



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Decreasing Logistics Costs, Increasing Profit Margin

Reducing Logistics Costs in
India: Strategies for Efficiency

► **Page 17**

Provisions of Penalty for Not Driving
within Speed Limit on Highways

► **Page 20**

Cabinet Approves Construction of New 4.56 Km
Long, 6-lane Bridge across River Ganga Connecting
Digha and Sonapur in Bihar

► **Page 24**

NHAI Undertakes Road Safety Measures to
Counter Reduced Visibility Due to Foggy Conditions

► **Page 36**

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contents

04 Editorial

- ▶ Achieving the Target of Reducing Logistics Costs in India?

06 Outlook

- ▶ Reducing Logistics Costs Is A Challenge But Not Impossible
- ▶ Calculating India's logistics costs

14 AITWA New Members In 2024

16 Cover Story

- ▶ Decreasing Logistics Costs, Increasing Profit Margin

17 Outlook

- ▶ Reducing Logistics Costs in India: Strategies for Efficiency

18 Road Safety

- ▶ Road Safety Audit of all National Highways Projects Made Mandatory at all Stages of Design, Construction, Operation & Maintenance through Third Party Auditors/Experts
- ▶ Provisions of Penalty for Not Driving within Speed Limit on Highways

22 Government Policies & Initiatives

- ▶ Cabinet Approves Improvement and Widening of 135 Km Stretch of Khowai-Harina Road in Tripura
- ▶ More Than 13.45 Crore High Security Registration Plates Affixed on Motor Vehicles
- ▶ Cabinet Approves Construction of New 4.56 Km Long, 6-lane Bridge across River Ganga Connecting Digha and Sonapur in Bihar

26 MoRTH Budget

- ▶ Annual Budgetary Allocation of MoRTH increased by more than 940% from about Rs. 25,872 Crore/year During 2009-14 to About Rs. 2,70,435 Crore During 2023-24

27 Safe Winter Driving

28 Highways For Us

- ▶ MoRTH Chief: All Projects are Designed with Safety as a Paramount Consideration
- ▶ MoRTH Chief Sanctions 29 Road Projects in Ladakh Worth Rs 1170.16 Crore
- ▶ MoRTH Minister Inaugurates and Lays Foundation Stone of 12 National Highway Projects with a Total Length of 105 Km Worth Over Rs 1464 Crore in Kerala
- ▶ Punjab Gets 29 Highway Projects Worth Rs. 4,000 Crore

32 From NHAI

- ▶ 1467 Projects of National Highways Authority of India (NHA) have been Brought under the Bhoomi Rashi Portal
- ▶ NHAI Takes 'One Vehicle One FASTag' Initiative to Enhance National Highway Experience
- ▶ NHAI Awards Toll, Operate, Transfer (TOT) Bundles 13 and 14 for Rs. 9,384 Crore
- ▶ NHAI Undertakes Road Safety Measures to Counter Reduced Visibility Due to Foggy Conditions
- ▶ NHAI Signs MoU with NRSC for Development and Reporting of "Green Cover Index" for National Highways of India

40 Follow Traffic Rules

42 MoRTH Year-end Review

- ▶ वर्षात समीक्षा 2023-सड़क परिवहन और राजमार्ग मंत्रालय

47 AITWA - LoTS's Impact

48 Parliament Session

49 Newspaper Cutting

50 AITWA - IRTDA Data

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 NHIIDCL

- ▶ NHIIDCL (National Highways and Infrastructure Development Corporation Limited) Declares Financial Results Showing Increase in Value of Work Executed from Rs 14953 Crore in 2021-22 to Rs 19309 Crore in 2022-23

EDITOR-IN-CHIEF: S. N. Arya

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PRINTED & PUBLISHED BY: Ashok Gupta

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi - 110055, India.

Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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Achieving the Target of Reducing Logistics Costs in India?



Ashok Gupta

With globalization, economic opportunities have opened for several developing countries, including India. The outflow of value-added services, access to low-cost raw materials and human resource skills, improved market access for exports, efficiency gains in their economies through technology transfer and spill-overs, and resource re-allocations have significantly helped countries like India to position themselves to exploit these opportunities. Greater participation in regional and

global markets has helped India in establishing linkages with global and regional markets, therefore, optimising the benefits of engaging with other countries. This, however, depends on the creation of an efficient logistics system in the country.

For this purpose, most of the developed and emerging economies estimate logistics costs regularly and use performance indicators to measure the efficiency levels of logistics activities. Out of which, logistics cost has serious implications on the country's manufacturing sector, export competitiveness, global positioning, etc.

However, due to a lack of data in the public domain for the critical components of logistics cost, the non-official / floating estimates of India's logistics cost lack credibility. Hence, a need was felt to develop a scientific logistics cost calculation framework that is inclusive and stands the test of statistical and data-based methods.

Once this was observed India too started measuring logistics costs, to assess where and how the country stands vis-à-vis its competing economies in this sphere and to consequently enhance its competitiveness. Simultaneously, it is also important to identify the factors and measures that would facilitate a reduction in logistics costs.

So, the National Logistics Policy was launched on September 17, 2022, to reduce logistics costs in India. To achieve this objective, the Logistics Division, Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry (MoCI), launched a report titled "Logistics Cost in India: Assessment and Long-Term Framework" in New Delhi. The report has been prepared by the National Council of Applied Economic Research (NCAER) in a consultative manner with the guidance of the Asian

Development Bank (ADB) experts and task force members.

And, what the report declared was implausible - India's logistics costs have come down to below 9% of gross domestic product, helped by rising state spending on roads, ports and digitization (claimed by a report commissioned by the federal government) and could boost manufacturing. To be more specific, the report pointed out that the logistics costs were down in the range of 7.8% to 8.9% of GDP in 2021/22, compared to 8.8% to 10% of GDP in 2012/13.

Today, the logistics costs are comparable to many Western economies, and the government is aiming to further improve infrastructure through higher state and private investments. If today, the logistics costs for our producers - both domestic and exporters - have come down, in terms of competitiveness, tomorrow it would be for multiples producers.

Talking about more positive results - the logistics costs are positively impacted. In 2023, India climbed six places to rank 38th out of 139 countries, helped by improved road and port networks, tax reforms and digitisation of the supply chains. Further, the average dwell time, the waiting time for a truck cargo at a port, is just 3 days in India, compared to 7 days in the United States and 10 days in Germany (World Bank report).

The NDA government is spending over 10 trillion rupees (\$120 billion) on infrastructure in the current fiscal year ending March, about one-third higher compared to the previous fiscal year. There is no doubt that if the government keep promoting and supporting the logistics industry the way it has been doing, most likely, we will further improve our global logistics ranking and hit the top 25 in the list.

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Reducing Logistics Costs Is A Challenge But Not Impossible

Logistics, in simplest terms, refers to the distribution of products and services from the point of origin to the point of consumption. This could be either for further processing or final consumption. Logistics comprises the part of the supply chain process that deals with the transportation, warehousing, inventory-carrying, information flow, and administration and management of physical products and services between the point of production and the point of delivery.

India's logistics sector has truly been the backbone of its economic growth. It is growing at a phenomenal pace, enabling a seamless flow of goods, and linking industries and markets to consumers.

However, high logistics cost reduces the competitiveness of goods both in the domestic as well as export markets. In addition, it adversely impacts the financial well-being of each individual. An inefficient logistics system means the cost of products rises up and eventually adds to inflation.

On the contrary, the logistics sector will contribute more towards the country's economic growth once there is a noticeable change in multimodal connectivity, economic/industrial clusters, promotion of domestic manufacturing units to become globally competitive, and efficiency of locality and EXIM logistics. Resolutions to these critical factors also mean getting a few steps closer to realizing India's vision to make India a developed nation and become a USD 32.8 trillion economy by 2047.

Working in this direction, the government has already launched India's National Logistics Policy (NLP) in September 2022, targeting to bring down logistics costs in India to be comparable to global benchmarks by 2030. This would also improve efficiency and competitiveness across various sectors of the economy and encourage greater value addition and innovation.

The introduction of waterways has been another step towards reducing logistics costs. Waterways can reduce logistics costs by at least 2 per cent (claimed by the ministry).

Electronic toll collection system, the process for the seamless movement has already started showing the results too. Just for reference, a Delhi to Mumbai road trip, which was earlier covered in 28 hours, can now be completed in only 18 hours. A massive 8 to 10 hours is saved, which is a huge achievement and a hope of light for the logistics cost reduction. Its deeper impact has already started showing.

Further, transport cost plays a pivotal role in increasing the logistics cost, there is no denial to it. From the constant rise in fuel cost to ever-evolving marketing techniques, distribution systems to salary structure and spare parts to geographic inconveniences, all contribute to the transportation cost hike. But there are other factors as well that decide the increase in transportation cost. In brief, the cost is divided into two parts. First, fixed (infrastructure), and second, variable (operating) costs, which depend on a variety of factors that include geographical location,



Ramesh Agarwal
National President, AITWA

infrastructure, administrative barriers, energy, and how freight is carried. Let's see how they impact the logistics cost!

- Geography or Location - Distance and accessibility are the most basic situations which influence transport costs. The length, time, economic cost or the amount of energy used is attributed towards the cost.
- Product Type - Some products require special attention. Large and perishable products need proper packaging and special handling while products like coal do not give much botheration as they are easier to transport.
- Product Volume - The volume of a product can affect the transport cost. If products are transported in large quantities, it is most likely that one can obtain lower unit transport costs. Energy (coal and oil), minerals and grains are a few products that make the most of it.
- Energy - Transportation activities consume 60 per cent of all the global oil used. But, the costs of marine and air transport are particularly susceptible to fluctuations.



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- **Spare Parts** - Trucks on run damage many of its parts which need replacement. Besides, a tyre has a fixed life, once the period is over it has to be replaced with a new one.

- **Empty Backhauls** - It is not likely that an inbound and a return trip will have a consignment. Many a time an inbound transport comes back empty. This is attributed towards transportation costs.

- **Infrastructure** - The infrastructure has a direct impact on transport costs. A below-par infrastructure always results in higher transport costs.

- **Transportation Mode** - Generally, when multiple modes compete directly for the same market, lower transport cost is often the result. However, each mode has its capacity, limitations and operational conditions; thus, it is characterized by different transport costs.

- **Competition and Regulation** - Besides, the challenge of competition, regulations, such as tariffs, cabotage laws, labour, security and safety, add to the transport costs.

- **Surcharge** - When fares are regulated, operators find other means to generate revenue. Commonly, the surcharge is imposed on fuel, security and geopolitical risk.

- **Taxes and Tolls** - There are numerous

taxes levied on transport activities. From vehicle sales taxes to registration fees, fuel taxes to road taxes. Tolls are also imposed on state borders and other various points. All affecting the transportation costs.

- **Cross-subsidies** - When an expensive infrastructure is introduced for the public or a particular industry, it is offered at a subsidized rate initially but over the years the amount is recollected by the means of taxes and tolls.

Going by the fragmented nature of the logistics sector, presently, there is no scientific framework for estimating logistics costs in the country. However, because of this, the Logistics Division notified a Task Force on March 28, 2023, with members from academia, international experts, NITI Aayog, Asian Development Bank (ADB), line Ministries and industry associations, to develop a framework for estimating logistics cost, based on an assessment of ground realities.

As an outcome of this extensive exercise, a report on 'Logistics Costs in India: Assessment and a Long-Term Framework' have been developed. Based on available secondary data from the Ministry of Statistics & Programme Implementation's

(MOSPI) Supply Use Tables and National Account Statistics, and the NCAER's 2019 study, 'Analysis of India's Logistics Costs,' this report provides trends on aggregated estimates of logistics cost as a percentage of GDP, along with recommendations for a long-term logistics cost calculation framework. This assessment finds that the aggregated logistics costs for India fall in the range of 7.8%–8.9% of GDP for 2021-22.

The analysis also reveals that logistics costs as a share of GDP declined from 2014-15 to 2016-17. This is due to a notable year-on-year decline in fuel prices of 10.6% and 32.0% in 2014-15 and 2015-16, respectively, plus a marginal decline of 0.8% in 2016-17.

To further reduce its logistics costs, India should gradually reduce the absolute cost of logistics as a percentage of sales of agriculture and manufactured goods. This can be achieved by logistics and infrastructure development, the removal of congestion points, a shift towards multimodal transportation (including road, rail and waterways), digitalisation, a reduction in administration and management costs, among others.

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Brahma Kumaris



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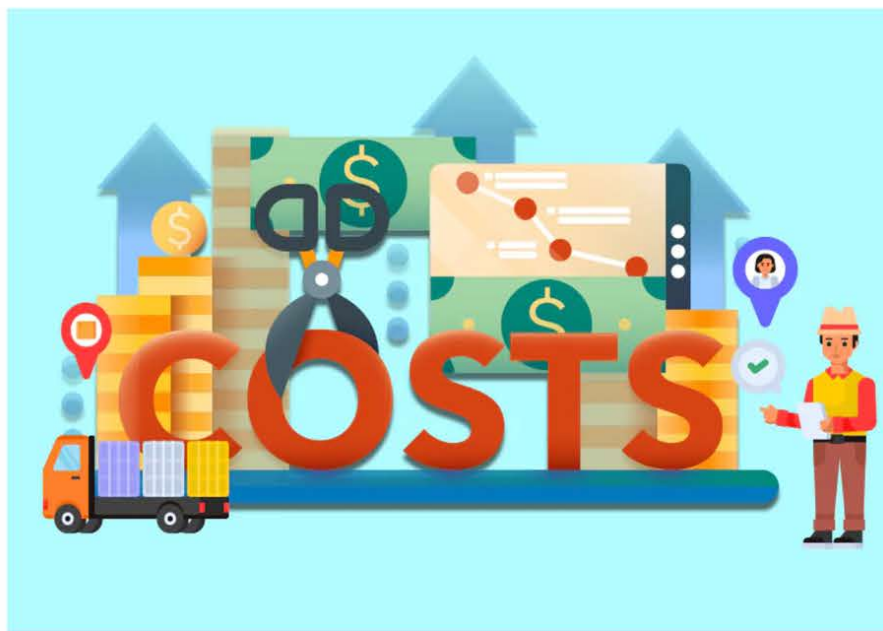


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Calculating India's logistics costs



Abhishek Gupta
General Secretary, AITWA

Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry (MoCI) launched a report titled "Logistics Cost in India: Assessment and Long-Term Framework" in New Delhi, recently.

This report presents (a) a baseline aggregated logistics cost estimate and (b) a framework for long-term logistics cost calculation. This report recommends a hybrid approach using primary (covering all trade flows, product types, industry trends, OD pairs, etc.) and secondary survey data, as well as real-time Big Data to provide an estimate of logistics cost.

To ensure evidence-based decision-making for improving logistics efficiency, logistics costs should be estimated regularly (preferably annually). This requires institutionalising the process of data collection systematically and periodically, for which an MoU with NCAER is planned.

In addition, the government formed a Task Force in March 2023, after a workshop held in partnership with ADB. This Task Force composed of sectoral experts, line Ministries and representatives from NITI Aayog and ADB held a series of meetings and drew credible conclusions that, given the fragmented nature of the sector and various variables such as storage,

The high logistics costs in India as compared to those in other countries with similar environments and states of development are a matter of concern. Several reasons are cited for the high logistics costs in India. Unfavourable policy regime, lack of a multimodal transport system, and the consequent heavy reliance on road transport, fragmented storage infrastructure, the presence of multiple stakeholders in the entire transport and storage value chain, port infrastructure, and the absence of technology intervention in storage/transportation and distribution activities are a prominent few in the list.

These high logistics costs inevitably hurt the country's manufacturing sector, export competitiveness, global positioning, etc. These eventually have hampered the comprehensive development of the country.

Further, due to a lack of data in the public domain for the critical components of logistics cost, the non-

Further, due to a lack of data in the public domain for the critical components of logistics cost, the non-official / floating estimates of India's logistics cost lack credibility

official / floating estimates of India's logistics cost lack credibility. Hence, a need was felt to develop a scientific logistics cost calculation framework that is inclusive and stands the test of statistical and data-based methods.

To achieve this objective, the Logistics Division, Department for



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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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terminal infra, O-D pair-wise commodity flows, affecting the ecosystem, the complexity in estimating logistics cost, was demystified.

Also, transportation cost, warehousing and storage cost, auxiliary support services cost, packaging cost, insurance cost, and other administrative / operations costs, were identified as the essential components of logistics cost estimation.

Furthermore, it was discovered that to meet the larger goal of policy-making, a thorough understanding of trends in disaggregated data in the logistics sector, in terms of trade flows, product groups, EXIM and domestic cargo movement, etc are very much required.

The results of this report were widely appreciated by the industry representatives. Building a positive perception in the market, this systematic approach adopted by the Government will facilitate more effective and evidence-based decision-making, planning production cycles, resource allocation, etc.

On the level of a company/ organization, a lot of factors play into logistical costs. After all, managing a company's logistics entails more than just ensuring product delivery; it also involves overseeing the organization's entire supply chain.

Acquisition costs – This includes the purchases of raw materials and other inputs required to produce the goods that will be delivered to the consumer. Since a lack of resources or poor procurement procedures can impact the entire production and distribution



process, these costs must be considered in logistics management.

Inventory costs - It is another of the main logistical costs of an organization. Expenses for storing products can represent a high cost, and without good inventory management, the brand can have problems. Costs associated with storage facilities, be it a small room or a big warehouse, storage insurance, and even maintenance to prevent product losses must be taken into account.

Packaging costs - When sending goods to distant areas or when items are fragile and need protection to arrive at their destination undamaged, packaging is an important cost to consider. In addition to ensuring product integrity, other factors must be taken into account like excess plastic, which can damage your brand's image. Finding a balance between packaging expenses, sales value to the customer and environmental effects is a must.

Transportation costs – It is related to the distribution of products. These expenses involve fuel, tolls, hiring drivers or a partner company, vehicle maintenance, and more. It is always

helpful to keep in mind that price can vary depending on the distance, the quantity and type of cargo, the vehicle being used, and even the route chosen.

Taxation - Taxation of logistics processes is another point that increases the total logistics cost. Taxes can represent a significant cost.

Investments in new technologies - It's also necessary to consider the technologies that are used

in managing logistical processes. These investments are important to improve workflows and, in the medium and long term, represent more savings. In any case, they must be considered as a part of the company's logistical expenses. After all, implementing new technologies is necessary for a company to become more innovative, competitive, and recognizable.

Man Power - The final component of logistics costs is labour (think salaries, vacations, leave, benefits). All these values ultimately affect how much a brand charges its customers for the goods they receive. A company can calculate the total logistical cost by adding up these variables, which, depending on its area, may also include other factors.

To conclude, we must understand that a reliable estimate can instil confidence in investors regarding the efficient movement of goods and services. And, can also poised to play a pivotal role in optimizing logistics efficiency and enhancing India's global competitiveness.



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	Sh. Sukaytu Vijay Gandhi Active Member (yearly) (West Zone) <i>M/s. Aditya Bulk Carriers</i>		Sh. Sushil Agarwal Life Member (West Zone) <i>M/s. URL Safe Express Pvt. Ltd.</i>		Sh. Vineet Agarwal Life Member (West Zone) <i>M/s. MRC Logistics Pvt. Ltd.</i>
	Sh. Abhishek Dhoot Life Member (West Zone) <i>M/s. Omkar Global Logistics Services India Pvt Ltd</i>		Active Member Life time (West Zone) <i>M/s. Nashik District Transport Association</i>		Sh. Prashasth Agarwal Life Member (South Zone) <i>M/s. Leaps N Laps Logistics Pvt. Ltd.</i>
			Associate Member (South Zone) <i>M/s. Chennai Goods Transport Association</i>		



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Decreasing Logistics Costs, Increasing Profit Margin

The National Logistics Policy (NLP) was launched in September 2022 to complement PM GatiShakti National Master Plan (NMP). While the PM GatiShakti NMP addresses integrated development of the fixed infrastructure and network planning, the NLP addresses the soft infrastructure and logistics sector development aspect, inter alia, including process reforms, improvement in logistics services, digitization, human resource development and skilling.

The vision of NLP is to drive economic growth and business competitiveness of the country through an integrated, seamless, efficient, reliable, green, sustainable and cost-effective logistics network by leveraging best-in-class technology, processes and skilled manpower. This will reduce logistics costs and improve performance. And, the targets of the NLP also are in the same line. (i) To reduce the logistics costs in India; (ii) to improve the Logistics Performance Index ranking – endeavour is to be among the top 25 countries by 2030, and (iii) to create a data-driven decision support mechanism for an efficient logistics ecosystem.

To achieve these objectives, the Logistics Division, Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry (MoCI) launched a report titled "Logistics Cost in India: Assessment and Long-Term Framework" in New Delhi, recently. The Report has been prepared by the National Council of Applied Economic Research (NCAER), in a consultative manner, with guidance of the Asian Development Bank (ADB) experts and task force members.

This report presents (a) a baseline aggregated logistics cost estimate and (b) a framework for long-term logistics cost calculation. It uses available secondary data from the Supply Use Tables and National Account Statistics of the Ministry of Statistics and Programme Implementation (MoSPI) and the NCAER's 2019 study, "Analysis of India's Logistics Costs". It was also reviewed by external experts from the World Bank Group.

This report recommends a hybrid approach using primary (covering all trade flows, product types, industry trends, OD pairs, etc.) and secondary survey data, as well as real-time Big Data to provide an estimate of logistics cost.

To ensure evidence-based decision-making for improving logistics efficiency, logistics costs should be estimated regularly (preferably annually). This requires institutionalising the process of data collection systematically and periodically, for which an MoU with NCAER is planned.

As the report offers reliable estimates, it instils confidence in investors regarding the efficient movement of goods and services and is poised to play a pivotal role in optimizing logistics efficiency and enhancing India's global competitiveness.

Needless to mention logistics cost has serious implications on the country's manufacturing sector, export competitiveness, global positioning, etc. However, due to a lack of data in the public domain for the critical components of logistics cost, the non-official / floating estimates of India's logistics cost lack credibility. Hence, a need was felt to develop a scientific logistics cost calculation framework that is inclusive and stands the test of statistical and data-based methods.

With this objective, the Government formed a Task Force in March 2023. This Task Force composed of sectoral experts, line Ministries and representatives from NITI Aayog and ADB held a series of meetings and drew credible conclusions. Key takeaways are:

- Given the fragmented nature of the sector and various variables such as storage, terminal infra, and O-D pair-wise commodity flows, affecting the ecosystem, the complexity in estimating logistics cost, was demystified.
- The essential components of logistics cost estimation, including (i) Transportation cost, (ii) Warehousing and storage cost, auxiliary support services cost, (iii) Packaging cost, insurance cost, and (iv) Other administrative / operations cost, were identified.
- Immense Big Data being generated in the country is of immense value in computing logistics costs.
- The larger goal of policymaking requires a thorough understanding of trends in disaggregated data in the logistics sector, in terms of trade flows, product groups, EXIM and domestic cargo movement, etc.

The NCAER team led the academic exercise of computing the baseline results and putting together the comprehensive framework for logistics cost calculation in the long run, supported by academia, multilateral, industry representatives and line Ministries.

The industry representatives widely appreciated the results of this report. This systematic approach adopted by the Government will build a positive perception in the market and facilitate more effective and evidence-based decision-making, planning production cycles, resource allocation, etc.

Reducing Logistics Costs in India: Strategies for Efficiency

The National Logistics Policy (NLP) was launched in September 2022 to complement PM GatiShakti National Master Plan (NMP). While the PM GatiShakti NMP addresses integrated development of the **fixed infrastructure and network planning**, the NLP addresses the **soft infrastructure and logistics sector** development aspect, inter alia, including process reforms, improvement in logistics services, digitization, human resource development and skilling.

The vision of NLP is to drive **economic growth and business competitiveness** of the country through an integrated, seamless, efficient, reliable, green, sustainable and cost-effective logistics network by leveraging best-in-class technology, processes and skilled manpower. To achieve this objective NLP's targets are to: (i) Reduce the cost of logistics in India; (ii) improve the Logistics Performance Index ranking – endeavour is to be among the top 25 countries by 2030, and (iii) create data-driven decision support mechanism for an efficient logistics ecosystem.

Through NLP, India is not only striving to streamline operations but also emphasizing technology-driven solutions, which will enhance the economy by improving connectivity and facilitating seamless movement of goods in both domestic and international markets. For both policies, PM GatiShakti NMP and NLP, yours truly was one of the members and knows how these policies were strategized and implemented.

The role of the logistics sector in India is paramount. So, reducing logistics costs is imperative for enhancing economic growth. The transportation and supply chain process can be optimized through a variety of strategies aimed at lowering overall expenses. Here are key strategies to consider:

1. Efficient Route Planning:

- Optimize transportation routes to minimize distance and fuel consumption.
- Use advanced route planning software and technologies to identify the most cost-effective routes.

2. Multi-Modal Transport:

- Utilize a combination of transportation modes (road, rail, air, and waterways) for



Pradeep Singal

Chairman, AITWA

cost-effective and efficient solutions.

- Leverage intermodal transportation to seamlessly switch between different modes.

3. Technology Integration:

- Implement technology solutions like GPS tracking, real-time monitoring, and warehouse management systems to enhance supply chain visibility and control.
- Adopt Internet of Things (IoT) devices for effective inventory monitoring and management.

4. Warehouse Optimization:

- Implement efficient warehouse layouts to minimize handling and storage costs.
- Utilize automation and robotics to streamline warehouse operations and improve overall efficiency.

5. Inventory Management:

- Adopt just-in-time inventory practices to reduce carrying costs.
- Implement inventory forecasting to maintain optimal stock levels and prevent overstocking or stockouts.

6. Energy-Efficient Practices:

- Invest in fuel-efficient vehicles and technologies.
- Consider alternative fuels and energy-efficient transportation options.

7. Government Incentives:

- Explore government incentives and subsidies for adopting energy-efficient practices and green technologies in the logistics sector.

8. Collaboration and Consolidation:

- Collaborate with other companies for shared transportation and distribution networks.
- Consolidate shipments to achieve

economies of scale and reduce per-unit transportation costs.

9. Skill Development:

- Invest in training programs to enhance the skills of the logistics workforce, reducing errors and improving overall efficiency.

10. Regulatory Compliance:

- Stay informed about and comply with changing regulatory requirements to avoid fines or disruptions in the supply chain.

11. Supplier Relationship Management:

- Strengthen relationships with suppliers to negotiate better terms, bulk discounts, or favourable payment terms.

12. Investment in Infrastructure:

- Support and advocate for improvements in transportation infrastructure to reduce transit times and enhance overall efficiency.

13. Continuous Improvement:

- Regularly review and assess logistics processes for areas of improvement.
- Implement a continuous improvement mindset to adapt to changing market conditions and technologies.
- Advocacy for GST Reduction and Addressing Truck Driver Harassments:

14. GST Reduction on Trucks and Spare Parts:

The current 28% GST rate on trucks and spare parts burdens the transportation sector. Reduction of GST charges is essential and must not exceed 18%, simply because these are not luxury items and are especially indispensable for trade, manufacturing, and commerce.

15. Mitigating Unnecessary Harassments on Truck Drivers:

Drivers are the backbone of the transport sector. They are the ones who ensure the smooth flow of goods, putting their lives at risk. Unnecessary tolls, untimely inspections, and bureaucratic hurdles put them under stress and also increase operational costs. Addressing these issues not only will improve logistics efficiency but also contribute to a more supportive environment for our nation's unsung heroes.

Implementing a combination of these strategies and advocating for supportive policies can significantly contribute to reducing overall logistics costs and fostering a more efficient and resilient supply chain in India.

Road Safety Audit of all National Highways Projects Made Mandatory at all Stages of Design, Construction, Operation & Maintenance through Third Party Auditors/Experts

Road Safety is an integral and indispensable component of every National Highways Project. Road Safety initiatives on National Highways commence with the inception of Detail Project report as road safety audit of all National Highways projects has been made mandatory at all stages i.e. design, construction, operation & maintenance through third party auditors/experts. As per available data, funds allocated to be spent for comprehensive road safety aspects varies from 2.21 % to 15 % of total cost of the development projects depending upon structures involved for construction of National Highways.

Besides, Ministry also implements scheme for creation of awareness & publicity among road users and to provide financial support to Department of Transports of States/UTs for setting up of Model Driving Training Institutes/Centres, setting up of Model Inspection & Certification Centres, improving and Strengthening of Public Transport System etc.

Ministry has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and

vehicles), Enforcement and Emergency Care.

The Motor Vehicle (Amendment) Act, 2019 passed by Parliament focuses on

The Motor Vehicle (Amendment) Act, 2019 focuses on road safety and includes, inter-alia, revision in penalties for traffic violations, electronic monitoring and enforcement of road safety, enhanced penalties for juvenile driving, automation of vehicle fitness, recall of defective vehicles, streamlining the third party insurance and payment of increased compensation for hit and run cases, responsibility to comply with standards for road design, construction and maintenance etc.

road safety and includes, inter-alia, revision in penalties for traffic violations, electronic monitoring and enforcement of road safety, enhanced penalties for juvenile driving, automation of vehicle fitness, recall of defective vehicles, streamlining the third party insurance and payment of increased compensation for hit and run cases, responsibility to comply with standards for road design, construction and maintenance etc. The Amendment has strengthened the Law to improve the road Safety scenario.

Details of various initiatives taken by the Ministry to address the issue of road safety :-

Education:

Ministry administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.

Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.

Ministry administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCS) and Driving Training Centres (DTCs) at state/district level across the Country.

Engineering (both of Roads and vehicles)

Road engineering:

Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

High priority is accorded to identification and rectification of black spots /accident spots on NHs.

Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA and other road safety related works.

Ministry administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

Ministry has issued guidelines for the provision of signages on Expressways and National Highways by incorporating best practices and International standards to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for responsibility of any designated authority, contractor, consultant or concessionaire for the design or construction or maintenance of the safety standards of the road, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering:

Ministry has taken various initiatives to make vehicles safer, including the following:-

Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

Prescribed norms related to safety measures for children below four years of age, riding or being carried on



Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

Mandatory provisions for fitment of following listed safety technologies: -

Enforcement:

The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology.

Ministry has issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules

specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions in cities with more than one million population.

Emergency care:

Ministry has for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.

Ministry has enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs. 2,00,000 for death).

The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridor of National Highways.

Provisions of Penalty for Not Driving within Speed Limit on Highways



In terms of section 112 of the Motor Vehicle Act 1988, the Ministry vide notification S.O. 1522 (E) dated 6th April 2018 has fixed the maximum speed limit in respect of different

classes of motor vehicles plying on different roads in India. Section 183 of the Motor Vehicle Act 1988 contains the following provisions of penalty for driving at excessive speed:

- Sub-section (1) of Section 183 of

Motor Vehicle Act 1988 - Clause (i)
Class Of Motor Vehicle - Light Motor Vehicle

Fine - shall not be less than one thousand rupees but may extend to two thousand rupees

- Sub-section (1) of Section 183 of Motor Vehicle Act 1988 - Clause (ii)

Class Of Motor Vehicle - Medium Goods Vehicle or Medium Passenger Vehicle Or Heavy Goods Vehicle Or Heavy Passenger Vehicle

Fine - shall not be less than two thousand rupees but may extend to four thousand rupees

- Sub-section (1) of Section 183 of Motor Vehicle Act 1988 - Clause (iii)

Class Of Motor Vehicle - for the second or any subsequent offence under Sub-section (1) of Section 183.

Fine - Driving licence of such driver shall be impounded as per the provisions of the sub-section (4) of section 206.

The implementation of the provisions contained in the Motor Vehicle Act, 1988, and rules made thereunder comes under the purview of respective State Government and Union Territory administration.

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*If you love someone, you try to be like how that person is.
If we love God, should we not attempt to be Godly?*

Brahma Kumaris

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 बैलेंस ट्रांसफर 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

- ✓ ट्रांसपोर्टर्स के लिए संपत्ति और कमर्शियल वाहनों पर ड्रॉफ्ट-लाइन ओडी लिमिट।
- ✓ अप्रयुक्त राशि पर कोई ब्याज नहीं।
- ✓ वार्षिक नवीनीकरण की आवश्यकता नहीं है।
- ✓ कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेंस शीट आदि।
- ✓ स्वतः लिमिट ड्रॉप उपलब्ध।

अधिक जानकारी के लिए सम्पर्क करें।

* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी यस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है 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/चूक के कारण।

Cabinet Approves Improvement and Widening of 135 Km Stretch of Khowai-Harina Road in Tripura

The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Narendra Modi, has given its approval for Improvement & Widening to two lane with paved shoulder of road from km 101.300 (Khowai) to km 236.213 (Harina) of NH-208, covering a total length of 134.913 kms in the State of Tripura.

The project involves investment of Rs.2,486.78 crore which includes a loan component of Rs.1,511.70 crore (JPY 23,129 Million). The loan assistance will be from Japan International Cooperation Agency (JICA) under Official Development Assistance (ODA) scheme. The project is envisaged to facilitate better road connectivity between various parts of Tripura and to provide alternative access to Assam and Meghalaya from Tripura apart from existing NH-8.

Benefits:

The project has been selected based on



the necessity of providing smooth and motorable road after considering socio economic needs of the region. Development of the project stretch of NH-208 would not only improve Interstate connectivity between Assam and Tripura via NH-208A but also reduce the transit time and provide safer connectivity for the travellers. The project stretch also passes very close to Bangladesh border and it would improve connectivity to Bangladesh through

Kailashahar, Kamalpur and Khowai Border Check Post. The land border trade would also potentially grow with the improvement in Road Network in the region through development of the project road.

The selected stretch is providing improved connectivity to agricultural belt, tourist places, religious places and tribal districts of the state, which are backward in terms of growth and income. After completion of the project, the connectivity will be improved which help to generate more revenue to the State as well as income for local public.

The construction period for the project stretches will be 2 years which includes the maintenance of these National Highways stretches for 5 years (in the case of flexible pavement)/ 10 years (in the case of rigid pavement) after completion of construction.

More Than 13.45 Crore High Security Registration Plates Affixed on Motor Vehicles

The Central Motor Vehicles Rules (CMVR) Technical Standing Committee in May 1999 made several recommendations for amendment in CMVR, which also included recommendation relating to High-Security Registration Plates (HSRP). Accordingly, the Central Government notified the provisions for affixation of HSRP vide S.O. 814(E) dated the 22nd August, 2001 and S.O. 1041(E) dated 16th October, 2001 which was superseded vide S.O. 6052(E) dated 06.12.2018. High-Security Registration Plates (HSRP) in India

are specialized license plates that are designed to enhance the security of vehicle registration and reduce vehicle-related crimes such as theft and fraud. These number plates have several security features to make them tamper-proof and easily traceable.

Determination or regulation of price of motor vehicle components including HSRP is not under ambit of MV Act 1988 and CMVR 1989.

As per data available on VAHAN Portal, as on 14th December, 2023, a total number of 13,45,10,172 HSRPs have been affixed on motor vehicles through OEMs, their dealers and State

Government approved HSRP manufacturer(s) having type approval as the case may be. The purpose of installation of HSRP is related to strengthening enforcement and improving safety & security, with no revenue generation for the Government.

Under CMVR 1989, no restrictions are placed on any legal entity including MSMEs for manufacture of HSRP, provided type approval certificate from testing agencies referred in rule 126 is obtained. However, supply for affixing HSRP is regulated under sub-rule (1) of rule 50 under CMVR 1989.

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Cabinet Approves Construction of New 4.56 Km Long, 6-lane Bridge across River Ganga Connecting Digha and Sonapur in Bihar

The Cabinet Committee on Economic Affairs chaired by the Prime Minister, Narendra Modi, gave its approval for the Construction of New 4556 m long, 6-Lane High Level/ Extra Dosed Cable stayed Bridge across River Ganga (Parallel to Western Side of Existing Digha-Sonapur Rail-Cum Road Bridge) and its approaches on both sides in the Districts of Patna and Saran (NH-139W) in the State of Bihar on EPC mode.

Expenditure involved:

The Total cost for the project is Rs.3,064.45 crore which includes civil construction cost of Rs.2,233.81 crore.

No. of beneficiaries:

The Bridge will make the traffic faster and easier resulting in overall development of the State, especially North Bihar.

Details:

Digha (situated at Patna & South Bank of Ganga River) and Sonapur (North Bank of Ganga River in Saran District) are presently connected by a Rail Cum Road Bridge for movement of light vehicles only. Therefore, the present road cannot be used for transport of goods and commodities which is a major economic blockade. The constraint will be removed by providing this bridge, between Digha

and Sonapur and; goods and commodities can be transported once the bridge is constructed, unleashing the economic potential of the region.

This bridge will provide direct connectivity from Patna to Golden quadrilateral corridor via NH-139 at Aurangabad and Sonapur (NH-31), Chhapra, Motihari (East-West corridor old NH-27), Bettiah (NH-727) in the Northern side of Bihar. This Project is a part of Buddha circuit. It provides better connectivity to Buddha Stupa at Vaishali and Keshariya. Also, NH-139W provides connectivity to very famous Areraj Someshwar Nath Temple and proposed Viraat Ramayan Mandir (largest religious monument in the world) at Kesariya in the East Champaran District.

This project is falling in Patna and will provide better connectivity to North Bihar and South part of the Bihar through State Capital. The Bridge will make the movement of vehicles faster and easier resulting in overall development of the region. The Economic analysis results have shown an EIRR of 17.6% in base case and 13.1% is worst case which may be attributed to the savings in distance and time travelled.

Implementation strategy and targets:

The work is to be implemented on EPC Mode with the use latest

technology like 5D-Building Information Modelling (BIM), Bridge Health Monitoring System (BHMS), monthly drone mapping to ensure quality of construction and operations.

The work is targeted to be completed in 42 months from the appointed date.

Major impact, including employment generation potential:

This project is aimed at providing faster commute and to provide better connectivity between North and South Parts of the Bihar. Thus, promoting the socio-economic growth of the entire region.

Various activities performed during the construction and maintenance period of the project are expected to generate direct employment for skilled and un-skilled workers.

States/districts covered:

The Bridge will connect two Districts namely Patna at Digha on South side and Saran on North Side across River Ganga, Bihar.

Background:

Government has declared the stretch "the Highway starting from its junction with NH-139 near Patna (AIIMS) connecting Bakarpur, Manikpur, Sahebganj, Areraj and terminating at its junction with NH-727 near Bettiah in the State of Bihar" as NH-139(W) vide Gazette Notification dated 8th July 2021.

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

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Annual Budgetary Allocation of MoRTH increased by more than 940% from about Rs. 25,872 Crore/year During 2009-14 to About Rs. 2,70,435 Crore During 2023-24

The Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Government is actively addressing the challenges country may encounter in maintaining and expanding its extensive road and rail networks.

Infrastructure sector which is the prime mover of the economy contribute to the faster economic growth and development. Accordingly, average Annual Budgetary Allocation of the Ministry has increased by more than 940% from about Rs. 25,872 Crore/year during 2009-14 to about Rs. 2,70,435 Crore during 2023-24.

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.

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. Further, the Ministry has evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections



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

through accountable maintenance agency.

With respect to expansion of rail network, the average Annual Budget Outlay for New Line, Gauge Conversion and Doubling Projects

across Indian Railways has increased by more than 480% from about Rs. 11,527 Crore/year during 2009-14 to about Rs. 67,199 Crore during 2023-24.

As on 01.04.2023, across Indian Railways, 459 Railway Infrastructure Projects (189 New Line, 39 Gauge Conversion and 231 Doubling) of total length of about 46,360 km and costing about Rs. 7.18 Lakh Crore are in planning / approval / construction stage. During 2014-23, about 25,871 km length of Railway sections (5,785 km New Line, 5,749 km Gauge Conversion and 14,337 km Doubling) has been commissioned.

The prototype of the BS-6 Stage-II 'Electrified Flex Fuel Vehicle (FFV)' is in alignment with the alternate fuel mobility solutions.

"Belief creates the actual fact."— William James



7 Tips For SAFE WINTER DRIVING *for Truckers*

1

TAKE IT SLOW

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



2



GIVE YOURSELF SOME SPACE

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

SPLIT FROM THE PACK

3

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



4

PLAN FOR THE WEATHER

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



6

FILL YOUR FUEL TANK

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



STOCK UP ON EXTRA EQUIPMENT



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

5

7

USE GOOD JUDGEMENT

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



MoRTH Chief: All Projects are Designed with Safety as a Paramount Consideration

As per IRC: SP:91-2019 (Guidelines for road tunnels) separate service tunnel, adjacent to the traffic tunnels could be considered at design stage considering various factors like land availability, traffic volume, length of tunnel and additional cost. This additional tunnel provides access for maintenance without requiring tunnel closure. This service tunnel can be used as escape passage during an emergency.

In the Silkyara bi-directional tunnel on Dharasu – Yumunotri highway (NH-134), a provision of separation wall has been provided at the centre of the carriageway along with egress openings at an average interval of 565 m for vehicular crossover and at an average interval of 300 m for pedestrian cross passage for escape purposes during the emergencies.

Currently, there are 34 tunnel projects in progress across the country on National Highways (NHs), out of



which 26 tunnel projects are in Himalayan region. All projects are designed with safety as a paramount consideration. These projects are implemented as per site-specific requirements, established codes, incorporating essential safety measures including those for emergencies such as escape tunnels, twin tubes with cross passages, separation wall with emergency openings, lay-byes, automatic fire

detection and suppression systems etc. The trapped workers were given medical aid and found in good mental & physical health. As financial support, each worker has been paid a sum of Rs 2.00 lakh in addition to one month paid leave by the Executing Agency. In addition to above, State Government of Uttarakhand has also provided financial support to all trapped workers of Rs.1 lakh each.

MoRTH Chief Sanctions 29 Road Projects in Ladakh Worth Rs 1170.16 Crore

Union Minister for Road Transport and Highways Nitin Gadkari has sanctioned in the Union territory of Ladakh an allocation of 1170.16 crore for 29 roads projects, encompassing state Highway, major and other District roads.

In a post Gadkari said additionally, 181.71 crore has been allocated for 8 bridge under the CRIF Scheme for the fiscal year 2023 24.



The Union Minister said Ladakh, the largest Union Territory in terms of area and the second least populous in India, will witness improved connectivity to its remote villages through the approved initiatives.

He said this enhancement is expected to stimulate economic activities, particularly in agriculture and tourism, contributing to the overall infrastructural development of Ladakh.

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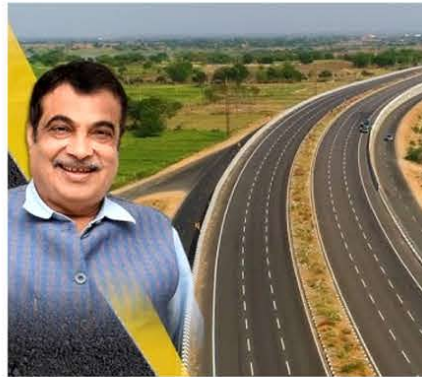
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MoRTH Minister Inaugurates and Lays Foundation Stone of 12 National Highway Projects with a Total Length of 105 Km Worth Over Rs 1464 Crore in Kerala

Adding an immense segment in modern-road infrastructure of Kerala, Union Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid the foundation stone of 12 National Highway projects with a total length of 105 km, worth over ₹1464 Crore, in the presence of Union MoS V. Muraleedharan, Kerala PWD Minister P. A. Mohammed Riyas, MP from Kasargod Rajmohan Unnithan, MLAs, and Senior Officials in Kasargod, Kerala.

The proposed projects aim to enhance



seamless connectivity between Tamil Nadu and Kerala, ensuring swift and trouble-free transportation. This initiative holds the promise of reducing overall transportation costs.

Furthermore, a focus on eliminating black spots on National Highways is anticipated to contribute to a significant decrease in road accidents.

The undertaking is poised to generate substantial employment opportunities, both directly and indirectly, fostering socio-economic growth in Kerala. Additionally, the improved accessibility to Munnar is expected to boost tourism potential, while the construction of a high-level bridge will eliminate a 27 km detour during floods, streamlining travel and benefiting the export of key Kerala products.

Punjab Gets 29 Highway Projects Worth Rs. 4,000 Crore

Taking Punjab on the path of development through National Highways, Union Minister for Road Transport & Highways, Nitin Gadkari inaugurated 29 National Highway projects with an investment of more than Rs 4,000 crore in Hoshiarpur, Punjab. The Union Minister of State for Commerce and Industry, Som Prakash, Punjab BJP State President Sunil Kumar along with MPs, MLAs and officials were also present on the occasion.

The implementation of the projects inaugurated and foundation stone laid will improve the infrastructure, which will lead to overall economic development of the implementation area and improve the quality of life of the population. There will be seamless

and free movement of traffic which will also improve the efficiency of freight transportation.

Construction of 4-laning of this section including Phagwara and Hoshiarpur bypass will provide 100 kmph high-speed connectivity between Phagwara and Hoshiarpur and reduce travel time from 1 hour to 30 minutes. Phagwara and Hoshiarpur bypass will reduce congestion in the urban area and will provide direct connectivity to Hoshiarpur through National Highway 44 (GT Road). Construction of 4-lane Ladowal Bypass connecting GT Road and National Highway 5 in Ludhiana will provide direct connectivity of Ludhiana-Ferozepur Highway to Delhi-Jalandhar Highway (National

Highway 44).

Construction of 4-laning of Talwandi Bhai to Firozpur section and Firozpur bypass will improve connectivity. Construction of these projects will increase safety and faster movement on the highways of the country. There will be a direct increase in religious pilgrimage sites and inter-state connectivity located in the project areas.

Through this program, Gadkari announced other new projects in terms of road connectivity. In this, construction of 45 km, 4-lane bypass at Mukerian, Dasuiya and Bhogpur on Jalandhar to Pathankot route at a cost of Rs 1600 crore and 30 km, 4-lane bypass from Tanda to Hoshiarpur at a cost of Rs 800 crore was announced.



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1467 Projects of National Highways Authority of India (NHAI) have been Brought under the Bhoomi Rashi Portal

The objective of Bhoomi Rashi portal is to provide a single point platform for online processing of land acquisition notifications to accelerate highway infrastructure development projects in India and payment of compensation for land acquisition. The portal has been made mandatory for processing all the Land Acquisition (LA) proposals w.e.f. 01.04.2018.

All the Land Acquisition notifications are submitted online by the concerned revenue official of the State Government, duly designated as Competent Authority for Land Acquisition (CALA) and after the approval of the Ministry of Road Transport & Highways, these are sent online to the Government of India Press through e-Gazette. Compensation for land acquisition is also being paid through Bhoomi Rashi

portal. The portal has greatly reduced the time period for publication of notifications and brought in efficiency as well as transparency in the whole process.

As on date, 1467 projects of National Highways Authority of India (NHAI) have been brought under the Bhoomi Rashi Portal. The details of these projects are available at https://bhoomirashi.gov.in/auth/revamp/search_proj.cshtml.

NHAI Takes 'One Vehicle One FASTag' Initiative to Enhance National Highway Experience

To enhance efficiency of the Electronic Toll Collection system and provide seamless movement at the Toll Plazas, NHAI has taken 'One Vehicle, One FASTag' initiative that aims to discourage user behavior of using single FASTag for multiple vehicles or linking multiple FASTags to a particular vehicle. NHAI is also encouraging FASTag users to complete 'Know Your Customer' (KYC) process of their latest FASTag by updating KYC as per RBI guidelines. FASTags with valid balance but with incomplete KYC will get deactivated/blacklisted by banks post 31st January 2024.

To avoid inconvenience, users must ensure that KYC of their latest FASTag is completed. FASTag users must also comply with 'One Vehicle,



One FASTag' and discard all the earlier issued FASTags through their respective banks. Only the latest FASTag account shall remain active as previous tags will be deactivated/blacklisted after 31st January 2024. For further assistance or queries, FASTag users can reach out to nearest toll plazas or toll-free customer care number of their respective issuer banks.

NHAI has taken this initiative after the recent reports of multiple FASTags being issued for a particular vehicle and FASTags being issued without KYC in violation of RBI's mandate. Apart from this, FASTags are sometimes deliberately not fixed on the windscreen of the vehicle, resulting in unnecessary delays at the toll plazas and causing inconvenience to fellow National Highway users.

With penetration rate of around 98 percent and over 8 crore users, FASTag has revolutionized the Electronic Toll Collection system in the country. The 'One Vehicle, One FASTag' initiative will help to make toll operations more efficient and ensure seamless & comfortable journeys for the National Highway users.

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NHAI Awards Toll, Operate, Transfer (TOT) Bundles 13 and 14 for Rs. 9,384 Crore

NHAI has awarded Toll, Operate and Transfer (TOT) bundles 13 and 14 of a combined length of 273 km for Rs. 9,384 Crores. The financial bids were opened on November 14, 2023. With the approval of the concerned authorities, the Letter of Award has been issued within a day to the successful bidders.

The TOT bundle 13 includes Kota Bypass and Stay Bridge on NH-76 in

The TOT bundle 13 includes Kota Bypass and Stay Bridge on NH-76 in Rajasthan, as well as the Gwalior-Jhansi section of NH-75 in the states of Madhya Pradesh and Uttar Pradesh has been awarded to IRB Infrastructure Trust for Rs. 1,683 crores

Rajasthan, as well as the Gwalior-Jhansi section of NH-75 in the states of Madhya Pradesh and Uttar Pradesh has been awarded to IRB Infrastructure Trust for Rs. 1,683 crores.

TOT bundle 14, which consists of the Delhi-Meerut Expressway including the Delhi-Hapur section of NH-9 in the states of Delhi and Uttar Pradesh, as well as Binjabahal to Teliebani section of NH-6 in the state of Odisha,



has been awarded to Cube Highways and Infrastructure Pte Ltd for Rs. 7,701 crores.

The concession period of TOT bundles is for 20 years in which Concessionaires would be required to maintain and operate the stretch. In lieu of this, Concessionaire will collect and retain user fee for these stretches in accordance with prescribed fee rates under NH Fee Rules.

Earlier in October 2023, NHAI awarded TOT bundles 11 and 12 for a combined length of 400 km for Rs. 6,584 crore. The two bundles (11 & 12) consisted of Allahabad Bypass on NH19 in Uttar Pradesh and Lalitpur – Sagar -Lakhnadon section in the state

of Uttar Pradesh and Madhya Pradesh respectively. The combined value of the four TOT bundles awarded in FY 2023-24 is around Rs. 15,968 crores which is higher than the monetization target of Rs.10,000 crores for the current fiscal.

The TOT model has been developed to encourage private participation in the Highway sector. NHAI from time to time has awarded contracts for tolling, operation and maintenance of various National Highway stretches on Toll, Operate Transfer basis. TOT has been instrumental in unlocking the value of road network and has contributed towards the development of a world class National Highway Network in the country.

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NHAI Undertakes Road Safety Measures to Counter Reduced Visibility Due to Foggy Conditions

To counter reduced visibility on the National Highways due to onset of the winter season NHAI Chairman, Santosh Kumar Yadav has directed NHAI field offices to undertake various mitigation measures. With reduced visibility due to foggy conditions posing significant risk to the safety of the National Highways users, these measures will help to avoid potential accidents that endanger the safety of highway users.

To enhance road safety during foggy conditions, mitigation measures have been classified under two heads of Engineering measures and Safety Awareness measures. The 'Engineering measures' include reinstalling missing/damaged road signs, rectifying faded or inadequate pavement markings, enhance visibility of safety devices by providing reflective markers, median markers, etc., providing transverse bar markings in habitations and accident-prone locations, ensuring functional blinkers at median openings at under construction zones and hazardous locations, replacement of damaged hazard markers signs at diverging & merging locations.

Similarly, 'Safety Awareness' measures underline incorporating steps to alert highway users of the reduced visibility conditions. These measures include use of Variable Message Signs (VMS) or electronic signages to display 'Foggy Weather Alerts' and speed limit messages. Use



of Public Address System warning commuters about driving speed limit of 30 km/hr in foggy areas. Use of electronic billboards, radio, and social media for public service announcements on Toll Plazas, Wayside Amenities during foggy conditions and installation of reflective tapes on full width of vehicles on the highways.

The guidelines also encourage NHAI officials to create awareness among highway users to use blinkers and follow traffic rules. In addition, safety awareness pamphlets will also be distributed to commuters crossing toll plaza with a contact number to share information about foggy conditions and assist in case of accidents.

In addition, NHAI field offices have been directed to undertake Nighttime Highway inspection on weekly basis by team consisting of NHAI officials,

Independent Engineers, Concessionaire/Contractor to assess visibility on highway and identify locations for installing additional provisions as required. Also, Highway Patrol vehicles will be stationed near dense foggy stretches. The highway operation and maintenance team will carry red/green blinking baton for guiding traffic in case of accident and establish seamless collaboration with local law enforcement, ambulance services, and municipal authorities. NHAI team will also conduct joint drills and exercises to ensure efficient coordination during fog-related emergencies.

NHAI is committed to take all necessary steps to mitigate risk of travelling on National Highways during winter season and ensure a safe and seamless travel experience for the National Highway users.

X



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NHAI Signs MoU with NRSC for Development and Reporting of “Green Cover Index” for National Highways of India



The National Highways Authority of India (NHAI) has entered into a Memorandum of Understanding with the National Remote Sensing Centre (NRSC) under the Indian Space Research Organization (ISRO) for a period of three years to develop and report a "Green Cover Index" for the extensive network of National Highways in India.

Since the initiation of the Green Highways Policy in 2015, the

prioritization of greening Highway Corridors has been a focal point for the Ministry of Road Transport and Highways (MoRTH) and NHAI. Presently, the monitoring of plantations relies on site visits by field personnel.

Using the capabilities of emerging technologies to enhance in-situ data collection and supplement plantation management and monitoring, including performance audits conducted by NHAI, the NRSC will undertake a comprehensive pan-India

estimation of green cover, referred to as the "Green Cover Index" for National Highways using high-resolution satellite imagery. This innovative approach promises to be a robust and reliable mechanism, providing a time-saving and cost-effective solution to generate a macro-level estimate of the degree of greenness along National Highways. It will also facilitate targeted interventions in regions that are reported to lack adequate green cover.

NRSC, headquartered in Hyderabad, has the mandate for establishment of ground stations for receiving satellite data, generation of data products, and development of techniques for remote sensing applications including geospatial services for good governance among other things. As a proof of concept, NRSC has already conducted successful pilot projects for estimation of green cover along National Highways.

The overarching endeavour of the project is to capture the Green Cover Index region-wise for National Highways in the first assessment cycle. Subsequent annual cycles will focus on estimating the growth patterns of green cover for National Highways using scientific techniques. The findings of the index will facilitate comparison and ranking of various National Highways for timely and periodic intervention.

As green cover would be estimated for every 1 km length of the National Highways, it would be possible to generate granular metrics for individual projects/packages as well. This initiative underscores a sincere commitment to evaluate NHAI's pivotal role in fostering the green transformation of highways, thereby, contributing to the nation's overall environmental well-being.



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Follow Traffic Rules, Avoid Accidents

Mandatory Traffic Signs

As the title suggests, this set of road traffic signs are obligatory for drivers to follow. The purpose of mandatory traffic signboards is the smooth functioning of traffic on the road. In fact, violating any mandatory traffic signs is punishable by law.



Cautionary Traffic Signs

The goal of cautionary traffic signs is to warn drivers of any potential threat on the road ahead, like road work, potholes, and speed bumps. While these things are not inherent, accidents could occur if one doesn't slow down their vehicle. Hence, you must take cautionary road traffic signs as seriously as the mandatory ones.



Informative Signs

Informative signs serve to aid any drivers without a map or knowledge of the facilities available in the area they are driving in. They can help guide drivers by offering directions or telling them about hospitals, public phones, and parking spots in the area.



Traffic Rules in India

Traffic rules are officially listed in the 1989 'Rules of Road Regulations.' They are as follows:

- Keep to your left if driving on a two-way street or road so that vehicles coming in the opposite direction can pass using the right lane smoothly.
- If you want to turn left ahead, you must stay on the left side before taking a turn.
- If you want to turn right ahead, you must be at the centre of the road and then gradually take a broad right turn.
- When you are coming towards a road intersection, road junction, or pedestrian crossing, you must slow down your vehicle.
- If being overtaken by a vehicle, you must not increase the speed of your vehicle or, in any way, prevent the vehicle that is attempting to overtake you.
- Overtaking is prohibited in the

following cases:

- If passing would, in any way, be dangerous for other travellers on the road.
- If passing is near a bend, hill, corner, or point, as it may lead to a critical accident without clear sight of the road in front.
- If the driver upfront has not signalled the driver behind.
- When trying to overtake a vehicle that's already being passed by the third vehicle.
- For those driving two-wheelers, you and your pillion must wear a helmet.
- Parking is not permitted on the top of a hill, footpath, and road for pedestrians. The same isn't permitted near traffic lights, a crossing on the road, the entrance of a building, or if it covers a fire hydrant.
- Your temporary or permanent Vehicle Registration Number (VRN) must always be displayed on the front

and back of your vehicle.

- Only a single pillion is permitted per two-wheeler.
- Drivers must make way for any cyclists on the road.
- The head or tail lights of your vehicle should never be obstructed.
- Driving in the reverse direction is punishable by law on a one-way road.
- When overtaking another vehicle, one must not go beyond the yellow line.
- One must respect the STOP sign on roads and not stop beyond the sign.
- Honking should only be carried out if necessary.
- When driving on a mountain or hill, your vehicle must be towards the right side of the road.
- One cannot load the vehicle with certain goods, like Inflammable and explosive goods.
- Overtaking must only be carried out from the right side.

X

"It is during our darkest moments that we must focus to see the light."—Aristotle

वर्षांत समीक्षा 2023-सड़क परिवहन और राजमार्ग मंत्रालय

अब पढ़िए इस समीक्षा के कुछ अंश:-

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राष्ट्रीय राजमार्ग : 1,46,145 किमी

राज्य राजमार्ग : 1,79,535 किमी

अन्य सड़कें : 63,45,403 किमी

राष्ट्रीय राजमार्ग माल और यात्रियों की कुशल आवाजाही को सुनिश्चित करके और बाजारों तक पहुंच में सुधार करके देश के आर्थिक और सामाजिक विकास में काफी महत्वपूर्ण भूमिका निभाते हैं। एमओआरटीएच और इसकी कार्यान्वयन एजेंसियों ने भारत में राष्ट्रीय राजमार्ग बुनियादी ढांचे की क्षमता को बढ़ाने के लिए पिछले 9 वर्षों में कई पहल की हैं।

राष्ट्रीय राजमार्ग नेटवर्क

राष्ट्रीय राजमार्ग (एनएच) नेटवर्क 2014 में 91,287 किमी से 60% बढ़कर वर्ष 2023 में 1,46,145 किमी के स्तर पर पहुंच गए।

निर्मित लंबाई: एमओआरटीएच ने 5248 किमी राष्ट्रीय राजमार्गों का निर्माण किया। (अंतिम आंकड़े)।

कॉरिडोर-आधारित राष्ट्रीय राजमार्ग विकास की रणनीति के माध्यम से व्यवस्थित रूप से बढ़ावा दिए जाने के कारण 2014-15 और 2023-24 के बीच राष्ट्रीय राजमार्गों (एनएच) निर्माण की गति लगातार बढ़ी है।

• सड़क परिवहन

यातायात हिस्सेदारी और राष्ट्रीय अर्थव्यवस्था में योगदान दोनों के संदर्भ में, सड़क परिवहन भारत में परिवहन का प्रमुख साधन है। माल और यात्रियों की आवाजाही को सुविधाजनक बनाने के अलावा, सड़क परिवहन देश के सभी क्षेत्रों में समान सामाजिक-आर्थिक

विकास को बढ़ावा देने में महत्वपूर्ण भूमिका निभाता है। यह देश के सामाजिक और आर्थिक एकीकरण और विकास में भी महत्वपूर्ण भूमिका निभाता है। आसान पहुंच, संचालन का लचीलापन, घर-घर सेवा और विश्वसनीयता ने परिवहन के अन्य साधनों की तुलना में यात्री और माल दुलाई दोनों में सड़क परिवहन को अधिक महत्व दिया है।

नागरिक केंद्रित उपाय

भारत श्रृंखला के दायरे का विस्तार: सड़क परिवहन और राजमार्ग मंत्रालय ने पूरे देश में वाहनों के निर्बाध हस्तांतरण की सुविधा के लिए, 26 अगस्त 2021 को जीएसआर 594E जारी किया है जिसमें एक नया पंजीकरण चिह्न अर्थात् “भारत (बीएच) श्रृंखला” जारी किया गया है। केंद्रीय मोटर वाहन नियम, 1989 में शामिल किया गया है। एनआईसी ने डीलर पॉइंट मॉड्यूल में आवश्यक बदलावों को शामिल किया है और सभी राज्यों को पोर्टल से बीएच श्रृंखला पंजीकरण संख्या जारी करने की सुविधा प्रदान की गई है। इसे 15 सितंबर 2021 से सक्रिय और लागू कर दिया गया है। सड़क परिवहन और राजमार्ग मंत्रालय ने 14 दिसंबर 2022 के जीएसआर 879E के माध्यम से बीएच सीरीज कार्यान्वयन के दायरे को और बेहतर बनाने के साथ-साथ व्यापक बनाने के लिए बीएच सीरीज नियमों में संशोधन किया है।

यह सुविधा केवल डीलर पॉइंट रजिस्ट्रेशन के माध्यम से वाहनों के नए पंजीकरण के लिए प्रदान की जाती है। “भारत सीरीज (बीएच-सीरीज)” के तहत यह वाहन पंजीकरण सुविधा स्वैच्छिक आधार पर रक्षा कर्मियों, केंद्र सरकार/राज्य सरकार/केंद्र/राज्य सार्वजनिक क्षेत्र के उपक्रमों और निजी क्षेत्र की कंपनियों/संगठनों के कर्मचारियों के लिए उपलब्ध है, जिनके कार्यालय चार या अधिक राज्य/केंद्र शासित प्रदेशों में हैं। वर्तमान में, बीएच श्रृंखला

पंजीकरण 26 राज्यों अंडमान और निकोबार द्वीप, अरुणाचल प्रदेश, असम, बिहार, चंडीगढ़, दिल्ली, गोवा, गुजरात, हिमाचल प्रदेश, जम्मू और कश्मीर, कर्नाटक, मध्य प्रदेश, मेघालय महाराष्ट्र, मणिपुर, मिजोरम, नागालैंड, ओडिशा, पुडुचेरी, राजस्थान, सिक्किम, त्रिपुरा, केंद्र शासित प्रदेश डीएनएच और डीडी, उत्तराखंड, उत्तर प्रदेश और पश्चिम बंगाल में सक्रिय है।

वास्तविक ड्राइविंग उत्सर्जन (आरडीई) विनियम:-

जब एक ही वाहन का प्रयोगशाला स्थितियों और वास्तविक ड्राइविंग स्थितियों में परीक्षण किया जाता है तो उत्सर्जन प्रदर्शन में अंतर होता है। इस अंतर को कम करने के लिए, यूरोप में रियल ड्राइविंग एमिशन (आरडीई) नियम पेश किए गए। इसके अनुरूप, भारत ने भारत स्टेज VI (बीएस VI) की शुरुआत के साथ-साथ आरडीई नियमों को भी पेश किया, जिससे टाइप अनुमोदन और सीओपी के दौरान आरडीई माप अनिवार्य हो गया। डेटा संग्रह के उक्त नियम 1 अप्रैल 2020 से और अनुरूपता कारक (सीएफ) उक्त नियम 1 अप्रैल 2023 से लागू हैं। सीएफ आरडीई नियमों की उत्सर्जन सीमा को परिभाषित करता है।

सड़क परिवहन और राजमार्ग मंत्रालय ने आदेश दिया है कि वास्तविक विश्व ड्राइविंग चक्र उत्सर्जन पर सभी वाहनों के लिए 1 अप्रैल 2023 को और उसके बाद निर्मित वाहनों के संबंध में सीएफ (अनुरूपता कारक) लागू हो सकता है।

अखिल भारतीय पर्यटक परमिट नियम, 2023:-

सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) ने अखिल भारतीय पर्यटक वाहन (परमिट) नियम, 2021 को हटाकर अखिल भारतीय पर्यटक वाहन (परमिट) नियम, 2023 को अधिसूचित

किया है।

2021 में अधिसूचित नियमों ने पर्यटक वाहनों के लिए परमिट व्यवस्था को सुव्यवस्थित और सरल बनाकर भारत में पर्यटन क्षेत्र को खासा प्रोत्साहन दिया है।

अब, अखिल भारतीय पर्यटक वाहन (परमिट) नियम, 2023 के साथ, देश भर में पर्यटक वाहनों की आवाजाही को अधिक सुविधाजनक बनाने के लिए अखिल भारतीय पर्यटक परमिट (एआईटीपी) व्यवस्था को और अधिक सुव्यवस्थित और मजबूत कर दिया गया है।

नए नियमों की मुख्य विशेषताएं इस प्रकार हैं:

आवेदन प्रक्रिया को सरल बनाने और अनुपालन बोझ को कम करने के लिए प्राधिकरण और एआईटीपी के प्रावधान को एक दूसरे से स्वतंत्र कर दिया गया है।

बड़ी संख्या में इलेक्ट्रिक वाहनों और मेथनॉल या इथेनॉल ईंधन पर चलने वाले वाहनों को बढ़ावा देने के लिए, ऑपरेटरों को बिना किसी लागत के एक सुव्यवस्थित नियामक पारिस्थितिकी तंत्र पेश किया गया है।

कम क्षमता वाले वाहनों (दस से कम) के लिए कम परमिट शुल्क के साथ पर्यटक वाहनों की अधिक श्रेणियां शुरू की गई हैं। इससे बैठने की कम क्षमता वाले छोटे वाहन रखने वाले छोटे पर्यटक वाहन ऑपरेटरों को काफी वित्तीय राहत मिलने की उम्मीद है, क्योंकि अब उन्हें अपने वाहन की बैठने की क्षमता के अनुरूप कम शुल्क का भुगतान करना होगा।

बसों में फायर अलार्म सिस्टम (एफएएस) और फायर प्रोटेक्शन सिस्टम (एफपीएस):-

इस मंत्रालय ने बसों के यात्री कम्पार्टमेंट की आग से सुरक्षा के प्रावधान को शामिल करने के उद्देश्य से सीएमवीआर में संशोधन करते हुए स्कूल बसों के यात्री डिब्बे और टाइप III श्रेणी की बसों को शामिल करने के लिए इंजन कम्पार्टमेंट से एआईएस 135 का दायरा बढ़ा दिया था। इसके कार्यान्वयन की समयसीमा केंद्रीय मोटर वाहन (प्रथम संशोधन) नियम के प्रारंभ होने की तारीख से बारह महीने, यानी 27

जनवरी 2023 से थी।

इस संशोधन का उद्देश्य यात्रियों को अतिरिक्त निकासी समय प्रदान करना है और इस प्रकार एफपीएस और एफएएस के माध्यम से बसों में आग लगने की घटनाओं में सुरक्षा बढ़ाना है। यह मानक डीआरडीओ के विशेषज्ञों सहित विभिन्न हितधारकों के परामर्श से तैयार किया गया था, जिन्होंने डिजाइन तैयार किया था और एक बस पर कॉन्सेप्ट का परीक्षण भी किया था।

ऑटोमोटिव हितधारकों का पक्ष मिलने के बाद, इस मंत्रालय ने कार्यान्वयन की तारीख 1 अक्टूबर 2023 तक के लिए टाल दी है।

दिव्यांगजनों के लिए पूर्णतः निर्मित वाहन का अनुकूलित वाहनों में रूपांतरण:-

इस मंत्रालय ने दिव्यांगजनों को अस्थायी पंजीकरण के माध्यम से पूरी तरह से निर्मित वाहनों को अनुकूलित वाहनों में बदलने की सुविधा प्रदान की है।

दिव्यांगजनों की गतिशीलता को सुविधाजनक बनाने के लिए अक्सर उनकी विशिष्ट आवश्यकताओं के अनुसार मोटर वाहनों के अनुकूलन की आवश्यकता होती है। वर्तमान में, इस तरह का अनुकूलन या तो वाहन के पंजीकरण से पहले, निर्माता या उसके अधिकृत डीलर द्वारा किया जा सकता है, या पंजीकरण प्राधिकारी से प्राप्त अनुमति के आधार पर वाहन के पंजीकरण के बाद किया जा सकता है।

इस प्रक्रिया को सरल बनाने के लिए, एमओआरटीएचने मोटर वाहनों के अनुकूलन के लिए अस्थायी पंजीकरण की सुविधा का विस्तार करने के लिए केंद्रीय मोटर वाहन नियम (सीएमवीआर), 1989 के नियम 53ए और 53बीमें संशोधन किया है। इन संशोधनों से दिव्यांगजनों को मोटर वाहन चलाने में और सुविधा होगी तथा सामाजिक-सांस्कृतिक और आर्थिक गतिविधियों में उनके समावेश को बढ़ावा मिलेगा।

भारत न्यू कार असेसमेंट प्रोग्राम (बीएनसीएपी):-

सड़क परिवहन और राजमार्ग मंत्रालय ने भारत न्यू कार असेसमेंट प्रोग्राम (बीएनसीएपी) के

संबंध में सीएमवीआर (केंद्रीय मोटर वाहन नियम), 1989 में एक नया नियम 126ई डाला है। निम्नलिखित को अनिवार्य किया गया है:-

126ई. भारत नई कार मूल्यांकन कार्यक्रम।

इस नियम के तहत कार मूल्यांकन कार्यक्रम 1 अक्टूबर 2023 को या उसके बाद देश में निर्मित या आयातित श्रेणी एम1 के अनुमोदित वाहनों के प्रकार पर लागू होगा। इसके अलावा, बीएनसीएपी एक स्वैच्छिक कार्यक्रम होगा जिसकी निगरानी एजेंसी द्वारा की जाएगी।

1 अक्टूबर 2023 से, मोटर वाहनों के विनिर्माता या आयातक एआईएस:197के अनुसार स्टार रेटिंग के लिए अपने मोटर वाहन की जांच और मूल्यांकन करने के लिए केंद्र सरकार द्वारा नामित एजेंसी को प्रपत्र 70ए में आवेदन करेंगे।

स्टार रेटिंग के मूल्यांकन के उद्देश्य से मोटर वाहन की लागत और ऐसे मूल्यांकन की लागत संबंधित निर्माता या आयातक द्वारा वहन की जाएगी।

मूल्यांकन के प्रयोजन के लिए मोटर वाहनों को एआईएस-197 के अनुसार निर्माता, आयातक, या निर्माता या आयातक के परिचालन डीलरों के परिसर से नामित एजेंसी द्वारा यादृच्छिक रूप से चुना जाएगा।

नामित एजेंसी उपनियम (2) में चयनित वाहनों के मूल्यांकन के लिए नियम 126 में निर्दिष्ट किसी भी परीक्षण एजेंसी का चयन करेगी।

निर्माता या आयातक चयनित वाहनों को उप-नियम (4) के तहत चयनित परीक्षण एजेंसी को भेजेगा।

परीक्षण एजेंसी एआईएस-197 के अनुसार वाहनों का मूल्यांकन करेगी और मूल्यांकन रिपोर्ट प्रपत्र 70बी में नामित एजेंसी को प्रस्तुत करेगी।

मूल्यांकन रिपोर्ट की जांच और अनुमोदन पर, वाहन की स्टार रेटिंग नामित एजेंसी द्वारा निर्दिष्ट पोर्टल पर अपलोड की जाएगी:

इस नियम की कोई भी बात नियम 126 के तहत छूट प्राप्त वाहन पर लागू नहीं होगी।

यह यात्री कारों की सुरक्षा रेटिंग की अवधारणा

पेश करता है और उपभोक्ताओं को सूचित निर्णय लेने का अधिकार देता है। इससे देश में ओईएम द्वारा उत्पादित कारों की निर्यात योग्यता को बढ़ावा मिलेगा और इन वाहनों में घरेलू ग्राहकों का विश्वास बढ़ेगा। इसके अतिरिक्त, कार्यक्रम से विनिर्माताओं को ऊंची रेटिंग अर्जित करने के लिए उन्नत सुरक्षा तकनीक प्रदान करने के लिए प्रोत्साहन मिलेगा।

केंद्रीय मोटर वाहन नियम, 1989 के विभिन्न प्रारूपों में संशोधन:-

सड़क परिवहन और राजमार्ग मंत्रालय ने अनुमति प्राप्त सोने की क्षमता, खड़े होने की क्षमता और बैठने की क्षमता (चालक सहित) के संबंध में जानकारी प्राप्त करने के लिए केंद्रीय मोटर वाहन नियम, 1989 के विभिन्न रूपों में संशोधन किया है।

कम्प्रेस्ड गैसियस हाइड्रोजन इंटरनल कम्पस्टन इंजन व्हीकल्स के प्रकार की स्वीकृति:-

सड़क परिवहन और राजमार्ग मंत्रालय ने तरल या कम्प्रेस्ड गैसियस हाइड्रोजन इंटरनल कम्पस्टन इंजन व्हीकल्स के प्रकार के अनुमोदन के लिए मानदंड प्रदान करने के लिए सीएमवीआर, 1989 में नया नियम 125एम डाला है। यह निर्धारित किया गया है कि तरल या कम्प्रेस्ड गैसियस हाइड्रोजन द्वारा संचालित एम और एन श्रेणियों के आंतरिक दहन इंजन वाहनों के प्रकार के अनुमोदन के लिए सुरक्षा और प्रक्रियात्मक आवश्यकताएं एआईएस 195:2023 के अनुसार होंगी, जब तक कि संबंधित बीआईएस विनिर्देश भारतीय मानक ब्यूरो अधिनियम, 1986 (1986 का 63) के तहत अधिसूचित नहीं हो जाता। बशर्ते कि आंतरिक दहन इंजन वाहनों के लिए हाइड्रोजन ईंधन विनिर्देश आईएस 16061: 2021 के अनुसार होंगे।

इलेक्ट्रिक पावर ट्रेन वाहनों और हाइब्रिड इलेक्ट्रिक वाहनों के प्रकार का अनुमोदन:-

सड़क परिवहन और राजमार्ग मंत्रालय ने इलेक्ट्रिक पावर ट्रेन वाहनों और हाइब्रिड इलेक्ट्रिक वाहनों के प्रकार के अनुमोदन के

संबंध में सीएमवीआर, 1989 में एक नया नियम 125एन शामिल किया है। हाइब्रिड वाहनों की परिभाषा विभिन्न ऑटोमोटिव उद्योग मानकों (एआईएस) में उपलब्ध है; लेकिन, आज तक, सीएमवीआर, 1989 में एक मानक परिभाषा शामिल नहीं की गई है। इसलिए सीएमवीआर 1989 में शुद्ध इलेक्ट्रिक और हाइब्रिड वाहनों और इसके विभिन्न प्रकारों की एक मानक परिभाषा को शामिल करना आवश्यक था। यह बताना भी प्रासंगिक है कि विभिन्न राज्य सरकारें अपनी संबंधित राज्य ईवी नीतियों के माध्यम से इलेक्ट्रिक और हाइब्रिड वाहनों को प्रोत्साहन प्रदान कर रही हैं। इसलिए, अधिसूचना के आधार पर इससे शुद्ध इलेक्ट्रिक और हाइब्रिड वाहनों की परिभाषा और वर्गीकरण में अधिक स्पष्टता आ गई है।

• वाहन स्क्रेपिंग नीति

परिचय: अगस्त 2021 में शुरू की गई “वाहन स्क्रेपिंग नीति” का उद्देश्य पर्यावरण के अनुकूल तरीकों से बेकार और प्रदूषण फैलाने वाले वाहनों को चरणबद्ध तरीके से समाप्त करने के लिए एक इको-सिस्टम तैयार करना है। यह नीति वाहन की उम्र की परवाह किए बिना, उनकी फिटनेस के आधार पर अनफिट वाणिज्यिक और व्यक्तिगत वाहनों को स्वैच्छिक रूप से स्क्रेप करने का लक्ष्य रखती है। यह नीति प्रदूषण को कम करने, कच्चे माल की उपलब्धता को बढ़ावा देने, सर्कुलर अर्थव्यवस्था को बढ़ावा देने, सड़क और यात्री सुरक्षा में सुधार, ऑटो सेक्टर की बिक्री को बढ़ावा देने और रोजगार पैदा करने जैसे कई लाभ प्रदान करती है।

नियम और अधिसूचनाएं: एमओआरटीएचने उद्योग और अन्य हितधारकों के परामर्श से स्वचालित फिटनेस परीक्षण स्टेशन और पंजीकृत वाहन स्क्रेपिंग सुविधाएं स्थापित करने के लिए नियमों और संशोधनों को अधिसूचित किया है। 2023 में, प्रारंभिक नीति प्रोत्साहन प्रदान करने के लिए, 17 जनवरी 2023 को जीएसआर 29 (ई) के माध्यम से यह अधिसूचित किया गया था कि सरकारी स्वामित्व वाले वाहनों के पंजीकरण का प्रमाण पत्र 15 साल की समाप्ति के बाद समाप्त हो

जाएगा। ऐसे वाहनों को आरवीएसएफ में अनिवार्य रूप से स्क्रेप किया जाएगा। नागरिकों के लाभ के लिए सार्वजनिक सेवा वाहनों (बसों, एम्बुलेंस, फायर टेंडर और पुलिस वाहनों) को स्क्रेप करने और बदलने पर विशेष ध्यान दिया गया था।

इसके अलावा, जीएसआर 663 (ई) दिनांक 12 सितंबर 2023 एटीएस के माध्यम से परिवहन वाहनों के अनिवार्य परीक्षण की तारीख को 1 अक्टूबर 2024 तक बढ़ाने का प्रावधान करता है। हालांकि, जहां स्वचालित परीक्षण स्टेशन एक पंजीकरण प्राधिकारी के अधिकार क्षेत्र में चालू हैं, वहां वाहन का फिटनेस परीक्षण तत्काल प्रभाव से ऐसे स्वचालित परीक्षण स्टेशन के माध्यम से ही किया जाएगा।

नीति कार्यान्वयन की स्थिति: सफल कार्यान्वयन के लिए, पूरे भारत में स्वचालित परीक्षण स्टेशनों (एटीएस) और पंजीकृत वाहन स्क्रेपिंग सुविधाओं (आरवीएसएफ) का एक नेटवर्क स्थापित किया जाना आवश्यक है।

15 राज्यों में 44 आरवीएसएफ चालू हैं, जिनमें से 35 का संचालन 2023 में किया गया था।

अब तक 8 राज्यों में 37 एटीएस चालू हो गए हैं, जिनमें से 35 वर्ष 2023 में चालू हो गए थे।

इस नीति के तहत नागरिकों को वित्तीय लाभ दिया गया।

जमा प्रमाणपत्र के तहत पंजीकृत वाहन के लिए मोटर वाहन (एमवी) कर में रियायत: अब तक 19 राज्यों/केंद्र शासित प्रदेशों द्वारा घोषणा की गई है, जिनमें से 9 राज्यों/केंद्र शासित प्रदेशों ने 2023 में प्रोत्साहन की घोषणा की है।

जमा प्रमाणपत्र के आधार पर पंजीकृत वाहन के लिए पंजीकरण शुल्क में छूट: पूरे भारत में घोषित और कार्यान्वित।

लंबित देनदारियों (जैसे, लंबित कर, ब्याज, जुर्माना आदि) की छूट: अब तक 16 राज्यों/केंद्र शासित प्रदेशों द्वारा घोषणा की गई है, जिनमें से 14 राज्यों/केंद्र शासित प्रदेशों ने 2023 में प्रोत्साहन की घोषणा की है।

आरवीएसएफ में अब तक लगभग 49,700 वाहन स्क्रेप किए गए हैं, जिनमें से 2023 में



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अब तक सरकारी स्वामित्व वाली और निजी वाहन श्रेणियों में लगभग 39,200 वाहन स्कैप किए गए हैं। अब तक सरकारी स्वामित्व वाले 30,400 वाहन स्कैप किए गए हैं, जिनमें से 2023 में 26,600 स्कैप किए गए हैं।

राज्यों के लिए प्रोत्साहन योजना: वाहन स्कैपिंग नीति के कार्यान्वयन की गति बढ़ाने के लिए, 16 दिसंबर 2022 को व्यय विभाग की 'पूँजीगत निवेश के लिए राज्यों को विशेष सहायता की योजना' के तहत वित्त वर्ष 2022-23 के लिए राज्य सरकारों को 2,000 करोड़ रुपये का प्रोत्साहन दिया गया था। व्यय विभाग ने वित्त वर्ष 2022-23 के लिए प्रस्तुत प्रस्तावों के अनुसार उत्तर प्रदेश, असम, महाराष्ट्र, मध्य प्रदेश और ओडिशा राज्यों के लिए 351 करोड़ रुपये के प्रोत्साहन को मंजूरी दी है।

पूँजी निवेश के लिए राज्यों को विशेष सहायता की योजना को सरकार द्वारा वित्त वर्ष 2023-24 के लिए बढ़ा दिया गया है और 15 साल से अधिक पुराने राज्य सरकार के वाहनों को स्कैप करने के लिए प्रोत्साहित करने, पुराने वाहनों पर देनदारियों को छूट, पुराने वाहनों को स्कैप करने के लिए व्यक्तियों को कर रियायतें प्रदान करना और स्वचालित वाहन परीक्षण सुविधाओं की स्थापना करने के लिए राज्यों को प्रोत्साहन राशि 3000 करोड़ रुपये तक बढ़ा दी गई है।

वित्त वर्ष 2023-24 के लिए योजना के तहत, 2023-24 में योजना के भाग ए के माइलस्टोन 1 के तहत गतिविधियों के पूरा होने के बाद पंजाब, हरियाणा, केरल, छत्तीसगढ़, बिहार, उत्तराखंड, मिजोरम और कर्नाटक से प्रस्ताव प्राप्त हुए हैं। व्यय विभाग ने प्रस्तुत प्रस्तावों के अनुसार पंजाब और बिहार राज्यों के लिए 62.5 करोड़ रुपये के प्रोत्साहन को मंजूरी दे दी है। डिजिटलीकरण: नीतिगत पारिस्थितिकी तंत्र के विभिन्न हितधारकों के बीच सुचारु संचालन के उद्देश्य से, राज्य सरकार, निवेशकों और अंतिम उपयोगकर्ताओं के लिए दो प्रमुख आईटी अवसंरचना पोर्टल सक्षम किए गए हैं। राष्ट्रीय एकल खिड़की प्रणाली: एटीएस और आरवीएसएफ की स्थापना के वास्ते पंजीकरण प्रमाण पत्र प्रदान करने के लिए

आवेदन को राष्ट्रीय एकल खिड़की प्रणाली (एनएसडब्ल्यूएस) के माध्यम से सुगम बनाया गया है। वर्तमान में, 22 राज्य एनएसडब्ल्यूएस पोर्टल पर शामिल हो चुके हैं और इसके माध्यम से आवेदन स्वीकार और संसाधित कर रहे हैं।

वाहन पर आईटी मॉड्यूल

एटीएस पोर्टल: राष्ट्रीय सूचना विज्ञान केंद्र (एनआईसी) ने एटीएस के शुरू से अंत तक जीवनचक्र प्रबंधन के लिए वाहन पर एक मॉड्यूल विकसित किया है। वाहन मालिक फिटनेस परीक्षण के लिए स्लॉट बुक कर सकते हैं, परीक्षण परिणाम देख सकते हैं और इसके खिलाफ अपील कर सकते हैं। इसी तरह, एटीएस ऑपरेटर परीक्षण स्लॉट प्रबंधित कर सकते हैं और वाहन पर परीक्षण परिणाम अपडेट कर सकते हैं।

आरवीएसएफ पोर्टल: एनआईसी ने वाहन पर एक मॉड्यूल विकसित किया है जिसके माध्यम से वाहन मालिक जीवन समाप्त होने वाले वाहनों (ईएलवी) को स्कैप करने के लिए आवेदन जमा कर सकते हैं। आरवीएसएफ (सरकारी वाहनों का थोक अपलोड) और नागरिकों के लिए नई सुविधाएं जोड़ी गईं (वाहन पर नहीं चलने वाले वाहनों के लिए सेल्फ-बैकलॉग प्रविष्टि, सभी 7 दिनों में समर्पित हेल्पडेस्क)

• लॉजिस्टिक और संबद्ध राजमार्ग बुनियादी ढांचा

मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी)

मंत्रालय ने अंतर-मंत्रालयी परामर्श की एक विस्तृत प्रक्रिया के माध्यम से अक्टूबर 2021 में भारतमाला परियोजना के तहत विकसित किए जाने वाले एमएमएलपी के लिए मॉडल रियायती समझौते (एमसीए) को अंतिम रूप दिया। दस्तावेज परियोजना के तहत व्यक्तिगत एमएमएलपी परियोजनाओं के लिए डेवलपर समझौते/रियायत समझौते के रूप में कार्य करता है। एमसीए के अलावा, मंत्रालय ने नवंबर 2021 में एमएमएलपी के विकास के लिए कंसेशनारर के चयन के मॉडल आरएफपी दस्तावेज को भी अंतिम रूप दिया और मंजूरी दी।

भारतमाला परियोजना के भाग के रूप में 35 मल्टीमॉडल लॉजिस्टिक्स पार्कों का एक नेटवर्क विकसित करने की योजना है, जिसमें लगभग 46,000 करोड़ रुपये का निवेश होगा, जो एक बार चालू होने पर लगभग 700 मिलियन मीट्रिक टन कार्गो को संभालने में सक्षम होगा। इसमें से 15 प्राथमिकता वाले स्थानों पर लगभग 22,000 करोड़ रुपये के कुल निवेश के साथ एमएमएलपी विकसित किए जाएंगे।

ये मल्टी-मॉडल लॉजिस्टिक्स पार्क विभिन्न औद्योगिक और कृषि नोड्स, उपभोक्ता केंद्रों और मल्टी-मॉडल कनेक्टिविटी वाले एग्रीजम गेटवे जैसे बंदरगाहों के लिए क्षेत्रीय कार्गो एकत्रीकरण और वितरण केंद्र के रूप में काम करेंगे। कुछ मामलों में, पारंपरिक सड़क आधारित आवाजाही की तुलना में बड़े पैमाने पर अंतर्देशीय कार्गो आवाजाही की लागत को और कम करने के लिए सागर माला परियोजना के तहत अंतर्देशीय जलमार्ग टर्मिनलों के साथ मिलकर एमएमएलपी भी विकसित किए जा रहे हैं।

एमएमएलपी जोगीघोषा (असम) उन्नत चरण में: सड़क, रेल और जल संपर्क के अलावा साइट समतलन, सीमा कार्य, आंतरिक सड़क, प्रशासनिक भवन, एसटीपी, डब्ल्यूटीपी जैसे क्षेत्र विकास आदि सहित विकास कार्यों का निष्पादन अग्रिम चरण में है।

व्यापार केंद्र, कंटेनर यार्ड, गोदामों, कोल्ड स्टोरेज इत्यादि जैसी लॉजिस्टिक सुविधाओं के निर्माण और उसके बाद के संचालन के लिए पीपीपी आधार पर डेवलपर की नियुक्ति (रियायत अवधि: 45 वर्ष) की प्रक्रिया जारी है।

परियोजना के पहले चरण की अनुमानित लागत 693.97 करोड़ है। परियोजना की आधारशिला अक्टूबर 2020 में माननीय मंत्री (आरटी एंड एच) श्री नितिन गडकरी द्वारा रखी गई थी। यह एमएमएलपी सभी उत्तर-पूर्वी राज्यों के लिए वितरण केंद्र के रूप में काम करेगा और बांग्लादेश, भूटान और नेपाल के साथ सीमा पार व्यापार की सुविधा प्रदान करेगा।



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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 —

India's Logistics cost almost close to developed Nations

NEW DELHI: Two reports written by New Delhi-based economic think tank National Council of Applied Economic Research (NCAER) for the Department for Promotion of Industry and Internal Trade (DPIIT), in the space of four years, have concluded that India's logistics costs as a percentage of GDP is already in single digit, and more importantly, tantalisingly closer to a level seen in developed nations, which India is seeking to emulate to make its goods competitive on the global stage.

India's logistic costs ranged between 7.8 percent and 8.9 percent of the GDP during 2021-22, down from 8.7-9.9 percent during 2011-12, the NCAER said in a report written for DPIIT and released on 14 December.

According to the report, 'Logistic Cost in India: Assessment and Long-term Framework', India's logistics costs saw a dip during 2014-15 to 2016-17, from 8.3-9.4 percent to 7.8-8.8 percent, due to a faster growth in nominal GDP than in logistic costs, and a fall in fuel prices compared to the earlier period.

Rajesh Kumar Singh, DPIIT Secretary, said on 14 December that the report will help develop a framework which will be used to calculate credible logistics cost estimates.

India's logistic costs as a percentage of GDP is 8.35 percent on an average, the NCAER had concluded in a 2019 report. That study, 'Analysis of India's Logistics Costs', based on surveys, had also calculated the logistics costs for different commodities and sectors, which in some cases, was as low as 6.05 percent.

The high logistics costs of 13-14 percent, first propounded by Nitin Gadkari when he was holding the portfolio of the then Ministry of Shipping along with the Ministry of Road Transport and Highways, in the first NDA government led by Modi, soon caught the imagination of his cabinet colleagues and went viral. It became the 'mantra' or premise on which many policy decisions and initiatives pertaining to the transport infrastructure sectors were scripted, including the PM Gati Shakti National Master Plan for Multi-modal Connectivity and the National Logistics Policy, to name just a few.

"The National Logistics Policy has not come out of the blue and there are 8 years of hard work behind it," Modi said while launching the policy on 17 September 2022.

"From 13-14 per cent logistics costs, we should all aim to bring it to single digit as soon as possible. This, in a way, is a low-hanging fruit, if we have to become globally competitive," the Prime Minister asserted.

The National Logistics Policy seeks to tackle issues of high cost and inefficiency by laying down an overarching interdisciplinary, cross-sectoral and multi-jurisdictional framework for the development of the entire logistics ecosystem with the aim of improving the competitiveness of Indian goods, enhancing economic growth and increasing employment opportunities.

The compelling need to cut India's high logistics costs even reverberated in the investment announcements made by private firms.

The debunking of the 13-14 percent

logistics costs theory has now put the government's policy managers on the defensive.

"We have not been banking on that number, we were only knowing that there are high logistics costs in India and it has to be reduced," said a government official involved in the exercise.

"This is also what the National Logistics Policy says. That doesn't refer to the 13 or 14 percent anywhere. We never considered that number as a valid number for that matter. But, yes, the fact is, the logistics costs were relatively higher, and it is still higher and therefore we have taken a policy initiative to bring it down progressively in whatever way possible, be it through infrastructure inputs or through improving the services, adopting digitalisation and promoting skill development and education in the logistics sector which are the cost factors. That remains and the pursuit of reducing the logistics costs and making our trade, both international and domestic, more competitive, making the supply chain more cost effective and making the products more competitive, that's what is the pursuit basically," he explained.

How did the 13-14 percent number come about in the first place?

"Since we did not have any number to refer to, there have been obvious references to that; it is also very indicative and very vague. Now we have a number to talk about with reference to which we would be looking at improvement or deterioration. Whatever happens, we are open to that," the official continued.

"See you have to have some reference right and reference which is footed in this country. Otherwise, personally if you ask me, I did not consider 13 or 14 percent as a number at all. It was just a phrase; it is so subjective," he quipped.

Even logistics companies were sceptical about the authenticity of the 13-14 percent logistics costs touted by the ministers and government officials.

"This was done on a very empirical, small basis and extended, multiple assumptions and might not be the correct figure," said the Chief Executive Officer of a listed logistics company.

"When we go and talk to very large customers, for instance, Hindustan Lever says that their logistics costs are 6.5 percent and it's a large company, they are way efficient. Even if you were to add a couple of more percentage points to HL, then somebody not as efficient as HL might have 8 to 8.5 percent as logistics costs. It is still far away from the 13-14 percent that we hear," the CEO said, asking not to be named.

"Reliance also talks exactly the same language. They say that their logistics cost overall must be anywhere between 6 to 8 percent and they squeeze us for rates. They get the best possible rates from everybody; because of their size and scale they can do that," he said.

"So, when large organisations are at this level, why would the economy be at 13-14 percent logistics costs to GDP, even I don't understand," he added.

The latest study by NCAER and its previous report of 2019 have both pegged the logistics costs a few points over 8 percent. But is there a difference

between the two studies?

"It's not like that. Anything logical and rational, even if it is repeated it doesn't lose that value. It's better than those numbers which are drawn on a non-mathematical, non-statistical and non-rational basis. At least there is some sanity in this exercise, which is based on objective parameters, some numbers, even if it is drawn from the secondary sources, a lot of it is also drawn from primary sources," he said.

"So, there is a difference in the sense that it's a little more comprehensive and new data sources have been also included, from the government sources and the private industry sources. Again, it's an indicative exercise but it's more rational, more methodical and more objective compared to any other number which has been drawn about the logistic costs for India," the official said.

Referring to a survey that was carried out earlier on logistics costs, the official said it was just a number drawn based on some statistical model called the artificial neural network method which was done by some external agency who did not have much of a foothold or footprint in India. "They have calculated the logistic costs for many countries, and that was having a lot of biases which you can call as statisticians biases or bias of the person who is doing the assessment. So, in that sense, this report of NCAER is more logical and rational and that's why it is different from the earlier report or study," he stated.

The latest report is also an "improvement" on the previous study.

"Some of the concerns raised in the earlier report of NCAER have been addressed this time, one of which is making it a combination of primary and secondary data. The earlier study was probably a limited size survey, the sample size would have been relatively smaller because it was just based on surveys. This time, in addition to the surveys, they have also considered the so-called secondary sources of data, so it's a kind of a hybrid approach which has been adopted," the official remarked.

"It's a continuous exercise. We will keep on improving and again we are not saying this is the final number. This is just an indicative number and there again, we have given a range based on industry sectors or maybe regions across the country. We may have high logistics costs in the northeastern region and relatively lesser costs in a coastal region of peninsular India. So, it varies, therefore the range has been talked about, earlier it was just one number for different sectors," he noted.

While the earlier study was done solely by NCAER, multiple agencies collaborated on the latest report. "In fact, we have taken help from the Asian Development Bank, the Ministry of Statistics and Programme Implementation, Niti Aayog, and also consulted the World Bank. So, we have had more than one perspective this time. That gives a little more credibility to it and acceptability also," the official said, adding that the logistics sector is "moving in the right direction".



Eway Bill Dashboard

Developed & compiled by

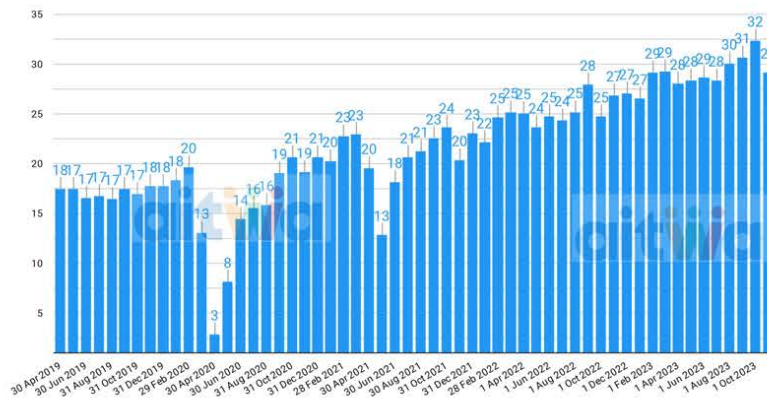


Last updated on 7th Dec 2023 | Data as on 30th November 2023

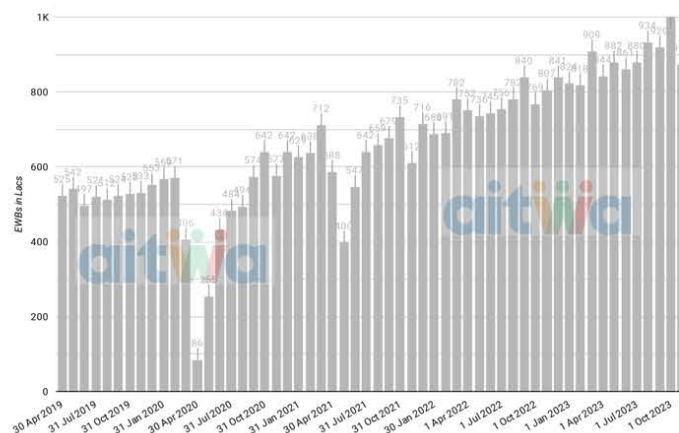
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



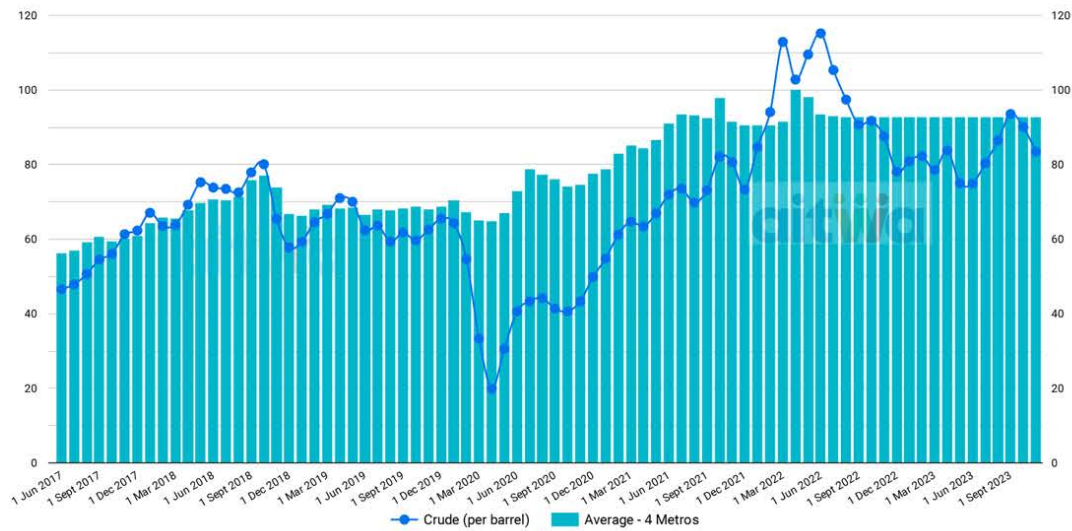
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

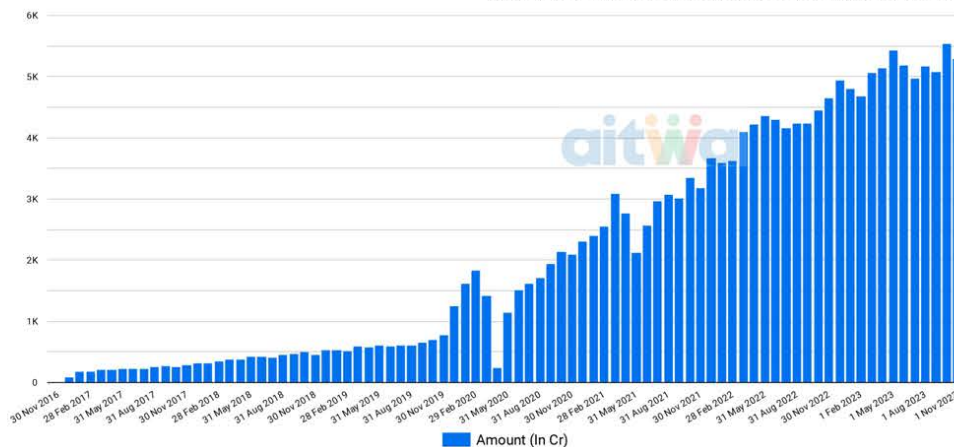
Last updated on 5th December 2023 | Data as on 30th November 2023

Diesel Price Average of 4 metros since 2017



Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto October 2023



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2023	Nov. 2022	% Change	2023-24	2022-23	% Change
(A) 15 International Airports							
1	Chennai	26906	26475	1.6	221712	234241	-5.3
2	Kolkata	10316	10398	-0.8	93919	92623	1.4
3	Goa	577	545	5.9	3796	4018	-5.5
4	Srinagar	675	546	23.6	6594	7121	-7.4
5	Bhubaneswar	4021	837	-	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	-14.1	1635	5333	-69.3
13	Vijayawada	48	107	-55.1	461	920	-49.9
14	Tirupati	0	9	-	18	87	-79.3
15	Kushinagar	0	0	-	0	0	-
Total		47206	43364	8.9	369375	380331	-2.9
(B) 6 PPP International Airports							
16	Ahmedabad	8337	7829	6.5	69858	61838	13.0
17	Lucknow	1738	1107	57.0	13817	10244	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
Total		14430	13989	3.2	123715	113572	8.9
(C) 7 JV International Airports							
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)	12025	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
Total		197215	184682	6.8	1607795	1545311	4.0
(D) 2 ST Govt./Pvt. INTL Airports							
29	Shirdi	16	61	-73.8	214	514	-58.4
30	Goa (MOPA)	199	0	-	690	0	-
Total		215	61	-	904	514	75.9
(E) 10 Custom Airports							
31	Pune	3285	3572	-8.0	25511	28209	-9.6
32	Patna	814	924	-11.9	6335	8624	-26.5
33	Chandigarh	705	461	52.9	4854	7623	-36.3
34	Indore	859	855	0.5	6835	7200	-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	-
Total		7654	7526	1.7	58441	67754	-13.7
(F) 73 Domestic Airports							
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	206	236	-12.7	1833	2059	-11.0
49	Vadodara	203	154	31.8	1639	1505	8.9
50	Jodhpur	18	0	-	60	0	-
51	Rajkot	0	67	-	365	616	-40.7
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	183	117	56.4	963	949	1.5
54	Darbhanga	18	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
62	Kanpur(Chakeri)	13	13	0.0	76	105	-27.6
63	Jharsuguda	9	3	-	58	29	-

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Nov.		
		Nov. 2023	Nov. 2022	% Change	2023-24	2022-23	% Change
(F) 73 Domestic Airports							
64	Gwalior	1	6	-83.3	10	62	-83.9
65	Tuticorin	0	0	-	3	1	-
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	0	20	-	104	113	-8.0
69	Bareilly	0	0	-	0	0	-
70	Juhu	22	26	-15.4	210	191	9.9
71	Agra	4	0	-	28	0	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	30	0	-	82	0	-
74	Barapani (Shillong)	0	0	-	0	0	-
75	Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78	Deoghar	0	0	-	0	0	-
79	Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar	0	0	-	0	0	-
83	Kishanganrh	0	0	-	0	0	-
84	Agatti	4	0	-	40	29	37.9
85	Bhuj	0	0	-	0	0	-
86	Diu	0	0	-	0	0	-
87	Rupasi	0	0	-	0	0	-
88	Hollongi (Donyi Poko)	0	0	-	0	0	-
89	Lakhimpur (Lilabari)	0	1	-	2	7	-71.4
90	Khajuraho	0	0	-	0	0	-
91	Bikaner	0	0	-	0	0	-
92	Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	-	0	0	-
95	Tezu	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Keshod (Junagarh)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Gondia	0	0	-	0	0	-
100	Tezpur	0	0	-	0	0	-
101	Hyderabad (Begumpet)	0	0	-	0	0	-
102	Coochbehar	0	0	-	0	0	-
103	Jalgaon	0	0	-	0	0	-
104	Salem	0	0	-	0	0	-
105	Sholapur	0	0	-	0	0	-
106	Ludhiana	0	0	-	0	0	-
107	Kota	0	0	-	0	0	-
108	Safdarjung	0	0	-	0	0	-
109	Bhatinda	0	0	-	0	0	-
110	Pathankot	0	0	-	0	0	-
111	Adampur (Jalandhar)	0	0	-	0	0	-
112	Kanpur (Civil)	0	0	-	0	0	-
113	Rajkot (Hirasar)	38	0	-	38	0	-
(F) 73 Domestic Airports		2478	2969	-16.5	19665	22968	-14.4
(G) 21 St.Govt. / Pvt Airports							
114	Durgapur	35	52	-32.7	417	438	-4.8
115	Lengpui(aizwal)	98	57	71.9	519	314	65.3
116	Nasik(Hal ozar)	0	0	-	0	0	-
117	Jagdalpur	0	0	-	0	0	-
118	Bilaspur	0	0	-	0	0	-
119	Kurnool	0	0	-	0	0	-
120	Sindhudurg	0	0	-	0	0	-
121	Vijayanagar	0	0	-	0	0	-
122	Bangalore(HAL)	0	0	-	0	0	-
123	Bidar	0	0	-	0	0	-
124	Pasighat	0	0	-	0	0	-
125	Rourkela	0	0	-	0	0	-
126	Jeypore	0	0	-	0	0	-
127	Jamshedpur	0	0	-	0	0	-
128	Nanded	0	0	-	0	0	-
129	Pithoragarh	0	0	-	0	0	-
130	Mundra	0	0	-	0	0	-
131	Ziro	0	0	-	0	0	-
132	Hisar	0	0	-	0	0	-
133	Shivamogga	0	0	-	0	0	-
134	Utkela	0	0	-	0	0	-
(G) 21 St.Govt. / Pvt Airports		133	109	22.0	936	752	24.5
(H) Other Airports							
		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		269331	252700	6.6	2180831	2131202	2.3

Source: A.A.I.

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
KOLKATA												
Kolkata Dock System	TRF APRIL-NOV., 2023	129	332	-	561	6	1688	6634	437	2072	11422	
	TRF APRIL-NOV., 2022	186	761	-	239	3	1451	5595	383	2608	10843	5.34
Haldia Dock Complex	TRF APRIL-NOV., 2023	6312	3472	663	69	296	13719	1299	69	6017	31847	
	TRF APRIL-NOV., 2022	6472	3144	176	55	266	13196	1341	67	6228	30878	3.14
TOTAL: SMP, KOLKATA	TRF APRIL-NOV., 2023	6441	3804	663	630	302	15407	7933	506	8089	43269	
	TRF APRIL-NOV., 2022	6658	3905	176	294	269	14647	6936	450	8836	41721	3.71
PARADIP	TRF APRIL-NOV., 2023	24423	1198	16004	321	3522	9786	114	7	5585	92919	
	TRF APRIL-NOV., 2022	24016	1230	9534	283	3156	8923	123	8	5388	84213	10.34
VISAKHAPATNAM	TRF APRIL-NOV., 2023	12312	1170	9839	1215	1105	4767	7556	463	8701	53605	
	TRF APRIL-NOV., 2022	10490	1331	8789	838	971	3434	5277	332	7713	48553	10.41
KAMARAJAR(ENNORE)	TRF APRIL-NOV., 2023	3248	106	-	-	-	14568	8730	452	2073	30053	
	TRF APRIL-NOV., 2022	3281	80	-	-	-	14688	7400	383	2552	29077	3.36
CHENNAI	TRF APRIL-NOV., 2023	9765	1002	597	-	240	-	20672	1071	2349	34625	
	TRF APRIL-NOV., 2022	9342	883	113	-	207	-	18956	982	2766	32267	7.31
V.O.CHIDAMBARANAR	TRF APRIL-NOV., 2023	336	846	-	601	456	5741	9876	494	2963	27202	
	TRF APRIL-NOV., 2022	206	754	-	574	535	3781	9842	492	3050	24702	10.12
COCHIN	TRF APRIL-NOV., 2023	15791	420	-	-	147	-	6599	480	825	23782	
	TRF APRIL-NOV., 2022	13949	324	-	-	129	-	6597	458	952	21951	8.34
NEW MANGALORE	TRF APRIL-NOV., 2023	16701	1763	2563	367	46	4099	1938	136	638	28573	
	TRF APRIL-NOV., 2022	17524	1500	1044	312	46	2458	1584	114	722	25900	10.32
MORMUGAO	TRF APRIL-NOV., 2023	406	337	2788	118	-	2258	4664	-	2016	12587	
	TRF APRIL-NOV., 2022	405	176	904	53	-	2176	4756	24	2044	10538	19.44
MUMBAI	TRF APRIL-NOV., 2023	26287	1151	3814	339	75	5549	-	141	6995	44351	
	TRF APRIL-NOV., 2022	24590	1095	3941	205	107	4622	-	159	6691	41410	7.10
J.N.P.A.	TRF APRIL-NOV., 2023	2263	1762	-	-	-	-	51329	4180	1081	56435	
	TRF APRIL-NOV., 2022	2191	1994	-	-	-	-	48607	3930	778	53570	5.35
DEENDAYAL	TRF APRIL-NOV., 2023	42455	7458	922	2648	205	12926	5907	335	15072	87772	
	TRF APRIL-NOV., 2022	41226	7861	499	2504	93	15857	5458	320	19561	93335	-5.96
ALL PORTS	TRF APRIL-NOV., 2023	160428	21017	37190	6239	6098	84689	120795	8137	56387	535173	
	TRF APRIL-NOV., 2022	153878	21133	25000	5063	5513	87031	110963	7487	61053	507237	5.51
% Variation from previous year		4.26	-0.55	48.76	23.23	10.61	12.57	8.86	8.68	-7.64	5.51	

Source: I.P.A.

NHIIDCL (National Highways and Infrastructure Development Corporation Limited) Declares Financial Results Showing Increase in Value of Work Executed from Rs 14953 Crore in 2021-22 to Rs 19309 Crore in 2022-23

In the Annual General Meeting held on 22nd December 2023, National Highways and Infrastructure Development Corporation Limited (NHIIDCL), a CPSE under the Union Ministry of Road, Transport and Highways declared its financial results, reflecting an impressive performance. The value of work executed experienced a significant surge from ₹14953 crore in 2021-22 to ₹ 19309 crore in 2022-23.

Demonstrating a robust increase of 42.61%, the revenue has increased from ₹ 332.53 crore in FY 2021-22 to ₹ 474.22 crore in FY 2022-23. Profit after tax (PAT) reflects a commendable improvement of 98.34%, advancing from ₹ 113.29 crore in FY 2021-22 to ₹ 224.70 crore in FY 2022-23. Concurrently, the earning per share (EPS) displayed an



outstanding growth from ₹ 11.00 in FY 2021-22 to ₹ 21.82 in FY 2022-23.

The distribution of dividends has also increased from ₹ 34.00 crore in FY 2020-21 to ₹ 67.47 crore in FY 2022-23, i.e., ₹ 6.55 per share having a face value of ₹10. This dividend reflects the company's commitment to providing

value to its shareholders and underscores its dedication to prudent financial management, positioning the company on a trajectory of enduring success in the development of Roads and Infrastructure with a special emphasis on the North East Region, Ladakh, Jammu and Kashmir.

X



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