel construction and slope stabilization. KRCL will also conduct safety audits of tunnels and if required, suggest remedial measures.

In addition to this, KRCL will organize training programs for capacity building of NHAI officials. This agreement will remain in effect for a period of two years.

Earlier in September 2023, NHAI signed a similar agreement with DMRC, who will provide services for reviewing planning, designing, construction and maintenance of tunnels, bridges and other structures

on National Highways across the country.

The initiatives highlight NHAI's resolve to create a safe & seamless National Highway network and collaborate with Government Organizations to share best practices for the enhancement of transport infrastructure, contributing towards the goal of Nation Building.

Financial Health of NHAI

NHAI has been mandated to develop, maintain and manage national highways on behalf of Government of India. Funds for development of highways are provided by the Government through budgetary allocation and approval to NHAI for borrowing under Internal and Extra Budgetary Resources (IEBR). Additionally, NHAI mobilizes resources through asset monetization. Further, IEBR has been discontinued from FY 2023-24.

Year wise breakup of borrowing in last 5 years is Annexed.

NHAI has a road map in place for repayment of its debt.

About 167 projects are delayed due to

various issues such as delay in land acquisition, tree cutting, utility shifting, unseasonal rainfall, local agitation, forest clearance and subsequently Pandemic COVID—19 etc. The increase in the cost of these projects due to delay in project completion is subject to site/local/project specific factors including price escalation during the project time cycle and the actual cost increase can be ascertained only on final completion of the project.

NHAI has been constituted under NHAI Act 1988 to develop, maintain and manage national highways on behalf of Government of India. As an executing agency of Government of India, NHAI collects user fee on behalf of Government of India and all receipts of NHAI are also deposited in consolidated fund of India (CFI).

Borrowing of NHAI

The details of borrowing made during last 5 years is as under.

(Rs. In Crore)

FY: Amount (Principal)

2018-19:61,217

2019-20: 74,987

2020-21:65,080

2021-22: 76,150

2022-23: 798*

* NHAI has raised only Rs.798 crore through 54EC bonds in FY 2022-23. Further there is no IEBR for FY 2023-24 onwards.

- X



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- * Route Mapping & Surveys
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 - * Handling Services
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- **C** Container Train Operations
 - * Owned Train
- * Shared Train operations
- O Global Freight Forwarding Services
 - * Ocean Import / Export freight Management services
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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017

NHAI Inks Agreement to Develop Multi Modal Logistics Park at Nagpur at a Cost of Rs 673 crore

NHAI has signed an agreement with M/s. DC Multi Modal Park (Nagpur) Limited, a SPV of M/S. DeltaBulk Shipping India Pvt. Ltd., for the development of Multi Modal Logistics Park (MMLP) at Nagpur. The MMLP will be developed in an area of 150 acres under the Public Private Partnership model at an estimated cost of Rs.673 crore. This project is poised to be the first MMLP in Maharashtra under the PM Gati Shakti National Master Plan, making it a significant milestone in the country's development.

The MMLP will be developed in three phases. The Phase-I with an investment of Rs. 137 crore is expected to be completed in two years. MMLP will cater to about 9.47 million metric tonnes (MMT) cargo in the horizon period of 45 years and will give huge boost to the industrial zones in the catchment region such as Nagpur, Wardha, Chandrapur and Gondiya. It will create a lot of employment opportunities and bring in economic development in the region.

The MMLP shall be developed at Sindi (near railway station) in Wadha district of Maharashtra. The site is strategically located at a distance of around 3 km from Nagpur – Mumbai Maha-Samruddhi Mahamarg on one side and Howrah – Nagpur - Mumbai rail line on other side. Rail siding of length 3.0 km from Sindi Railway station on Hawrah-Nagpur- Mumbai rail line is substantially completed. The MMLP is also being provided access from four lane Nagpur –



Aurangabad, NH 361. The site is 48 km from Nagpur International Airport and 56 km from Nagpur railway station.

A government SPV, Nagpur MMLP Pvt. Ltd. is formed between National Highways Logistics Management Limited (NHLML), a 100% owned company of NHAI and Jawaharlal Nehru Port Authority (JNPA). JNPA has provided land for development of MMLP & NHLML is providing the external rail, road connectivity as well as water and power supply.

The MMLP will provide facilities such as Warehouses, cold storages, intermodal transfers, handling facilities for container terminals, bulk/break-bulk cargo terminals along with Value Added Services such as sorting/ grading and aggregation/ desegregation areas, bonded warehouse and customs facilities as well as support logistics facilities such as offices for freight forwarders and transporters and truck terminals.

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.



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All You Need to Know About Causes of Road Accidents

s per data received from Police Departments of States/Union Territories, details of State/UTs-wise road accidents, fatalities occurred in the country during last three years is attached as per Annexure-I & II respectively.

As per the available reports, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition, fault of driver / cyclist/ pedestrian etc.

Some of the major provisions made under the Motor Vehicles (Amendment) Act, 2019 for road safety including safety on National Highways are as under:-

Enhanced penalties for traffic rule violations.

Impounding and suspension of License in case of over speeding, dangerous driving, drunk driving, use of unsafe vehicles, not wearing helmets etc.

Driver refreshing training course as a remedial measure in case of suspension of license.

Automated testing for fitness certification.

Constitution of National Road Safety Board to render advice on Road Safety and Traffic Management.

Electronic monitoring and enforcement of road safety.

Recall of motor vehicles in case of



defects.

Power to Road Owning Agencies to erect and remove traffic signs on National Highways.

Wearing of protective headgear for person above four years of age on motorcycle.

Accountability of authority, contractor, consultant or concessionaire involved in design, construction or maintenance of road as per applicable safety standards

Section 215B of the Motor Vehicles (Amendment) Act, 2019 provides for constitution of National Road Safety Board to advice the Central Government or State Government, as the case may be, on all aspects pertaining to road safety and traffic management including, but not limited to,

The standards of design, weight, construction, manufacturing process, operation and maintenance of motor vehicles and of safety equipment;

The registration and licensing of motor vehicles;

The formulation of standards for road safety, road infrastructure and control of traffic;

The facilitation of safe and sustainable utilisation of road transport ecosystem;

The promotion of new vehicle technology;

The safety of vulnerable road users;

Programmes for educating and sensitising drivers and other road users; and

(viii) Such other functions as may be prescribed by the Central Government from time to time.

- X -





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What's the Formula for Toll Collection?



ser fee rates are calculated in accordance with National Highways Fee (Determination of Rates and Collection) Rules, 2008 for Public Funded fee plazas (EPC/HAM/BOT-Annuity) and the then applicable Fee Rules and provision of Concession Agreement for BOT (Toll) Fee plazas.

As per the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008, the rate of fee for use of a section of National Highway of four or more lanes shall be the product of the length of such section and base rates for a year. Base rate of fee per km for the year 2007-08 (in rupees) is as under:

Type of Vehicle: Base rate of fee per km (in Rupees)

Car, Jeep, Van or Light Motor Vehicle: 0.65

Light Commercial Vehicle, Light

Goods Vehicle or Mini Bus: 1.05 Bus or Truck (Two axles): 2.20

Three-axle commercial vehicles: 2.40 Heavy Construction Machinery (HCM) or Earth Moving Equipment (EME) or Multi Axle Vehicle (MAV) (four to six axles): 3.45

Oversized Vehicles (seven or more axles): 4.20

These user fee rates per km are revised each year with effect from the 1st day of April as per the extant fee Rules.

The rate of fee for the use of an expressway shall be 1.25 times the rate of fee for the use of a section of National Highway of four or more lanes.

National Highway having two-lanes with paved shoulders and above but below four-lane on which substantial improvement has been made by widening carriageway by three meters or more shall be sixty percent of fee for the use of a section of National Highway of four or more lanes.

The following are also taken into consideration while calculating user fee rates for the use of National Highways as per NH Fee Rules-2008.

- (i) Bypass forming part of a section of a National Highway constructed with the cost of Rupees ten crore or more, for the base year 2007-08, shall be one and a half times the rate of fee specified above.
- (ii) The rate of fee for use of a structure of length more than 60 metres forming a part of linear highway/expressway shall be calculated by converting the length of the structure into an equivalent of highway by multiplying by a factor of ten.

There is no exemptions to the public carriers at National Highway fee plazas as per extant Rules. Mechanical/Security vehicles transporting & accompanying certain dignitaries and vehicle used by certain Officer(s) for official purpose are exempted as per the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008.

NHAI has carried out a study to assess the impact of National Electronic Toll (FASTag) Collection Programme. The study report has provided insight on better operational efficiency, fuel saving, throughput enhancement, revenue enhancement along with several intangible benefits after the introduction of FASTag.

The user fee collection in respect of Public Funded Fee Plazas (EPC/HAM/BOT (Annuity), as per the agreed conditions in contract, is deposited by the agency to the toll account which is transferred to the Consolidated funds of India. The user fee collection is retained by concessionaire in case of BOT/OMT/TOT Concessionaire fee plazas.

X



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Know it All: Road Network in the Country

s per the last available report, India has a road network of about 63,31,791 km as of 31st March 2019,

which is the second largest in the world. The Ministry is primarily responsible for development and maintenance of National Highways (NHs). NH network in the country has increased from about 91,287 km in March, 2014 to about 1,46,145 km at present.

Ministry has laid focus on development of High-Speed Access Controlled Corridors and 4 Lane Road network in order to contribute towards development of economy through improved logistics efficiency. Length of 4 Lane plus NH network including High Speed Corridors has increased from about 18,371 km in March, 2014 to about 46,179 km so far. Project implementation has already been started on 21 green field access-controlled corridors including expressways in which work in about 3,336 km length has been completed.

Ministry has also emphasized on minimizing less than 2 Lane NHs by upgrading these to Minimum 2 Lane / 2 Lane with Paved Shoulder. Accordingly, length of less than 2 Lane NHs has decreased from about 27,517 km in March, 2014 to about 14,870 km so far.

Ministry has identified 35 Multimodal Logistics Parks (MMLPs) for development as part of BMP to improve logistics efficiency to the Indian economy. 15 MMLPs have been prioritized for development under BMP-I.

Year-wise details of constructed NH

length during the last nine years, along with pace of construction, are as under:-

Year -- Constructed NH Length (km) -- Pace of NH Construction (km/day)

2014-15 -- 4,410 -- 12

2015-16 -- 6,061 -- 17

2016-17 -- 8,231 -- 23

2017-18 -- 9,829 -- 27

2018-19 -- 10,855 -- 30

2019-20 -- 10,237 -- 28

2020-21 -- 13,327 -- 37

2021-22 -- 10,457 -- 29

2022-23 -- 10,331 -- 28

Capital expenditure incurred by Ministry has been significantly increased from about Rs. 51,000 Crore in 2013-14 to more than Rs. 2,40,000 Crore in 2022-23 leading to country's economic boost and adding to the target of becoming five trillion dollar economy.

Ministry has also undertaken green initiatives by planting about 3.46 cr trees since 2016, besides utilizing municipal waste for embankment construction, waste plastics in Bituminous construction and waste slag in Cement Concrete Construction.

Key strategies adopted/employed to achieve the above remarkable growth and achievements of NH network in the country undertaken by Ministry are as under:-

Ministry resolved the inherited stalled projects (stalled projects till 2013-14) by close monitoring at the highest levels and also by suitable policy interventions like one time fund infusion, substitution, termination &

repackaging etc.

Promoting Contractor's Ecosystem by rationalising the projects and contract documents

All project planning including preparation of DPR mandated on PM Gati Shakti National Master Plan (NMP) Portal

Awarding projects after adequate preparation in terms of land acquisition and preconstruction activities

Simplified procedure for approval of GAD (General Arrangement Drawing) by Railways

Streamlining land acquisition process

Adoption of new technologies and continuously upgrading the standards and specifications

Raising resources from innovative financing models etc.

Relaxations in contract provisions under "Atmanirbhar Bharat" to improve liquidity of funds

Revamped dispute resolution mechanism

Portal based project monitoring leading to early resolution of issues

Periodic reviews of projects at various levels

- (e) 46 nos. of NHs in a length of 9,105 km pass through the State of Madhya Pradesh, with 5,666 km length of NHs constructed during the last nine years. Out of this, 161 km length of NHs have been constructed in Bhind and Datia districts during the last nine years.
- (f) Ministry has incurred expenditure of Rs. 522 Crore towards development of NHs in Bhind and Datia districts in the State of Madhya Pradesh during the last four years.

- X -



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Vehicle Scrapping Policy Formulated for Creation of an Ecosystem to Phase Out Unfit and Polluting Vehicles in an Environment Friendly Manner

o ban has been imposed on plying of vehicles that are 15 years old in all the States of the country. However, the Hon'ble Supreme Court of India in WP No. 13029/1985 (MC Mehta vs Union of India), vide order dated 29.10.2018, has directed the Transport Departments of National Capital Region (NCR) that all diesel vehicles more than 10 years old and petrol vehicles more than 15 years old shall not ply in terms of order of NGT dated 07.04.2015.

The Ministry of Road Transport and Highways has formulated the Voluntary Vehicle Fleet Modernization Program (V-VMP) or Vehicle Scrapping Policy for creation of an ecosystem to phase out unfit and polluting vehicles in an environment friendly manner. Under this policy, eligibility of vehicles to ply on roads is determined as follows:

For private vehicles, based on their fitness status, as certified by the Automated Testing Stations (ATS) established in accordance with GSR 652(E) dated 23.09.2021 (subsequently amended vide GSR 797(E) dated 31.10.2022).

As per the provisions of G.S.R. 29(E) dated 16th January 2023, Certificate of registration of vehicles owned by the Government shall expire after a period of 15 years from initial registration. Such vehicles are to be scrapped at Registered Vehicles

Scrapping Facilities (RVSFs) established in accordance with GSR 653(E) dated 23.09.2021 (subsequently amended vide GSR 695(E) dated 13.09.2022).

In order to enforce provisions of the policy, rules have been issued/amended under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. The following notifications have been issued and uploaded on the Ministry's website: -

GSR Notification 653 (E) dated 23.09.2021 (amended vide GSR 695(E) dated 13.09.2022) provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.

GSR Notification 652 (E) dated 23.09.2021 (amended vide GSR 797(E) dated 31.10.2022) provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.

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

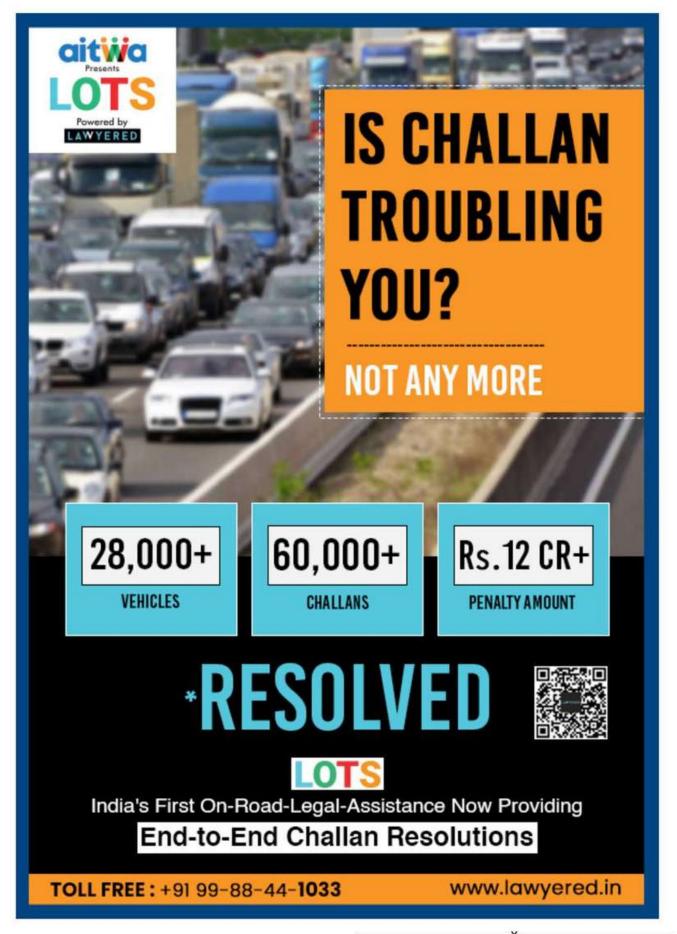
GSR Notification 720 (E) dated 05.10.2021 provides for concession in

the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification has come into force with effect from 1st April, 2022.

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

GSR 663(E) dated 12.09.2023 provides for extension of date for mandatory testing of Transport Vehicles through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989 to 01st October 2024.

As per the provisions of the Vehicle Scrapping Policy, State Governments are empowered to issue Registration Certificate for Automated Testing Stations and Registered Vehicle Scrapping Facilities. The owner or operator of any automated testing station shall be the State Government or any company or association or body of individuals or individual or special purpose vehicle either directly or through Public Private Partnership.



उत्तरकाशी में राष्ट्रीय राजमार्ग और अवसंरचना विकास निगम लिमिटेड की (एनएचआईडीसीएल) परियोजनाओं में से एक के विषय में 06 दिसंबर 2023 को न्यूज 18 उत्तर प्रदेश-उत्तराखंड समाचार के उत्तर में

यह संक्षिप्त विवरण न्यूज 18 उत्तर प्रदेश उत्तराखंड द्वारा प्रसारित समाचार के उत्तर में है, यह समाचार तथ्यात्मक रूप से गलत और पक्षपातपूर्ण है। समाचार चैनल ने उक्त सड़क पर भूस्खलन से यात्रियों की परेशानी या असुविधा से संबंधित किसी भी फोटो या वीडियो के साथ इसकी पृष्टि नहीं की है।

उत्तरकाशी के बरेठी क्षेत्र में हाल ही में हुई भूस्खलन की घटना के संबंध में गलत सूचना फैलने से बचने के लिए सूचना प्रसारित करने से पहले तथ्यों की जांच करना महत्वपूर्ण है। राष्ट्रीय राजमार्ग और अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) लोगों को प्रभावित पर्वत के भुरभुरेपन को कम करने के लिए उठाए गए सिक्रय उपायों के बारे में जागरू क करना चाहता है। एनएचआईडीसीएल ने द्वारा अपनाई गई सर्वोत्तम उपाय किए हैं, जो यू-ट्यूब पर भी उपलब्ध हैं:-

उत्तराखंड में बरेठी अत्यधिक खंडित, भुरभुरा/कटा हुआ दीर्घकालिक भूस्खलन प्रभावित क्षेत्र है, इसके कारण इस क्षेत्र में सड़क पर बहुत कठिनाई और जान-माल की हानि होती है। हमारे विशेषज्ञों की टीम ने पहाड़ के भुरभुरेपन को बढ़ाने वाले भूवैज्ञानिक और पर्यावरणीय कारकों का गहन मूल्यांकन किया है, जिससे हमें इन्हें दूर करने के लिए अपने समाधान तैयार करने में मदद मिली है। हम प्राकृतिक पर्यावरण की सुरक्षा और स्थिरता को गंभीरता से लेते हैं। हमारी टीम भूस्खलन की घटनाओं को रोकने और पर्वतीय क्षेत्र के लिए रणनीतिक व्यापक उपायों को क्रियान्वित करने में सिक्रिय रूप से लगी हुई है।

राजमार्ग और अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) ने क्षेत्र में स्थिरता लाने और सड़क यात्रियों की सुरक्षा का कार्य किया जिसमें बरेठी भूस्खलन क्षेत्र का दो चरणों में कार्य प्रणाली अपनाई गई: –

1. अनुबंध की शर्तों के आधार पर सड़क की पूरी लंबाई के लिए 20 मीटर तक ढलानों का उपचार और स्थिरीकरण किया गया। आगे की सावधानी के लिए 100 मीटर की दूरी के लिए 27 मीटर के अतिरिक्त हिस्से को भी स्थिर किया गया। हालांकि, ढलानों और ढाल के बड़े क्षेत्र के कारण, सड़कों पर तेज गित से पत्थर गिरते रहे, जिसके कारण भूस्खलन संभावित क्षेत्र के स्तर-।। उपचार की आवश्यकता हुई। स्तर-

2. एक भूस्खलन सुरक्षा गैलरी बनाई गई थी और उस खंड में जोन ए, बी, सी और डी के छोटे क्षेत्रों को डीटी जाल+ रॉमबॉइडल जाल. ग्राउटिंग (पतला मसाला भरने का कार्य) सहित रॉक बोल्ट (सुरक्षा के चरण- 1. प्रणाली के समान) का उपयोग करके स्थिरता के लिए जोड़ा गया था। मौजूदा निर्माण कटिंग का उपयोग भुस्खलन संरक्षण गैलरी के निर्माण के लिए किया गया था। डिजाइन की प्रफ जांच भारतीय प्रौद्योगिकी संस्थान (आईआईटी) रूड़की से कराई गई। यह संरचना 7.5 मीटर गहराई के 200 मिमी व्यास वाले 868 खंभों और पहाड़ी की ओर 800 मिमी × 600 मिमी और घाटी की ओर 975 मिमी × 600 मिमी के पोल कैप पर खड़ी है। संरचना का पहाड़ी भाग 400 मिमी मोटाई की एक कतरनी दीवार और 300 मिमी मोटाई का स्लैब, 600 मिमी × 450 मिमी का बीम और 600 मिमी × 600 मिमी का स्तंभ है। डिजाइन के आधार पर ढलान के असंसाधित क्षेत्रों से गिरे हए मलबे/पत्थरों को समाहित करने के लिए कतरनी दीवार को जानबुझकर पहाड़ी ढलान से दूर रखा जाता है। पत्थरों के गिरने के प्रभाव को सोखने के लिए शीर्ष स्लैब/छत पर 1000 मिमी रेत की कुशन परत बिछाई जाती है। यह संरचना पिछले दो मानसून के दौरान की गई है और यह पूरी तरह से सुरक्षित तथा बरकरार है और यातायात के सुचारू आवागमन के लिए एक सुरक्षित मार्ग बन चुकी है।

भूस्खलन जैसी संभावित चुनौतियों का सामना करने के लिए इसका स्थायित्व और प्रभावशीलता सुनिश्चित करने के लिए सुरंग को अत्याधुनिक तकनीक और निर्माण सामग्री से तैयार किया गया है। हम उत्तरकाशी क्षेत्र के सभी निवासियों और आगंतुकों के लिए एक सुरक्षित और विश्वसनीय माहौल को बढ़ावा देने के लिए समर्पित हैं।

सुरंग एक सुरक्षित मार्ग के रूप में विद्यमान है, जो यात्रियों की सुरक्षा को प्राथमिकता देती है और संवेदनशील क्षेत्र को एक विश्वसनीय और संरक्षित मार्ग प्रदान करती है।

सुरक्षा के प्रति राजमार्ग और अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) की प्रतिबद्धता इस सुरंग के डिजाइन और निर्माण में परिलक्षित होती है, जो इस क्षेत्र से गुजरने वाले सभी लोगों को मानसिक शांति प्रदान करती है। वास्तव में, इस अनूठी संरचना को ऐसे ही स्थलों पर दोबारा अपनाए जाने की आवश्यकता है, जहां आर्थिक रूप से संपूर्ण ढलान उपचार संभव नहीं है।

हम समाचार चौनलों से अनुरोध करते हैं कि वे अप्रमाणित टिप्पणियां करने से पहले तथ्यात्मक रूप से जागरूक रहें। साथ ही, यहां यू-ट्यूब पर उसी जगह की खबरों के कुछ लिंक भी उपलब्ध हैं।





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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-2001 ANSWERED ON- 20/12/2023

PENALTIES ON FASTAG USERS

2001, SHRI JAYANT CHAUDHARY:

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

- (a) the details of absolute number and percentage of total highway users/registered vehicles with FASTags in India currently;
- (b) whether directions were issued to collect double toll as penalty in case of no FASTag or inoperable FASTag or deficient balance in account linked to FASTag;
- (c) if so, details of the amount of toll collected since the penalty was imposed, including details of penalty amount & number of transactions and users who were penalised in the last 12 months; and
- (d) whether Government intends to continue with this double toll collection and if so, the rationale of this penalty imposed?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The total number of FASTags issued as on 30.11.2023 is 7,98,07,678. The percentage of FASTag transaction (by count) is 98.9% at fee plazas on National Highways during week ending on 3rd December, 2023.
- (b) & (c) As per Gazette notification G.S.R. no. 298 (E) dated 15th May, 2020, users of such vehicle not fitted with "FASTag" or vehicle without valid and functional "FASTag" are required to pay a user fee equivalent to two times of the normal applicable user fee. The amount of user fee collected from such users in the last 12 months from fee plazas administered by NHAI (December 2022 to November 2023) is Rs 860.38 Crore with transaction count of 729.65 lakhs.
- (d) Government has declared all lanes of fee plazas as FASTag lane with effect from midnight of 15th/16th February 2021. Moreover, users of such vehicles not fitted with "FASTag" or vehicles without valid & functional "FASTag" are required to pay a user fee equivalent to two times of the normal applicable fee. The above steps have been taken to encourage users to opt for 'Electronic Toll Collection System' through FASTag.

X

बेकिन खबरें पढ़ने के लिए ट्विटर पर फॉलो करें @sandhyatimes4u फेसबुक पर लाइक करें हमारा F8 पेज Sandhya Times

ट्रकों के केबिन में लगाने होंगे AC, क्या बोले ट्रांसपोटेर व ड्रा

1 अक्टूबर 2025 से सभी नए ट्रकों में AC जरूरी, ट्रक व्यवसायियों पर पड़ेगा बोझ

 लंबी दूरी के बीच एक स्थान से दूसरे स्थान तक माल फहुजाने में दूसरे स्थान तक माल फहुजाने में दूखों का अहम रोल हैं। दूखों के ड्राइवर हजारों किल्लीमीटर तक सफर करते हैं। यह गर्मी, सर्वी और बहिश जैसे मौसम झेलते हैं। पारत में दौड़ने वाले अधिकतर ट्रक पुराने मॉडल पर आधारित है। गर्मी के दिन ड्राइवर्स के लिए मुश्किल भरे होते हैं। बहुत से ट्रकों में एयर कडीश्नर नहीं होते हैं। अब केंद्र सरकार ट्रक ढ़ाइवर्स की मुश्किलें खत्म करना चाहती है। सड़क परिवहन और राजमार्ग मंत्रालय की अधिसूचना के अनुसार 1 अक्टूबर 2025 से सभी नव-निर्मित ट्रकों में ड्राइवर्स के लिए यातानुकूलित केविन की सुविधा जरूरी है।

सरकार के निर्णय पर ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन के प्रेजिडेंट



राजेंद्र कपूर ने कहा कि ट्रकों में एसी केबिन को अमल में लाने का निर्णय स्वागत योग्य है। मगर, ये भी जानना आवश्यक

है कि इसका पुराने वाहनों पर क्या प्रभाव होगा, ये जानना अहम है। ट्रांसपोर्ट व्यवसायी मंदी की मार झेल रहे हैं। यदि एसी केविन वाला ट्रक खरीदेंगे, तो आर्थिक बोझ बढ़ेगा। राजेंद्र ने कहा कि कार्य क्षमता बढ़ाने के लिए ट्रकों में दो ड्राइवर्स की जरूरत होती है। सफर के दौरान एक ड्राइवर सो जाता है, दूसरा ट्रक चलाता है। इसी तरह दोनों को आराम मिल जाता है। देश में ट्रकों के अच्छे ड्राइवर्स की कमी भी है। चालक कक्ष एसी होने से इन्द्रवर्स खुश होंगे। यदि ड्राइवर डिलिवरी का टाइम वढ़ सकता है। सरकार साफ और स्वच्छ टॉवलेट नहीं मिल पाते हैं। यादव, ट्रक ड्राइवर



गर्मी लगने पर चलाते हैं पंखा

मुझे तो दक चलाते हुए अभी 2 साल ही हुए हैं। नोएडा, फरोदाबाद, मथुरा, आगरा, दिल्ली, गानियाबाद समेत आसपास के शहरों तक गाड़ी लेकर जाता हूं। मई-जून में गाड़ी चलाई नहीं जाती है। केबिन में AC होगा, तो ड्राइवर रिलेक्स रहेगा। यो जल्दी नहीं थंकेगा। अभी गर्मी लगने पर पंखा चला लेते हैं। AC केबिन वाले ट्रक का भाड़ा और गाड़ी की कीमत भी बढ़ेगी। वहीं AC चलने पर ईंपन भी अधिक पुंकेगा। फिर भी हम लोग इंसान @सोन् कुमार, ट्रक ड्राइवर



है। गर्मी से राहत पाने का हक हमें होना चहिए। क्लाइंट को माल भेजना है, तो वो कुछ पैसा अधिक भी खर्च कर लेगा।

घकान के दौरान एसी चलाकर सोएंगे, तो से आग्रह है कि ड्राइयर्स के लिए शीच की डीजल फुकेमा। इससे ट्रांसपेटेशन कॉस्ट भी व्यवस्था को प्राथमिकता पर लिया जए। है। हाइवर का खयाल स्था जएगा, ते र बढ़ेगी। चालक अधिक आराम करेंगे और अभी कई-कई किलोमीटर तक ट्राइवर को और माल दोनों सुरक्षित रहेंगे। अप

इससे चालक बहुत सी स्वास्थ्य समस्याः से जुझते हैं।

अच्छा हो कामकाजी माहौल मंत्रालय का निर्देश है कि N2 और N श्रेणियों के तहत आने वाले वाहनों में ए सिस्टम होना चाहिए। गजट अधिसृचना बताया है कि एसी केबिनों के लिए परीक्ष मानदंड IS14618:2022 का पालन कर चाहिए। काफी समय पहले ही केंद्रीय सड परिवहन मंत्री नितिन गडकरी ने इस तः के आदेश दिए थे। उन्होंने ट्रक ड्राइवरो र अत्यधिक गर्मी की स्थिति में काम करने बारे में बिता व्यक्त की। वी बाहते हैं कि ट्र इदवर्स का कामकाजी माडील अच्छा है भले ट्रक की कॉस्टिंग बढ़ जाए।

> ट्रकों में AC बहुत जरूरी 35 वर्षों से गाड़ी चला रहा हूं। गोवा

नागलैंड, सिलिगुडी, गुवाहारी और दिल्ल जम्मू, राजस्थान, हिमाचल प्रदेश और पंजाब तक

भारी मालवाहको को लेकर गया हूं।

अब सरकार ट्रकों के केबिन को AC क चारती है, जो बहुत जरूरी है। शका में बड़ी गमी होती है। अभी कुछ गड़िए सिर्फ पंखा होता है, जो ट्रक स्टार्ट होने ही चलता है। एक-दो घटा आराम करन तो पुढ़वर को सीएनजी या डीक्स फू पहेगा। वैसे बड़े ट्रको में AC कैबिन आ

माल की अवैध आवाजा

सास्य टाइम्स ब्युरो

ऑल इंडिया मोटर एवं गुड्स असोसिएशन के प्रतिनिधिमंडल ने दिल्ली ट्रेड एंड टैक्स विभाग की विशेष आयुक्त कृति गर्ग से मुलाकात की है। असोसिएशन के प्रेजिडेंट राजेंद्र कपर ने बताया कि स्पेशल कमिश्नर ने काफी देर तक ट्रांसपोर्टर्स की

रेलवे परिसरों के बाहर जांच का दायरा बढाएगा दिल्ली का ट्रेड एंड टैक्स विभाग, ट्रांसपोर्टर्स ने स्पेशल कमिश्नर से की शिकायत

समस्याओं को सुना। उन्हें बताया कि वस और रेल में जो सामान वुक होकर जाता है, उसमें विल और ई-वे विल नहीं जरूर करेंगी। होते हैं। जो लोग रेलवे वैगन वक विना डॉक्यूमेंट के

प्रतिबंधित सामान जैसे सिगरेट, गुटखा, शराब, पीतल और तांबा लेकर जाते हैं,



शिकायतें सुनने के बाद कृति गर्ग ने राज्य सरकार के वित्त विभाग द्वारा कार्रवाई आश्वस्त किया कि वो आवश्यक कार्रवाई

एक्शन लेने में मुश्किल आती है। फिर भी के राजस्व को भारी नुकसान हो रहा है। कराकर उसमें विभाग के अधिकारी उन जगहों पर जाएंगे, प्रतिनिधिमंडल में चेयरमैन दीपक सचदेवा, जहां वसों में माल की लोडिंग-अनलोडिंग महासचिव देवेंद्र सिंह, अरविंदर सिंह, होती है। यदि वगैर विल और गैर कानूनी पुरुषोत्तम अग्रवाल, अरुण वंसल, नवीन, सामान मिला, तो उसके विरुद्ध सख्त उनके खिलाफ कार्रवाई होनी चाहिए। एक्शन होगा। इसी तरह रेलवे परिसर में सिंह वांगा शामिल हुए। (प्रस)

नहीं हो सकती है। फिर भी रेलवे परिसर के बहर जांच का दायरा बढाया जाएगा। बसों में सवारियां होने की वजह से इससे केंद्र और दिल्ली दोनों सरकारों अनिल गुरेजा, दीपक आह्जा और जसप्रीत

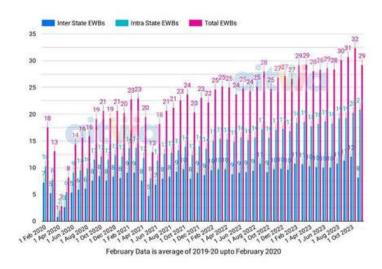


Eway Bill Dashboard

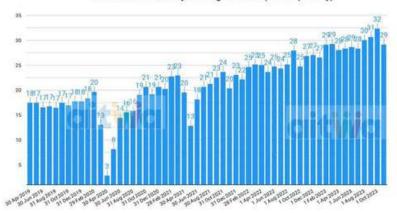


Last updated on 7th Dec 2023 | Data as on 30th November 2023

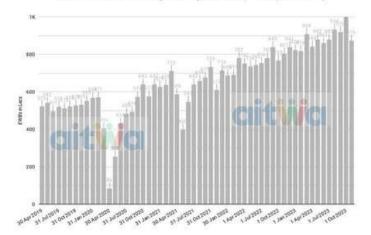
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



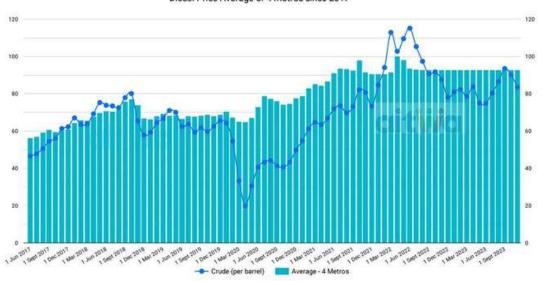
Total number of monthly EWBs generated (in lacs per month)



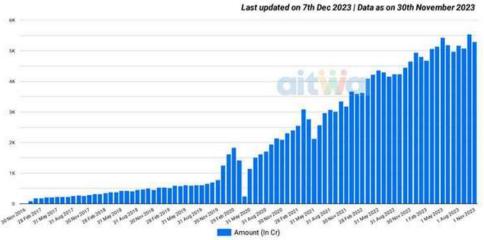
Diesel Dashboard

Last updated on 5th December 2023 | Data as on 30th November 2023

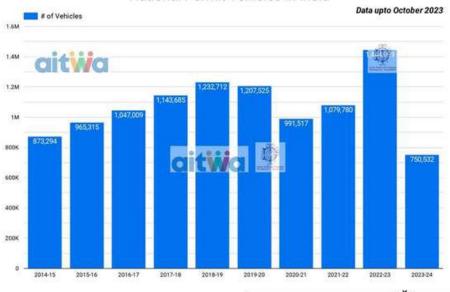
Diesel Price Average of 4 metros since 2017



Toll Collection Dashboard



National Permit Vehicles in India



TOTAL FREIGHT (INT'L+DOM.)

C	Lat	Freight (in MT.)						
S.	Airport		The Mon		For The	Period Apr	il To Nov.	
no.		Nov.	Nov.	%		2022-23		
-	15 1	2023	2022	Change			Change	
_	15 International		06100		221212	221211		
	Chennai	26906 10316	26475 10398	1.6	93919	234241	-5.3	
2	Kolkata Goa	577	545	-0.8 5.9	3796	92623 4018	-5.5	
4	Srinagar	675	546	23.6	6594	7121	-7.4	
5	Bhubaneswar	4021	837	20.0	10015	6997	43.1	
6	Calicut	1363	1254	8.7	11808	8885	32.9	
7	Coimbatore	843	776	8.6	5684	6453	-11.9	
8	Varanasi	454	411	10.5	3304	3382	-2.3	
9	Amritsar	308	319	-3.4	2331	1636	42.5	
10	Trichy	535	529	1.1	4331	4373	-1.0	
11	Portblair	585	489	19.6	3767	4262	-11.6	
12	Imphal	575	669 107	-14.1 -55.1	1635	5333 920	-69.3	
14	Vijayawada Tirupati	48	9		461	87	-49.9 -79.3	
15	Kushinagar	0	0	-	0	0	-19.5	
Гota		47206	43364	8.9	369375	380331	-2.9	
(R)	6 PPP Internation	nal Airnor	te 43304	0.7	307373	300331	-20	
_	***************************************	8337	7829	6.5	40050	61030	12.0	
16 17	Ahmedabad Lucknow	1738	1107	57.0	69858 13817	61838 10244	13.0 34.9	
18	Guwahati	1278	2013	-36.5	13219	15664	-15.6	
19	Jaipur	1576	1296	21.6	12922	11537	12.0	
20	Trivandrum	1346	1395	-3.5	12562	11328	10.9	
21	Mangalore	155	349	-55.6	1337	2961	-54.8	
Tota		14430	13989	3.2	123715	113572	8.9	
	7 JV Internationa	al Airport	3	- Contraction			-	
22	Delhi (DIAL)	79807	72498	10.1	647252	603643	7.2	
23	Mumbai (MIAL)	63681	62599	1.7	528391	519902	1.6	
24	Bangalore (BIAL)	36171	33291	8.7	286642	277337	3.4	
25	Hyderabad (GHIAL)		11420	5.3	98326	95408	3.1	
26	Cochin(CIAL)	4604	3967	16.1	39559	40055	-1.2	
27	Nagpur (MIPL)	709	700	1.3	5288	6285	-15.9	
28	Kannur (KIAL)	218	207	5.3	2337	2681	-12.8	
Tota	1	197215	184682	6.8	1607795	1545311	4.0	
(D)	2 ST Govt./Pvt.		norte		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		11533	
29	-			72.0	214	214	50 /	
30	Shirdi Goa (MOPA)	16 199	61	-73.8	214 690	514	-58.4	
Tota		215	61		904	514	75.0	
	10 Custom Airpo	urte 213	01	*	904	314	75.9	
the service of	NAME OF TAXABLE PARTY OF TAXABLE PARTY.			0.0		20200		
31	Pune	3285	3572	-8.0	25511	28209	-9.6	
32 33	Patna	814 705	924	-11.9 52.9	6335 4854	8624	-26.5	
34	Chandigarh Indore	859	461 855	0.5	6835	7623 7200	-36.3 -5.1	
35	Bagdogra	680	729	-6.7	5687	6295	-9.7	
36	Visakhapatnam	309	308	0.3	2734	3181	-14.1	
37	Surat	379	308	23.1	3762	3502	7.4	
38	Madurai	550	244	-	2216	2226	-0.4	
39	Aurangabad	73	125	-41.6	507	894	-43.3	
40	Gaya	0	0	-	0	0		
Tota		7654	7526	1.7	58441	67754	-13.7	
(F)	73 Domestic Air	ports		v>	Dell'Incollège	- certelliscon		
41	Ranchi	511	521	-1.9	4013	4525	-11.3	
42	Raipur	406	557	-27.1	3373	4049	-16.7	
43	Dehradun	135	202	-33.2	1583	1114	42.1	
44	Jammu	84	133	-36.8	524	1102	-52.5	
45	Agartala	242	399	-39.3	1470	3192	-53.9	
46	Udaipur	30	67	-55.2	128	265	-51.7	
47	Leh	99	197	-49.7	1145	1108	3.3	
48	Bhopal Vadodara	206 203	236 154	-12.7 31.8	1833 1639	2059 1505	-11.0	
49 50	Jodhpur	18	154	31.8	60	1505	8.9	
51	Rajkot	0	67	-	365	616	-40.7	
52	Gorakhpur	0	0		0	010	-40.7	
53	Dibrugarh	183	117	56.4	963	949	1.5	
54	Darbhanga	18	4	50.4	361	257	40.5	
55	Prayagraj	3	20	-85.0	24	68	-64.7	
56	Rajahmundry	2	1		14	10	40.0	
57	Jabalpur	0	19		0	106		
58	Silchar	26	45	-42.2	393	572	-31.3	
59	Hubli	16	1	-	79	33		
60	Belgaum	2	1	-	3	34	-91.2	
61	Dimapur	173	159	8.8	1044	867	20.4	
	Kanpur(Chakeri)	13	13	0.0	76	105	-27.6	
62	Jharsuguda	9	3	-	58	29		

44 4 4	100		men is
Freight	(m	10/1	
Livigin	fin	TAX	2+

S.	Airport	For The Month For The Period April Nov. Nov. % 2023-24 2022-23					
10.		Nov. 2023	Nov. 2022	% Change	2023-24	2022-23	
E) '	73 Domestic Airp	37135504	2022	Change			Change
54	Gwalior	1	6	-83.3	10	62	-83.
5	Tuticorin	0	0	-00.0	3	1	-65.
6	Mysore	0	0.	_ 3	0	0	
7	Gaggal (Kangra)	0	0	-	0	0	
8	Jorhat	0	20	-	104	113	-8.
9	Bareilly	0	0	-	0	0	
0	Juhu	22	26	-15.4	210	191	9
11	Agra	4	0	-	28	0	
72	Kolhapur	30	0	-	82 82	0	
14	Jamnagar Barapani (Shillong)		0		0	0	
15	Jaisalmer (Sninong)	0	0		0	0	
16	Kalaburgi	0	0		0	0	
7	Kandla	0	0		0	0	
18	Deoghar	0	0	2	0	0	
9	Pondicherry	0	0	-	0	0	
0	Pantnagar	0	0	-	0	0	
31	Cuddapah	0	0	-	0	0	
12	Bhavnagar	0	0	-	0	0	
3	Kishangarh	0	0		- 0	0	
34	Agatti	4	0		40	29	37
5	Bhuj	0	0	-	0	0	
36	Diu Rupaci	0	0	-	0	0	
87	Rupasi Hollongi (Donyi Pole)	0	0	- 0	0	0	
9	Lakhimpur (Lilabari)	0	1	-	2	7	-71
0	Khajuraho	0	0	-	0	0	-71
i I	Bikaner	0	0	-	0	0	
2	Hindon	0	0	-	0	0	
13	Porbandar	0	0		0	0	
14	Bhuntar	0	0	-	0	0	
5	Tezu	0	0	- 1	0	0	
6	Pakyong	0	0	-	0	0	
7	Keshod (Aragarh)	0	0		0	0	
8	Shimla	0	0	-	0	0	
9	Gondia	0	0	-	0	0	-
00	Tezpur Hyderabad (Begampe)	0	0	-	0	0	
01	Coochbehar	0	0	-	0	0	
03	Jalgaon	0	0		0	0	
	Salem	0	0	-	0	0	
05	Sholapur	0	0	-	0	0	
06	Ludhiana	0	0	- 0	0	0	J.
07	Kota	0	0	-	0	0	
08	Safdarjung	0	0		0	0	
09	Bhatinda	0	0	-	0	0	
10	Pathankot	0	0		0	0	
11	Adampur (Jalandhar)	0	0	-	0	0	
	Kanpur (Civil)	0	0	-	0	0	
13	Rajkot (Hirasar)	38	0	-	38	0	
	Domestic Airports	2478	2969	-16.5	19665	22968	-14
-	21 St.Govt. / Pvt						
	Durgapur	35	52	-32.7	417	438	-4
	Lengpui(aizwal)	98	57	71.9	519	314	65
	Nasik(Hal ozar)	0	0	-	0	0	
	Jagdalpur	0	0		0	0	
18	Bilaspur	0	0		0	0	
20	Kurnool Sindhudurg	0	0		0	0	-
	Vijayanagar	0	0	-	0	0	
22	Bangalore(HAL)	0	0	-	0	0	
23	Bidar Bidar	0	0	- 1	0	0	9
	Pasighat	0	0	-	0	0	
25	Rourkela	0	0		0	0	3
26	Jeypore	0	0	-	0	0	3
27	Jamshedpur	0	0	-	0	0	
28	Nanded	0	0	- 2	0	0	
29	Pithoragarh	0	0	-	0	0	3
30	Mundra	0	0	-	0	0	
	Ziro	0	0		0	0	
	Hisar	0	0		0	0	
	Shivamogga	0	0	-	0	0	
	Utkela	0	0		0	0	
	St.Govt. / Pvt Airports	133	109	22.0	936	752	24.
	Other Airports	0	0		0	0	1
	otal (A+B+C+D+E+F+G+H)	269331	252700	6.6	2180831	2131202	2

OCEAN FREIGHT

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

(*) TENTATIVE

Source: I.P.A.

5.51

-7.64

89.8

8.86

12.57

-2.69

10.61

48.76 23.23

TRF APRIL-NOV., 2023

ALL PORTS

TRF APRIL-NOV., 2022

% Variation from previous year

Tackling e-Challans: A Logistics Nightmare Turned Seamless

The Menace of e-Challans in the Logistics Sector

In the intricate web of logistics and transport, one of the most persistent and daunting challenges faced by transport owners is the management of e-Challans. Across India, these digital fines are more than just a nuisance; they are a significant hindrance, disrupting the smooth flow of operations and adding an unnecessary layer of complexity to an already intricate system.

Transport owners, often grappling with the demands of a pan-Indian network, encounter numerous obstacles in handling e-Challans. The scattered and diverse nature of data across multiple platforms, the maze of unfriendly and complex websites, and the often opaque legal processes involved make e-Challan management a considerable pain point.

The Challenges in Detail

- Scattered Data: Navigating through disorganized data across different platforms is like piecing together a complex puzzle without a clear picture in mind.
- Unfriendly Websites: Centralized but not user-friendly, these websites turn simple tasks into labyrinthine quests.
- Multiple Sources: With challans scattered across various central and local websites, finding the right information becomes a timeconsuming treasure hunt.
- Lack of Clarity: Diverse requirements, such as chassis numbers or vehicle numbers, add to the confusion, making the process of finding challans unnecessarily complicated.
- Court Number Hunting: Identifying the correct court number for challan submission is often a herculean task, akin to searching for a needle in a haystack.
- Legal Maze: The legal procedures involved are daunting, filled with

complex paperwork and bureaucratic hurdles.

A Real-Life Nightmare: Mr. Padda's Story

Meet Mr. Padda, a transporter whose experience with e-Challans turned into a harrowing tale. Faced with a simple challan of ₹1000 in a remote location - Ernakulam, Mr. Padda's journey to resolution was anything but simple. The seemingly straightforward task of hiring a lawyer and resolving the challan morphed into a two-month nightmare, draining ₹15000 and countless hours in fruitless efforts.

This story is not unique but a common plight among transport owners, highlighting the extreme inefficiencies and frustrations in traditional e-Challan management.

The LOTS Solution: A Technology-Driven Approach

Recognizing these challenges, LOTS's end-to-end challan resolution service (level 3) has emerged as a game-changer in the industry. By leveraging advanced technology, LOTS has transformed the e-Challan landscape into a streamlined, user-friendly experience.

- Unified Platform: LOTS consolidates all challans for every vehicle on a single platform, eliminating the need to juggle multiple tabs and websites.
- Time Efficiency: The platform simplifies the process, allowing for quick searches with just the vehicle number, saving precious time for transport owners.
- Clear and Simple Process: The userfriendly interface of LOTS's platform makes finding and managing challans straightforward, removing any confusion and complexity.
- Effortless Resolutions: LOTS handles all the intricacies of paperwork and communication with authorities, providing transport owners with a hassle-free experience.
- · Streamlined Legal Procedures: Even

the most complicated legal procedures are simplified, ensuring that traffic violation issues are resolved with ease.

Transforming e-Challan Management

Mr. Padda's story is a powerful example of how LOTS is revolutionizing e-Challan management. What was once a logistical nightmare is now a streamlined, efficient process. Transport owners can now focus on their core business, secure in the knowledge that their e-Challan issues are being handled swiftly and effectively by LOTS.

A New Era in e-Challan Management

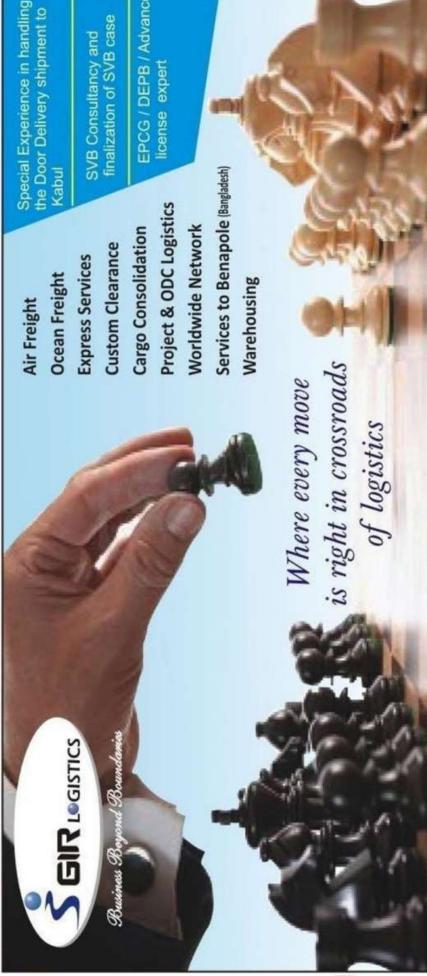
With LOTS's innovative approach, managing e-Challans is no longer a daunting task. The service transforms a complex, time-consuming process into a seamless, efficient, and user-friendly experience. Transport owners can now focus on the core aspects of their business, leaving the e-Challan management to the experts at LOTS.

This technological advancement in challan resolution is not just about easing a logistical burden; it's about empowering the transport sector, enhancing efficiency, and ultimately contributing to a smoother, more effective logistics network across India.

What is LOTS?

LOTS (Lawyer On-The-Spot), powered by Lawyered, is India's firstever revolutionary solution that offers on-road legal assistance & resolution to every truck on the highway from the unpredictable legal challenges of the road.

Choose LOTS as your game-changing partner in the logistics sector. Don't let the fear of on-road legal challenges bog down your business ever again. With LOTS, navigate the tricky terrains of on-road legal issues effortlessly. So, what are you waiting for? Join us now and experience hassle-free legal support whenever you need it! Call us at 9988441033 to know more.



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