



## Is Insurance Securing Transport Sector?

Safeguarding the Supply Chain:  
Comprehensive Insurance Policies for  
Logistics Companies

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Infrastructure Development Outcomes

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The Interim Budget 2024 –  
A Brief Summary

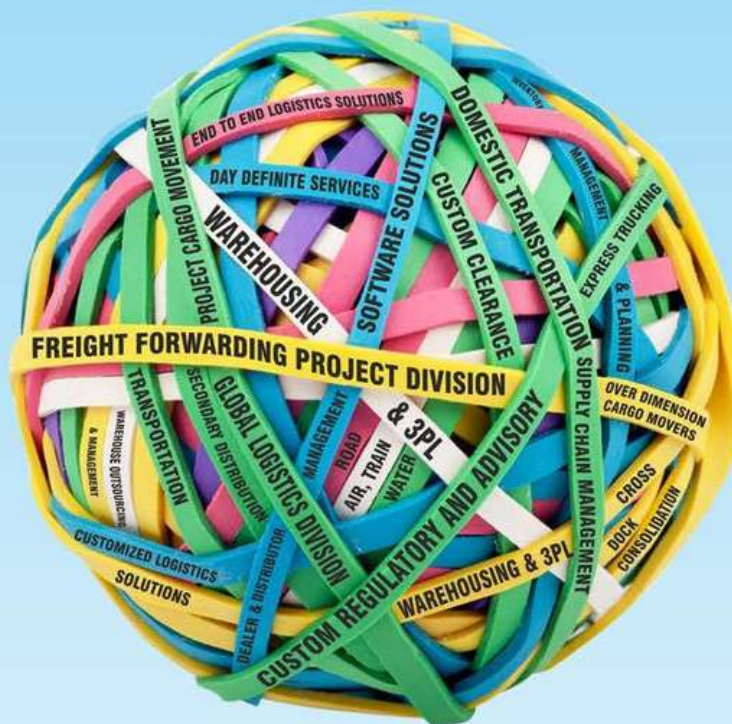
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Shri Nitin Gadkari inaugurates and lays  
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# Think Profitable Transportation Business, Think Insurance Covers

**I**n an industry where on-time delivery is paramount, trucks play a crucial role in carrying goods from one place to another. Trucks help businesses in faster transportation of raw materials and finished products. However, it is not a smooth process. Drivers put their lives at stake to meet the deadlines. Long-distance travel doesn't help either and the vehicles are exposed to all kinds of risks such as accidents, natural calamity, and major wear and tear. All such risks involve costs, which at times can turn exorbitant. Commercial truck insurance falls under the ambit of commercial vehicle insurance, and it is a must as the policy ensures the uninterrupted operation of a business. Needless to mention, it helps the truck operators to run their business smoothly without any surprise costs.

In today's scenario, commercial transport businesses consider several types of insurance policies to protect their assets, manage risks, and comply with legal requirements.

Comprehensive Insurance is one policy that provides broader coverage than third-party insurance as it protects the insured vehicle(s) against damage from accidents, theft, fire, vandalism, and other specified perils.

In addition, Cargo insurance is specifically designed for the transport of goods. It covers the value of goods being transported against loss or damage while in transit. This coverage can be crucial for businesses involved in transporting goods for themselves or others.

Further, Trailer Interchange Insurance is for businesses that interchange trailers with other companies, this policy provides coverage for damage to trailers not owned by the insured while they are under the insured's care, custody, or control.

Motor Truck Cargo Insurance is similar to cargo insurance. It offers coverage for the legal liability of motor carriers for loss or damage to cargo in transit.

Additionally, Bobtail Insurance is known as non-trucking liability insurance. It is meant to cover the liability of commercial vehicle drivers when they are not under dispatch or hauling a load for the motor carrier. It typically covers incidents that occur during personal use or while travelling to pick up a load.

Among others, the Environmental Liability Insurance policy offers protection against liability for pollution incidents or environmental damage caused by commercial transport operations, such as fuel spills or hazardous material leaks.

Workers' Compensation Insurance is another policy that business houses are required to be insured to carry workers' compensation insurance. It provides benefits to employees who are injured or become ill as a result of their work.

Besides, a General Liability Insurance policy is a policy that provides coverage for third-party, which covers bodily injury, property damage, and personal or advertising injury.

The Umbrella/Excess Liability Insurance policy is an umbrella or excess liability policy that provides additional liability coverage above the limits of underlying primary policies, offering an extra layer of protection against catastrophic losses.

The mentioned insurance policies can be tailored to meet the specific needs and risks of commercial transport businesses, providing comprehensive protection against a range of potential liabilities and losses.

The All India Transporters' Welfare Association (AITWA) has taken an initiative to uplift the lives of truck



**Ashok Gupta**

drivers and their families and launched a campaign 'Highway Heroes' to help them live a better life. Under this project, AITWA offers the following benefits to registered members:

- Personal accident coverage of up to Rs 5 lacs
- Accidental hospitalization coverage of up to Rs 1.5 lacs
- 1 per cent of the sum insured weekly for 100 weeks max in case of temporary/total disability
- 24x7 highway support helpline: for legal aid, harassment issues, and emergency connections
- Financial assistance: can access a zero per cent interest credit limit up to Rs 25,000 (eligibility-based)
- Nationwide access to drivers-specific camps, promotions, and events

Overall, 'Highway Heroes' is an effort to inspire the transport fraternity to engage in something noble. Moreover, if companies start investing in a comprehensive commercial vehicle insurance policy it would be nothing short of a strategic decision. The policy can protect their assets and ensure business continuity. It not only secures companies' trucks but also contributes to the overall profitability of their transportation business.





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# Third-party Policy Premium: How Can Insurance Companies Foster Stronger Relationship with Truck Owners?

The trucking industry goes through diverse risks. Considering this aspect the insurance companies offer a range of policy options that can be customized to meet the specific needs of individual businesses that comply with legal requirements and industry standards. These include liability for accidents, protection for the truck, and coverage for the cargo being transported. Additional options may include coverage for trailers, independent contractors, and environmental incidents. But the most crucial among all policies is the third-party policy.

A third-party policy for commercial vehicles provides coverage for damage caused to third parties, including bodily injury and property damage, by the commercial vehicle. Unlike comprehensive coverage, which also protects the insured vehicle, a third-party policy solely focuses on covering liabilities arising from accidents involving the insured vehicle. This insurance is a legal requirement for commercial vehicles and helps protect businesses from potential financial losses due to legal claims and compensation for damages caused to others.

However, for truck owners, this has been a headache for decades now, as regular hikes in premiums are affecting businesses. Yes, the third-party policies generally have lower premiums compared to

comprehensive coverage but any increase can still have a significant financial impact on truckers,

*However, for truck owners, this has been a headache for decades now, as regular hikes in premiums are affecting businesses. Yes, the third-party policies generally have lower premiums compared to comprehensive coverage but any increase can still have a significant financial impact on truckers, especially if they operate multiple vehicles or have thin profit margins*

especially if they operate multiple vehicles or have thin profit margins.

Most truckers perceive premium hikes as unfair, especially because they are not involved in accidents or filed claims themselves. They may feel penalized for factors beyond their



**Ramesh Agarwal**  
National President, AITWA

control, such as industry-wide increases in claims or regulatory changes.

Also, all will second with I that tucking is a costly business, with expenses for fuel, maintenance, and other operational costs. Any increase in insurance premiums adds to these expenses, potentially affecting the profitability of their operations.

In addition, limited options in the insurance market make truckers feel constrained, especially if they operate in regions or sectors where insurers have tightened underwriting criteria or increased rates across the board.

Further, insurers' drawback of ineffective communication to justify premium increases or to provide sufficient transparency about how rates are determined, leads to frustration and dissatisfaction among truckers. Trucker owners know that the third-party policy premium can vary depending on several factors, including the type of vehicle, its usage,





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the driver's experience and history, the location where the vehicle operates, and the coverage limits selected. But can these factors drastically impact the third-party policy premium?

If we logically understand the whole process, higher insurance premiums can put truckers at a competitive disadvantage compared to larger carriers or fleets with more resources to absorb increased costs. This can create a sense of unfairness and frustration within the industry.

What could be possible solutions to address truckers' concerns about insurance policies and how to improve their satisfaction level?

Here are a few pointers:

**Transparency and Communication:** Insurers should strive to communicate clearly with truckers about the factors influencing premium increases, such as changes in claims frequency, regulatory requirements, or market conditions. Providing transparent explanations and being accessible to address questions and concerns can help build trust and understanding.

**Customized Solutions:** Insurers could offer more customized insurance solutions tailored to the specific needs and risk profiles of individual truckers or small fleets. This might include flexible payment options, coverage enhancements, or discounts for



implementing safety measures or participating in driver training programs.

**Risk Mitigation Support:** Insurance providers can offer resources and support to help truckers mitigate risks and reduce the likelihood of accidents or claims. This might involve providing access to safety training, risk assessment tools, or technology solutions such as telematics devices to monitor driver behaviour and vehicle performance.

**Stable Pricing:** Insurers should strive for stable and predictable pricing whenever possible, avoiding drastic premium hikes that can strain truckers' budgets and disrupt their operations. Offering longer-term rate guarantees or pricing stability commitments can provide truckers with greater peace of mind and financial predictability.

**Advocacy and Representation:** Truckers' associations and industry

organizations can advocate on behalf of their members to insurance companies and regulatory bodies, highlighting the challenges faced by truckers and advocating for fair and reasonable insurance practices. This collective voice can help ensure that truckers' concerns are heard and addressed effectively.

**Industry Collaboration:** Collaboration between insurers, truckers, regulators, and other stakeholders can

facilitate the development of solutions that balance the need for affordable insurance with the imperative to manage risk effectively. This might involve working together to identify and address the root causes of claims, promote safety initiatives, or streamline regulatory processes.

We hope the insurance companies come up with such strategies and prioritize the needs and concerns of truckers. This will surely help insurers to foster stronger relationships with their customers and improve overall satisfaction within the trucking industry.

Further, we hope the Government of India (GOI) will come in support of poor truck operators in reducing the cost of insurance and direct insurance companies to strengthen the bond with policies that do not overburden truck owners.

## 1000 modern buildings on national highways for drivers

The Prime Minister, Shri Narendra Modi announced that the government is preparing to build 1,000 buildings with facilities for food, clean drinking water, toilets, parking and rest for drivers on all national highways. He addressed a program at India's largest and first-of-its-kind mobility exhibition - Bharat Mobility Global

Expo 2024 at Bharat Mandapam, New Delhi.

While drawing attention towards the humane aspect of drivers in the mobility industry PM Modi highlighted the hardships faced by truck drivers. He further reiterated that the government understands the

concern of truck drivers and their families, and believes that the project to build 1000 buildings across India will give a boost to both the ease of living and ease of travelling for truck and taxi drivers, thereby improving their health and also help in preventing accidents.





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# Insurance Policies for Truck Drivers: Creating A Better Environment



In the commercial goods transportation industry, truck drivers are considered the backbone of the sector. Every time they are on the road, it is their duty to meet the delivery deadlines and to keep the economy moving. Drivers undertake long-distance haulage operations, wherein vehicles go through challenging terrain, and tough weather conditions to deliver goods on time. But while doing so, they are under constant threats of a road accident, being attacked by highway gangs, theft of loaded cargo, harassment by police and tax inspectors, and safety and security of his family in his absence due to long

separations and falling sick due to constantly eating roadside food. Therefore, the question lies, do they get enough compensation?

A study revealed that besides poor remunerations, which is anywhere between Rs. 15, 000 to Rs. 25, 000 a month, other various aspects have led the truck drivers to hunt for other opportunities and left the road cargo carrier industry in crisis. Unlimited working hours; unsafe environment; no job security; no PF, ESI, leave structure, gratuity, pension and risk cover; unavailable healthcare facilities and above all the missing respect from society are compelling drivers to hunt for better job options.



**Abhishek Gupta**  
General Secretary, AITWA

While there were 75 drivers for every 100 trucks a few years back, it has come down to 65 drivers for the same no of trucks today. Further, the unwillingness of the younger generation to not take up commercial driving is adding to the woes.

All India Transporters' Welfare Association (AITWA) therefore has taken this initiative and launched a campaign 'Highway Heroes' to uplift the lives of truck drivers and their families. Under the project, AITWA offers the following benefits to registered members:

- Personal accident coverage of up to Rs 5 lacs
- Accidental hospitalization coverage of up to Rs 1.5 lacs
- 1 per cent of the sum insured weekly for 100 weeks max in case of temporary/total disability
- 24x7 highway support helpline: for legal aid, harassment issues, and emergency connections
- Financial assistance: can access a zero per cent interest credit limit up to Rs 25,000 (eligibility-based)
- Nationwide access to drivers-specific camps, promotions, and events, supported by AITWA

But then the question remains, is it enough for commercial truck drivers?

The companies should initiate to do certain things for drivers, under





## Looking back is the best way to look forward.

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

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various policies, to ensure safety, compliance with regulations, and protection for themselves and their employers. Some common policies for commercial drivers include:

**Hours of Service (HOS) Regulations**

These policies govern the maximum amount of time commercial drivers can spend behind the wheel and mandate rest breaks to prevent driver fatigue and promote road safety.

**Drug and Alcohol Testing**

Many commercial drivers are subject to mandatory drug and alcohol testing to ensure they are not impaired while operating vehicles.

**Vehicle Maintenance Policies**

Commercial drivers are often required to conduct pre-trip inspections and adhere to maintenance schedules to ensure their vehicles are safe and roadworthy.

**Safety Regulations**

Commercial drivers must comply with safety regulations governing vehicle weight limits, load securement, and transportation of hazardous materials, among other requirements.

**Insurance Requirements**

Commercial drivers may need to adhere to specific insurance requirements, such as carrying minimum levels of liability insurance coverage, to protect themselves and their employers in the event of accidents.

**Compliance with Traffic Laws**

Commercial drivers must follow all traffic laws and regulations, including speed limits, traffic signals, and signage, to maintain safety on the roads.



**Company Policies**

Employers may have additional policies governing commercial drivers, such as protocols for communication, route planning, customer interactions, and vehicle use. Of course, commercial drivers can help ensure their safety, comply with legal requirements, and contribute to the efficient and safe operation of commercial transportation systems. However, the benefits that commercial drivers can avail from policies, depend on the policy and its coverage. Here are some potential benefits that drivers may receive from different types of policies:

**Health insurance policy:** It provides coverage for medical expenses, including doctor visits, hospital stays, prescription medications, and surgeries. This coverage helps drivers access necessary healthcare services and manage medical costs in the event of illness or injury.

**Life insurance policy:** It offers financial protection for the driver's family or beneficiaries in the event of the driver's death. Benefits from life insurance policies can help cover funeral expenses, and outstanding

debts, and provide financial support for dependents.

**Disability insurance policy:** This policy offers income replacement benefits if the driver becomes unable to work due to a disabling illness or injury. These benefits help drivers maintain financial stability and cover living expenses during periods of disability.

**Accidental insurance policy:** When a driver becomes a victim of an accident, this policy offers

benefits for injuries sustained in accidents. These include coverage for medical expenses, hospitalization, rehabilitation, and disability benefits. These policies can help drivers manage the financial consequences of accidents and recover more quickly.

**Income protection insurance:** This policy provides benefits to replace lost income if the driver is unable to work due to illness, injury, or disability. These benefits help drivers maintain financial stability and cover living expenses during periods of income loss.

**Retirement benefits:** Some employers offer retirement benefits, such as pension plans or retirement savings accounts, to help drivers save for retirement and ensure financial security in their later years.

Largely, these policies provide drivers with financial protection and peace of mind, helping them manage risks and unexpected events throughout their careers. AITWA is doing its bit, hope companies also do their bit. Collectively we can create a better environment for drivers and eventually inspire young generations to take up the driving profession.





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# Safeguarding the Supply Chain: Comprehensive Insurance Policies for Logistics Companies

In the dynamic and interconnected world of logistics, where the efficient movement of goods is essential for global commerce, insurance plays a pivotal role in mitigating risks and ensuring the smooth functioning of operations. Logistics companies, involved in transportation, storage, and distribution, encounter a unique set of challenges that demand tailored insurance solutions. This comprehensive guide explores various insurance policies crucial for logistics companies, offering protection against a range of risks and potential disruptions.

## 1. Commercial Vehicle Insurance:

- **Third-Party Liability Insurance:** Mandatory under Indian law, third-party liability insurance covers damages caused to third-party property or injuries resulting from accidents involving the insured vehicle. In the logistics industry, where a fleet of vehicles is often deployed for transportation, third-party liability insurance is foundational. It protects against legal and financial consequences, offering a safety net for potential liabilities.
- **Comprehensive Insurance:** Beyond third-party liability, comprehensive insurance provides broader coverage. It includes protection against damages to the insured vehicle due to accidents, theft, natural disasters, and other specified perils. Given the substantial investment in commercial vehicles, comprehensive insurance is instrumental in mitigating financial losses and ensuring the continuity of logistics operations.

## 2. Cargo Insurance:

- **Inland Transit Insurance:** For goods

transported within the country, inland transit insurance is essential. It covers risks such as accidents, theft, and natural disasters, offering protection for the goods while in transit. Logistics companies managing the transportation of diverse goods benefit significantly from this coverage, as it ensures the secure transit of goods and protects the financial interests of both the transporter and the client.

- **Marine Cargo Insurance** for overseas movements: International shipments involve additional risks associated with the sea voyage. Marine cargo insurance safeguards against perils like rough handling, theft, and losses due to accidents during the sea journey. For logistics companies engaged in global trade, this insurance is indispensable, enhancing the security of goods in transit and fostering client trust.

## 3. Carrier's Legal Liability Insurance:

- **Carrier's Legal Liability Insurance** protects carriers against legal liabilities for damage to the cargo they transport. It covers losses caused by accidents, theft, or other perils during transit. This insurance ensures that carriers can meet their financial obligations in case of damage or loss of the goods entrusted to them, providing a safeguard against potential legal claims from shippers or consignees. It is a critical component of risk management for carriers, assuring clients that their cargo is protected and facilitating the smooth flow of goods in the logistics and transportation industry.

## 4. Public Liability Insurance:

- Given the nature of logistics operations, which often involve

interactions with the public, public liability insurance is paramount. It covers legal liabilities arising from third-party bodily injury or property damage during business operations. Whether it's a delivery truck navigating through crowded streets or goods being handled in warehouses, public liability insurance provides financial protection against unforeseen events and potential legal claims.

## 5. Employee's Compensation Insurance:

- The well-being of employees is a top priority for any responsible employer. Workmen's compensation insurance, mandated by the Employee's Compensation Act in India, ensures that employees are compensated for injuries or illnesses arising in the course of their employment. In the physically demanding and operationally intensive environment of logistics, this insurance is not only a legal requirement but also a crucial component of corporate responsibility.

## 6. Property Insurance:

- Logistics companies rely heavily on physical assets such as warehouses, offices, and storage facilities. Property insurance protects a range of perils, including fire, floods, earthquakes, and other natural disasters. The loss or damage to these assets can disrupt operations significantly; hence, property insurance is essential for business continuity and safeguarding investments.

## 7. Cyber Insurance:

- As the logistics industry becomes more digitized, the risk of cyber threats and data breaches rises. Cyber insurance is designed to cover losses



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and liabilities related to these threats. Given the reliance on technology for various aspects of logistics, including tracking systems and data management, transporters need to consider cyber insurance as an integral part of their risk management strategy.

#### **8. Directors and Officers Liability Insurance:**

- For logistics companies with a board of directors and key executives, directors and officers liability insurance protects against personal losses in case they are sued for alleged wrongful acts while managing the company. This type of insurance is crucial for attracting and retaining top talent in leadership positions.

#### **9. Pollution liability insurance:**

- Pollution liability insurance for logistics companies is a specialized coverage designed to protect businesses from the financial ramifications of environmental incidents. In the transportation and logistics industry, the risk of accidental spills, leaks, or contamination is significant. This insurance provides coverage for cleanup costs, third-party bodily injury, property damage, and legal defence expenses related to pollution events during transportation, storage, or loading/unloading activities. It addresses both sudden and accidental releases as well as gradual pollution events. Tailored to the unique risks of logistics operations, this insurance helps companies comply with environmental regulations, meet contractual obligations, and safeguard their reputation. By mitigating financial risks associated with pollution incidents, logistics companies can ensure continuity in their operations, maintain client trust, and demonstrate a commitment to environmental responsibility. Regular reviews of the policy and collaboration with experienced insurance professionals are essential to adapt to evolving risks and industry standards.

#### **10. Group health insurance for employees and drivers:**

- Group Health Insurance is a comprehensive health coverage provided by employers to their workforce. This collective insurance plan ensures that employees and drivers of logistic companies receive medical benefits, covering expenses such as hospitalization, outpatient services, prescription drugs, and preventive care. Typically, employers share the cost of premiums with employees, making it an attractive and cost-effective employee benefit. The group structure allows for risk pooling, stabilizing premium rates and extending coverage to individuals who might face challenges in obtaining individual health insurance. Beyond financial advantages, group health insurance contributes to a healthier and more satisfied workforce, enhancing employee retention and attracting top talent. In countries like India, it is a critical component of a competitive employee benefits package, promoting overall well-being and providing a safety net against healthcare expenses.

#### **11. Group Personal Accident (GPA) insurance for drivers:**

- Group Personal Accident Insurance for drivers in logistics companies is a critical safety net, addressing the unique risks associated with their profession. Tailored to the demands of the logistics sector, this coverage offers financial protection in case of accidental injury or death during work-related activities. It includes benefits like accidental death and dismemberment coverage, medical expense reimbursement, and compensation for temporary total disability.

#### **12. Keyman Insurance:**

- Keyman insurance, also known as key person insurance, is a policy taken out by a business on the life of a key employee whose skills, knowledge, or leadership are crucial to the company's success. In the event of a key person's

death or disability, the policy provides a financial cushion to the business. The payout can be used to cover financial losses, recruit and train a replacement, or fulfil financial obligations. The coverage amount is typically based on the estimated value of the key person to the company. Keyman insurance is a strategic risk management tool, that offers protection against the potential adverse impact of losing a key individual. It provides reassurance to stakeholders and creditors, ensuring the continuity and stability of the business during a challenging transition period.

#### **13. Transporter's Godown Insurance:**

- Transporter's godown insurance is a specialized coverage designed to protect the physical assets and inventory stored in a transporter's warehouse or godown. This insurance is crucial for businesses involved in the transportation and storage of goods. It provides coverage against a range of risks, including fire, theft, vandalism, and damage during transit or storage.

In conclusion, a holistic approach to insurance is vital for the resilience and sustainability of logistics companies in India. By carefully evaluating the specific risks and operational characteristics of their business, logistics companies can design a tailored insurance portfolio that addresses their unique needs. Additionally, staying abreast of regulatory changes, emerging risks, and advancements in insurance offerings ensures that the insurance strategy remains aligned with the evolving landscape of the logistics industry. Collaborating with experienced insurance professionals or brokers can further assist logistics companies in navigating the complexities of insurance and optimizing their risk management practices.

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# Safeguarding Leadership: A Comprehensive Guide to Directors and Officers Liability Insurance for Logistics Companies

## Introduction

Directors and Officers Liability Insurance (D&O Insurance) plays a pivotal role in safeguarding the leadership of logistics companies. In the fast-paced and complex world of logistics, where strategic decisions have significant financial implications, the need for protection against personal losses for those at the helm is paramount. This guide explores the importance, scope, and considerations surrounding D&O insurance for logistics companies, delving into its role in risk management, recruitment, and legal protection.

## Understanding Directors and Officers' Liability Insurance

D&O insurance is a specialized form of coverage designed to protect the personal assets of directors and officers, as well as the financial interests of the company, in the event of lawsuits alleging wrongful acts. These acts may include decisions made by executives, financial mismanagement, breach of fiduciary duty, and failure to comply with laws and regulations. In the logistics

industry, where intricate supply chains and global operations are the norm, the potential for legal challenges is ever-present, making D&O insurance a crucial component of risk management.

## Scope of Coverage

D&O insurance for logistics companies encompasses a broad range of issues. It goes beyond traditional business liability insurance by specifically addressing the personal liability of directors and officers. The coverage extends to legal costs associated with defending against a lawsuit, such as attorney fees, court costs, and settlements. The scope also includes protection for the company itself, mitigating the financial impact on its bottom line.

## Risk Management in the Logistics Industry

The logistics industry is inherently exposed to various risks, ranging from supply chain disruptions to regulatory challenges. D&O insurance serves as a proactive risk management tool for logistics companies. By providing a safety net for decision-makers, it encourages prudent decision-making

and strategic planning. In an industry where unforeseen events can have cascading effects, having a robust risk management strategy that includes D&O insurance is essential for ensuring the continuity of operations.

## Recruitment and Talent Retention

Talented individuals are the lifeblood of any successful logistics company. Attracting and retaining experienced professionals for leadership roles is a competitive endeavour. D&O insurance becomes a powerful tool in this context, assuring prospective and current executives that their assets are shielded in the face of legal challenges. This not only makes leadership positions more attractive but also contributes to talent retention, as individuals are more likely to stay with a company that prioritizes their protection.

## Legal Costs and Settlements

One of the primary benefits of D&O insurance is its coverage of legal costs associated with defending against lawsuits. The logistics industry, with its intricate web of contracts, regulations, and international operations, is particularly susceptible



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\* 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 ब्योरे 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।



to legal challenges. Whether it's a dispute over contractual obligations or an allegation of regulatory non-compliance, legal battles can be financially draining. D&O insurance ensures that legal defence costs are covered, allowing directors and officers to focus on steering the company through challenges without the burden of personal financial liability.

#### **Policy Limits and Exclusions**

While D&O insurance provides essential coverage, logistics companies must understand the nuances of their policies. Policies typically come with specific limits, and certain acts or situations may be excluded from coverage. Thoroughly reviewing the terms, conditions, and exclusions is crucial to ensuring that the policy aligns with the company's needs. Customization of the policy may be necessary to address industry-specific risks, such as those related to global supply chain management, regulatory compliance, and contractual obligations.

#### **Tailoring Policies to Logistics Industry Challenges**

The logistics industry faces unique

challenges that require tailored insurance solutions. Working closely with insurance providers or brokers specializing in D&O coverage is essential for customizing policies to address specific risks. These professionals can assess the company's risk profile, claims history, and governance structure to design a policy that provides optimal protection. Customization may involve adjusting coverage limits, adding endorsements, or specifying industry-specific protections to ensure comprehensive coverage.

#### **Corporate Governance and Risk Management Practices**

Insurers consider a company's corporate governance structure and risk management practices when determining premiums for D&O insurance. Establishing and maintaining robust governance practices, including transparent decision-making processes and adherence to regulatory requirements, can positively impact insurance costs. Regular risk assessments and proactive risk mitigation measures demonstrate to insurers that the company is committed to minimizing potential liabilities.

#### **Conclusion**

Directors and Officers Liability Insurance is a critical component of risk management for logistics companies. In an industry characterized by complexity, global operations, and regulatory challenges, the protection offered by D&O insurance is indispensable. Beyond its role in mitigating financial risks, D&O insurance enhances a company's ability to attract and retain top-tier talent for leadership positions. As logistics companies navigate the intricate web of contractual obligations, supply chain disruptions, and regulatory compliance, having a tailored D&O insurance policy becomes a strategic imperative for safeguarding leadership and ensuring the sustained success of the organization.

Before purchasing D&O insurance, logistics companies should consult with insurance professionals or brokers who specialize in this type of coverage. They can help assess the specific risks faced by the company and tailor a policy to provide appropriate protection.

**Compiled and written by:  
Mr Abad Khan**

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# Understanding the Differences Between Marine Transit and Carrier's Legal Liability Insurance

**M**arine insurance and carrier's legal liability insurance are two distinct types of insurance policies in the context of the shipping and transportation industry, particularly in India. While they share some similarities and are closely related, they serve different purposes and provide coverage for different aspects of the shipping process. This detailed explanation will delve into the differences between marine insurance and carrier's legal liability insurance in India, covering various aspects, including their definitions, coverage, parties involved, scope, importance, legal requirements, and key features.

## Marine Insurance:

**Definition:** Marine insurance is a specialized form of insurance designed to provide coverage for the transportation of goods and vessels by sea, air, or land. It is primarily intended to protect the financial interests of cargo owners and shippers in the event of damage, loss, or theft during transit.

**Coverage Focus:** Marine insurance focuses on protecting the cargo and assets being transported. It covers the financial value of the cargo and the vessel, ensuring that cargo owners and shippers are compensated in case of unexpected incidents.

**Parties Involved:** The primary parties involved in marine insurance are the cargo owners (importers or exporters) and the shippers (consignors or consignees). Cargo owners seek

marine insurance to safeguard their goods, while shippers may purchase this insurance to protect their interests during transit.

**Scope of Coverage:** Marine insurance provides coverage against a wide range of risks, including but not limited to:

- Damage to goods caused by natural calamities (e.g., storms or floods).
- Fire and explosion during transportation.
- Theft or pilferage of cargo.
- Riots, Strikes and Malicious Damages
- Delay in delivery due to insured perils.

**Importance:** Marine insurance is of paramount importance to individuals and businesses involved in trade and shipping. It is a critical risk management tool that helps protect the financial interests of cargo owners and shippers.

**Legal Requirements:** While marine insurance is not legally required in India, it is highly recommended, especially for businesses engaged in international trade. Many trade contracts and agreements, such as Incoterms, stipulate the need for marine insurance to cover goods during transit.

## Key Features:

• **Voyage Policies and Open Policies:** Marine insurance can be provided as single-voyage policies, covering a specific shipment, or as open policies, which offer continuous

coverage for multiple shipments during a defined period, typically a year.

• **Customizable Coverage:** Marine insurance policies can be tailored to meet the specific needs of cargo owners or shippers, allowing for adjustments in coverage based on cargo values, shipping routes, and unique requirements.

• **Surveyors and Adjusters:** In the event of a claim, marine insurance often involves surveyors and adjusters who assess the extent of damage and help determine the compensation owed to the insured party.

## Carrier's Legal Liability Insurance:

**Definition:** Carrier's legal liability insurance, also known as carrier's liability insurance or transporter's insurance, is a type of insurance coverage primarily designed to protect the legal liabilities and financial interests of carriers or transport operators involved in the transportation of goods.

**Coverage Focus:** The primary focus of a carrier's legal liability insurance is to protect the carrier (shipping company, transport operator, or carrier) against legal liabilities and financial claims arising from cargo damage, loss, or delay during transportation.

**Parties Involved:** The primary parties involved in the carrier's legal liability insurance are the carriers or transport operators responsible for the transportation of goods. These entities



## BENEFITS

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- ▶ Permanent Total Disablement (PTD)- Upto Sum Insured
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purchase this insurance to safeguard their interests and meet their legal obligations.

**Scope of Coverage:** Carrier's legal liability insurance typically provides coverage for:

- Legal liabilities incurred by the carrier due to cargo damage or loss during transit.
- Legal defence costs associated with claims made against the carrier.
- Liability for delays in the delivery of goods.

**Importance:** Carrier's legal liability insurance is crucial for shipping companies and transport operators, as it helps protect them from the legal and financial consequences of cargo-related incidents during transportation. It ensures that they can meet their obligations to cargo owners and address claims efficiently.

**Legal Requirements:** In many other countries, a carrier's legal liability insurance is often a legal requirement for shipping companies and carriers to operate in the transportation industry. This legal requirement is aimed at protecting the interests of cargo owners and ensuring that carriers can fulfil their obligations. However, in India, the carrier's legal liability insurance is not a legal requirement but to safeguard the financial interest of the transporters, the carrier's legal liability policy is highly recommended.

**Key Features:**

- **Mandatory Coverage:** The coverage provided by a carrier's legal liability insurance is often mandated by law, with specific requirements regarding coverage limits and conditions.
- **Legal Defense:** This type of

insurance often includes coverage for legal defence costs, which can be substantial in the event of a legal dispute or claim made by cargo owners.

- **Third-Party Liability:** The carrier's legal liability insurance may extend to cover the liability of the carrier for damage to third parties, such as other vessels or property, during transportation.

**Key Differences Between Marine Insurance and Carrier's Legal Liability Insurance in India:**

**1. Primary Focus:**

- Marine insurance primarily focuses on protecting the cargo and assets being transported, offering compensation to cargo owners and shippers in case of damage, loss, or theft.
- Carrier's legal liability insurance primarily focuses on protecting the carrier (shipping company or transport operator) against legal liabilities and financial claims arising from cargo damage, loss, or delay.

**2. Parties Involved:**

- Marine insurance involves cargo owners as the primary insured parties.
- Carrier's legal liability insurance involves carriers or transport operators as the primary insured parties.

**3. Scope of Coverage:**

- Marine insurance covers the cargo itself and protects a wide range of risks during transit, including damage, loss, and theft.
- A carrier's legal liability insurance covers the legal liabilities of the carrier and provides compensation for cargo damage, loss, and liability for delays.

**4. Legal Requirements:**

- Marine insurance is not a legal

requirement but is often recommended for the movement of goods.

- Carrier's legal liability insurance is often legally mandated for shipping companies and carriers to operate in the transportation industry.

**5. Customization:**

- Marine insurance policies can be tailored to meet the specific needs of cargo owners or shippers.
- Carrier's legal liability insurance typically has mandated coverage requirements, making it less customizable.

**6. Claim Handling:**

- In marine insurance, claims often involve surveyors and adjusters who assess the extent of damage and help determine compensation to cargo owners.
- Carrier's legal liability insurance claims typically focus on legal defence and compensation for cargo damage or loss, with a focus on legal liabilities.

In summary, while marine insurance and carrier's legal liability insurance are both essential components of the shipping and transportation industry, they serve different purposes and address the needs of different stakeholders. Marine insurance primarily protects cargo owners and shippers, whereas carrier's legal liability insurance is designed to protect carriers and transport operators from legal liabilities and financial claims. Understanding the distinctions between these two types of insurance is crucial for effectively managing risks and ensuring the smooth flow of goods in the maritime trade industry in India.

Compiled and written by:  
**Mr Abad Khan**

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# Navigating the Terrain: A Deep Dive into Commercial Vehicles Motor Insurance in India

**A** India, with its vast and diverse landscape, relies heavily on commercial vehicles to facilitate the movement of goods and people. In this dynamic and essential sector, Commercial Vehicles Motor Insurance takes centre stage, providing a safeguard against the myriad risks associated with the bustling Indian roads. This exploration delves into the nuances of Commercial Vehicles Motor Insurance in India, shedding light on its importance, components, influencing factors, and the evolving landscape.

## The Essence of Commercial Vehicles Motor Insurance

India's roadways are a tapestry of activity, teeming with commercial vehicles ranging from trucks transporting goods across state lines to buses navigating urban streets. Commercial Vehicles Motor Insurance in India is tailored to meet the unique challenges faced by businesses in this sector. It serves as a protective shield, ensuring financial resilience in the face of accidents, theft, third-party liabilities, and other unforeseen events.

## Mandatory Third-Party Liability Cover

One of the foundational aspects of Commercial Vehicles Motor Insurance in India is the mandatory inclusion of third-party liability coverage. According to the Motor Vehicles Act, of 1988, all commercial vehicles must have third-party

insurance. This coverage safeguards businesses from financial liabilities arising from bodily injury or property damage caused to third parties by their vehicles.

## Comprehensive Coverage for Holistic Protection

While third-party liability coverage is mandatory, businesses often opt for comprehensive insurance to secure their assets comprehensively. Comprehensive coverage extends protection to the insured vehicle against damages due to accidents, theft, fire, vandalism, and natural disasters. This all-encompassing approach provides a safety net for businesses facing a spectrum of risks on Indian roads.

## Factors Influencing Premiums in the Indian Context

Several factors influence the determination of Commercial Vehicles Motor Insurance premiums in India:

- 1. Vehicle Type and Age:** The type and age of the commercial vehicle play a crucial role in premium calculation. Newer vehicles with advanced safety features may attract lower premiums.
- 2. Claims History:** The claims history of the insured party significantly impacts premiums. A history of frequent claims or a high claims payout may result in higher premiums.
- 3. Geographical Location:** India's diverse geography influences premium rates. Vehicles operating in urban areas with higher traffic density or in regions prone to natural disasters

may face higher premiums.

**4. Purpose of Usage:** The purpose for which the commercial vehicle is used influences premiums. Vehicles engaged in transporting hazardous materials or covering long distances may have higher premiums.

**5. No-Claim Bonus:** Insurers often offer a no-claim bonus to policyholders who do not file any claims during the policy term. This can result in a reduction in premiums during policy renewal.

## Claims Process: Navigating the Labyrinth

In the event of an incident, the claims process becomes a pivotal aspect of Commercial Vehicles Motor Insurance. Indian businesses are advised to adhere to the following steps:

- 1. Immediate Reporting:** Report any incidents promptly to the insurance provider. Immediate reporting facilitates a swift claims process and ensures a thorough investigation.
- 2. Documentation:** Maintain detailed documentation of the incident, including photographs, police reports, and witness statements. This documentation serves as crucial evidence during the claims process.
- 3. Cooperation:** Cooperate fully with the insurance company's investigation. Providing accurate information and assisting in the assessment of damages expedites the claims process.
- 4. Policy Review:** Before making a claim, thoroughly review the policy terms and conditions to ensure that the





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incident is covered. Understanding the policy details prevents potential claim denials.

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IMT. 1. Extension of Geographical Area

IMT.3. Transfer of Interest

IMT.5. Hire Purchase Agreement

IMT.6. Lease Agreement

IMT.7. Vehicles subject to Hypothecation Agreement

IMT.10. Installation of Anti-theft Device

IMT. 11.A. Vehicles Laid Up

IMT 13. Use of Vehicle Within Insured's Own Premises

IMT 17. Personal Accident Cover to Paid Drivers, Cleaners and Conductors

IMT 20. Reduction in the Limit of Liability for Third-Party Property Damage

IMT. 21. Special Exclusions and Compulsory Deductible

IMT 23. Cover For Lamps Tyers / Tubes Mudguards Bonnet /Side Parts Bumpers Headlights and Paintwork of Damaged Portion Only.

IMT. 28. Legal Liability to Paid Driver and/or Conductor and/or Cleaner Employed in Connection With the Operation of Insured Vehicle

IMT 37 Legal Liability to Non-Fare Paying Passengers other than Statutory Liability except the Fatal Accidents Act, 1855 (Commercial Vehicles only)

IMT. 39. Legal Liability to persons employed in connection with the operation and/or maintaining and/or Loading and/or Unloading of Motor Vehicles.

IMT.42 Private Carriers (Goods Carrying Commercial Vehicles Only)

IMT.47. Mobile Cranes/Drilling Rigs/ Mobile Plants/Excavators/ Navvies/ Shovels/ Grabs/Rippers.

**Emerging Trends**

India's insurance landscape is evolving, and Commercial Vehicles Motor Insurance is not exempt from these changes. Technological advancements are making their mark, with telematics gaining prominence. The integration of telematics devices in commercial vehicles allows insurers to collect real-time data on driving behaviour, facilitating more personalized and risk-based premium calculations.

Moreover, the advent of artificial intelligence and machine learning is reshaping the underwriting processes of insurance companies. These technologies enable insurers to analyze vast amounts of data, refining risk assessments and offering more

accurate premium rates. Indian businesses can leverage these advancements for proactive risk management and optimized insurance coverage.

Commercial Vehicles Motor Insurance in India is more than a financial safeguard; it is a strategic imperative for businesses navigating the diverse and challenging terrain of Indian roadways. As the heartbeat of the economy, commercial vehicles contribute significantly to the nation's growth. Choosing the right insurance coverage not only protects these vital assets but also fosters confidence in the face of uncertainties.

Indian businesses must approach Commercial Vehicles Motor Insurance with a holistic perspective, considering the unique challenges posed by the Indian landscape and the regulatory framework. By doing so, they not only secure their assets but also contribute to the resilience and sustainability of the Indian commercial ecosystem. As the wheels keep turning and the road ahead unfolds, the right insurance coverage ensures that businesses can navigate challenges with confidence and continue to drive success on the vibrant journey of Indian commerce.

**Compiled and written by:  
Mr Abad Khan**

x



**About the Author:** Mr Abad Khan has compiled and written the articles from page 14 - 33. A graduate from Delhi University, he also pursued a postgraduate diploma in insurance from the Insurance Institute of India. He has more than 20 years of experience in dealing with corporate/ transporters insurance policies, risk management services and all kinds of insurance Claims. His firm **AK Insurance Marketing Private Limited** offers services in Pan India under the name **BimaSathi**.  
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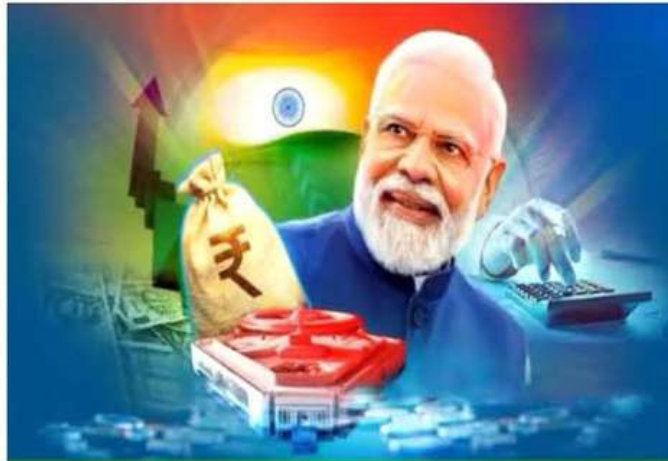
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# Budget is not merely an interim budget but an inclusive and innovative budget: PM

The Prime Minister Shri Narendra Modi today hailed the Budget presented today as “not merely an interim budget but an inclusive and innovative budget.” Prime Minister Modi asserted, “this budget carries the confidence of continuity.” The Prime Minister further said “This budget will empower all pillars of developed India - the youth, the poor, women, and farmers.”

Commending Finance Minister Nirmala Sitharaman for her vision, Prime Minister Modi stated, “Nirmala Ji’s budget is a budget for building the future of the country.” He further added, “This budget carries the guarantee of strengthening the foundation of Viksit Bharat by 2047.” Prime Minister Modi remarked, “this budget is a reflection of the aspirations of Young India.” He highlighted two significant decisions taken in the budget, stating, “a fund of Rs. 1 lakh crore has been announced for research and innovation.” Additionally, he highlighted the extension of tax exemptions for startups in the budget. While keeping the fiscal deficit under control, the Prime Minister informed that the total expenditure has seen a historic increase to Rs 11,11,111 crores in this budget. “In economists’ parlance, PM Modi said, “this is a kind of sweet spot”. He added that it will create millions of new employment opportunities for the youth along with the creation of modern infrastructure



of the 21st century in India. He also informed about the announcement to manufacture 40,000 modern bogies of Vande Bharat Standard and install them in general passenger trains which will further heighten comfort and travel experience of crores of passengers on different rail routes of the country.

Setting ambitious goals, Prime Minister Modi stated, “We set a big goal, achieve it, and then set an even bigger goal for ourselves.” Highlighting the government’s efforts for the welfare of the poor and middle class, he informed about the construction of over 4 crore houses in villages and cities and increasing the target to build 2 crore more houses. Emphasizing the empowerment of women, PM Modi said, “our goal was to make 2 crore ‘Lakhpatis’ among women. Now, this goal has been increased to make 3 crore ‘Lakhpatis.’” Prime Minister Modi praised the Ayushman Bharat Yojana for its significant assistance to the poor, extending its benefits to Anganwadi and ASHA workers.

PM Modi emphasized on the

government’s emphasis to empower the poor and middle class by creating new opportunities for them in this budget. He mentioned the Roof Top Solar Campaign where 1 crore families will avail free electricity, while also earn an income of Rs 15,000 to Rs 18,000 per year by selling excess electricity to the government.

The Prime Minister mentioned the income tax remission scheme announced today that will provide relief to about 1 crore citizens belonging to the middle class. Speaking about the major decisions taken for farmer welfare in the budget, Shri Modi mentioned use of Nano DAP, new scheme for animals, expansion of PM Matsya Sampada Yojana and Atma Nirbhar oil seed campaign which will increase the income of farmers and reduce expenses. The Prime Minister concluded his address by conveying his best wishes to all citizens on the historic budget.

**“Viksit Bharat Budget guarantees to strengthen the foundation of a developed India”**

**“This budget carries the confidence of continuity”**

**“This budget is a reflection of the aspirations of Young India”**

**“We set a big goal, achieved it, and then set an even bigger goal for ourselves”**

**“Budget focuses on empowering the poor and middle-class”**

**Compiled and written by:  
Mr Abad Khan**

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# Nurturing a Healthy Workforce: Group Health Insurance for Logistics Companies

**I**n the fast-paced and dynamic industry of logistics in India, the health and well-being of employees are paramount. Employee Group Health Insurance emerges as a strategic tool for logistics companies to attract and retain talent while ensuring a healthy and productive workforce. This comprehensive insurance solution not only shields employees from the financial burden of healthcare but also aligns with the industry's commitment to employee welfare.

**Challenges in the Logistics Industry:** The logistics sector in India faces unique challenges, including the nature of the work, extended working hours, and exposure to various occupational hazards. The physically demanding tasks and the extensive travel involved make the workforce susceptible to health issues. Recognizing these challenges, logistics companies are increasingly turning to Employee Group Health Insurance to address the specific healthcare needs of their employees and drivers.

**Tailoring Insurance Plans for Logistics Employees:** Logistics companies are diverse, ranging from transportation and warehousing to supply chain management. Designing Employee Group Health Insurance plans for this industry requires a nuanced approach. Comprehensive coverage should extend to accidents during transportation, injuries at

warehouses, and occupational health risks associated with prolonged periods of driving or lifting.

Additionally, insurance plans should consider the unique demographics of the logistics workforce, including drivers, warehouse staff, and administrative personnel. Maternity benefits, coverage for chronic conditions, and preventive healthcare measures should be incorporated to ensure a well-rounded approach to employee well-being.

**Cost-Effective Solutions:** The logistics industry is highly competitive, and companies are constantly seeking cost-effective solutions. Employee Group Health Insurance, with its shared premium model, allows logistics companies to provide substantial health coverage without significantly impacting their operational costs. By spreading the financial responsibility between the employer and employees, these insurance plans become an attractive and feasible option for companies of all sizes within the logistics sector.

**Risk Mitigation and Safety Initiatives:** Employee Group Health Insurance can complement the risk mitigation and safety initiatives undertaken by logistics companies. Insurers often collaborate with companies to implement wellness programs, safety training, and health check-ups. These initiatives not only contribute to a safer work environment but also lead to reduced insurance

claims and subsequently lower premiums, creating a win-win situation for both employers and insurers.

**Claims Management and Technology Integration:** Efficient claims management is crucial in the logistics industry where timely access to healthcare services is essential. Employee Group Health Insurance plans can integrate technology solutions, such as mobile apps and online claim processing, to streamline the claims management process. This ensures that employees receive prompt medical attention while minimizing administrative hassles for both the company and the insurer.

#### **Coverage Features:**

- Group health insurance policies generally cover hospitalization expenses, pre and post-hospitalization expenses, day-care procedures, and maternity benefits, if opted.
- Some policies may also cover additional benefits such as outpatient expenses, dental care, and preventive health check-ups.

#### **Premiums:**

- Premiums for group health insurance are often lower than individual health insurance plans, as the risk is spread across a larger group.
- Employers usually bear the cost of the premiums, though some companies may opt for a cost-sharing arrangement with employees.

*"It's hard to beat a person who never gives up." —Babe Ruth*



**Pre-existing Conditions:**

- Group health insurance policies also cover pre-existing diseases, which means an ill employee can also be covered under this policy.

**Customization:**

- Employers have the flexibility to customize the coverage based on the needs of their workforce. This may include choosing specific benefits, coverage amounts, and add-ons.

**Portability:**

- Some group health insurance policies offer portability, allowing employees to retain their health insurance coverage even if they switch employers. This is subject to certain conditions and within a specified timeframe.

**Inclusions and Exclusions:**

- Policies come with specific inclusions (covered medical expenses) and exclusions (expenses not covered). Employers and employees should carefully review these details.

**Network Hospitals:**

- Group health insurance plans often have a network of hospitals where policyholders can avail of cashless treatments. It's important to check the list of network hospitals.

**Claim Process:**

- The process for filing and settling claims should be communicated to employees. Employees must understand how to avail of the benefits

in case of medical emergencies.

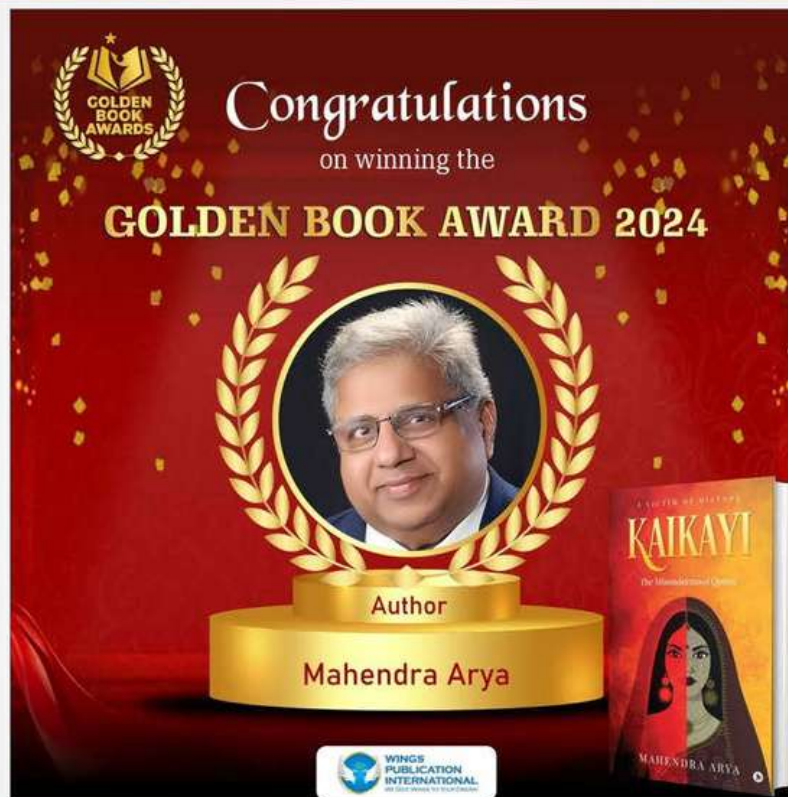
**Tax Benefits:**

- Premiums paid by the employer for group health insurance are generally tax-deductible as a business expense.

**Conclusion:** In conclusion, Employee Group Health Insurance for logistics companies in India is not just a financial investment but a strategic commitment to the well-being of the workforce. By tailoring insurance plans to the unique challenges of the logistics industry, companies can foster a culture of employee care, enhance job satisfaction, and ultimately boost productivity in this critical sector of the Indian economy.

**Compiled and written by:**  
**Mr Abad Khan**

# Congratulations



Author *Mahendra Arya* on winning the *Golden Book Award 2024* for your Book "*Kaikayi - The Misunderstood Queen*". Discovering your literary journey and exceptional contribution to impacting readers was an honor.



# Road Safety is Top-most Priority, Says Nitin Gadkari

**The Government targets to reduce Accident Deaths by 50% by 2030.**

**U**nion Minister for Road Transport and Highways Shri Nitin Gadkari said Road Safety is the top priority of the Government with a target to reduce Accident Deaths by 50% by 2030. Addressing the CII National Conclave on 'Road Safety - Indian Roads@2030 - Raising the Bar of Safety' Shri Gadkari said the change in social behaviour is very important along with focusing on strengthening '4Es of Road Safety' - Engineering (Road & Vehicle Engineering) - Enforcement - Education and Emergency Medical Service. He emphasized on cooperation of all stakeholders for enhancing road safety.

The Union Minister said as per the latest Report on Road Accidents 2022 there have been 4.6 Lakh road accidents, 1.68 Lakh deaths and 4 Lakh serious injuries. He further added that every hour there are 53 road accidents and 19 deaths in India.

Shri Gadkari sadly revealed that there has been an increase in Road Accidents by 12%, and an increase in Road accident deaths by 10%, resulting in a socio-economic loss of 3.14 % to GDP. Additionally, he pointed out that 60% of deaths are in the young age group of 18 to 35 years. He stressed that an Accident Death is the loss of bread-earner of a family, professional loss to the employer & overall loss to the economy.

Shri Gadkari gave the example of Nagpur, where good traffic behaviour among citizens has yielded positive results. The Union Minister stressed regular eye check-ups for drivers and



asked the organisations to organise free camps for the same as part of their corporate social responsibility (CSR). He concluded his speech with the thought that education and awareness among Schools, Colleges, Collaboration with NGOs, Start-ups, Technology Providers, IIT, Universities, and Traffic & Highway Authorities is the way forward for spreading good practices for Road Safety.

**Brief about the event:**

The CII-Crisil Report on Raising the Bar on Road Safety: Paving the Path Towards 2030 Goals was launched by Honourable Minister Nitin Gadkari on 16th January 2024 at the CII's National Conclave on Road Safety -- Indian Roads @2030: Raising the Bar of Road Safety. It is one of the initiatives of the National Committee of Roads and Highways committee which resolves to build a comprehensive roadmap to improve India's rank in road safety by lowering fatalities. The report identifies best practices and

actionable steps to prevent and lower accidents on Indian Roads with a special emphasis on how technology can be integrated with the road safety ecosystem.

The report outlines the role and responsibilities of highway developers and other stakeholders in the private sector, government sector, and civil society in making Indian roads safer by 2030—the year by which India has committed to a goal to halve its road accidents.

The priority of Zero Fatalities on Roads has been set in the backdrop of India building record lengths of highways. However, Indian roads are also seeing 1.68 lakh fatalities and 4.5 lakh road accidents a year, which has emerged as one of the top policy priorities of the Road Ministry. The CII report and initiative aim to synchronise the efforts of all stakeholders to achieve the goal of lowering fatalities and accidents through the most effective, efficient and innovative ways.



# The Interim Budget 2024 – A Brief Summary

**U**nion Finance Minister Nirmala Sitharaman presented her sixth Budget on February 1, 2024, in the parliament.

The Union budget 2024 is an interim budget because Lok Sabha elections are due early this year. The Interim Budget 2024 was focused on youth and women empowerment while maintaining fiscal consolidation and continuing capex. FM Sitharaman lowered down FY25 fiscal deficit target to 5.1% of the GDP. There were no changes made to the direct tax and indirect tax rates.

The FM announced that the theme for this year's Budget would be "Viksit Bharat Budget 2024". She reiterated that the country continues to strive towards Atmanirbhar Bharat and therefore has allocated substantial funds for the construction of highways, railways, airports, and the advancement of other critical infrastructure development projects. Acknowledging that the infrastructure sector is the backbone of the economy, this is a positive plan.

Further, this investment is expected to create new business opportunities, enhance connectivity, and stimulate economic growth.

At the same time, the welfare and aspirations of the Gareeb (poor), Mahila (women), Yuva (youth), and Annadata (farmers) would be the most important focus areas in the Interim Budget 2024.

The Interim Union Budget 2024 has allocated significant funds for research and development (R&D) initiatives, recognizing the importance of innovation and technology.

Moreover, the budget places a strong

emphasis on skill development and education, recognising the role of a skilled workforce in driving economic growth. The Government has allocated funds to enhance vocational training programmes, promote digital literacy, and establish centres of excellence.

In addition, the budget has emphasized sustainable development and green initiatives. The Government has allocated funds for renewable energy projects, waste management, and pollution control measures.

Coming to taxation, the Finance Minister did not propose any significant changes relating to taxation, however, there were announcements on the extension of sunset dates for certain tax benefits to start-ups, investments made by sovereign wealth funds/pension funds and some International Financial Services centre units from 31 March 2024 to 31 March 2025.

## 10 key takeaways from FM Sitharaman's post-budget presser

1. Finance Minister Nirmala Sitharaman stressed on 5 'Disha Nirdashak' baatein: Social justice as an effective governance model; Focus on the poor, youth, women, and the Annadata (farmers); Focus on infrastructure; Use of technology to improve productivity and High power committee for challenges arising from demographic challenges.

2. India has had three consecutive years of 7% GDP growth and is the fastest-growing economy in G20.

3. GDP is Government, Development and Performance. We have delivered on Development and have better managed the economy. We are bringing down the fiscal deficit despite very challenging times.

4. Capex from the government will continue, it is important to continue it, FM said.

5. India, Middle East, and European Corridor (IMEC) project to be taken forward despite disturbances in the Red Sea.

6. The withdrawal of 1.1 crore outstanding small direct tax demands for certain years will cost less than ₹3,500 crore to the exchequer, said Revenue Secretary Sanjay Malhotra.

7. No extension of the lower tax rate to new manufacturing units coming into place after March 2024, FM clarified.

8. Do not have a fixed target for disinvestment in FY25, said DIPAM Secretary Tuhin Kanta Pandey.

9. We are not only aligning with the fiscal consolidation path given earlier, but we are also bettering it, Finance Minister Nirmala Sitharaman said in her message to credit rating agencies

10. The relevance of the target to reduce the Centre's debt-to-GDP ratio to 40% was set before the COVID-19 period and now has to be examined, Finance Secretary TV Somanathan said.

All in all, the 2024 interim budget might not be a game-changer; however, it provides valuable insights into the country's financial health and future priorities. For businesses and individuals, understanding the budget's focus and direction can help in strategic planning and decision-making.

We will have to consider that an interim budget is not the final act. The full-fledged budget for FY 2024-25 will be presented after the elections, reflecting the new government's vision and plans. So, we will have to wait till then for the next chapter in India's economic saga!

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# India is on the move and is moving fast:PM

**T**he Prime Minister, Shri Narendra Modi addressed a program at India's largest and first-of-its-kind mobility exhibition - Bharat Mobility Global Expo 2024 at Bharat Mandapam, New Delhi. He also took a walkthrough of the Expo. Bharat Mobility Global Expo 2024 showcases India's capabilities across mobility and automotive value chains and will feature exhibitions, conferences, buyer-seller meets, state sessions, road safety pavilion, and public-centric attractions like go-karting.

Addressing the gathering, the Prime Minister congratulated the automotive industry of India for the grand event and praised the efforts of the exhibitors who showcased their products in the Expo. The Prime Minister said that the organization of an event of such grandeur and scale in the country fills him with delight and confidence. Recommending the people of Delhi to come and witness the Bharat Mobility Global Expo 2024, the Prime Minister said that it brings the entire mobility and supply chain community on a single platform.

The Prime Minister recalled a mobility related conference from his first term and remembered his focus on battery and electric vehicles and expressed satisfaction that he could see significant progress during his second term and said that in the third term mobility will see new heights.

Reiterating the goal of Viksit Bharat by 2047, the Prime Minister underlined the pivotal role of the mobility sector. He repeated his call that he gave from the rampart of the Red Fort that 'Yeh Hi Samay Hai, Sahi Samay Hai'- this is the right time. "India is on the move and is moving fast", the Prime Minister said, highlighting that the present era is the beginning of the golden period for the mobility sector. He underlined that the economy of India is expanding at a fast

pace and India is set to become the third-largest economy in the world during the present government's third term. Throwing light on the efforts of the government in the last 10 years, the prime Minister informed that approximately 25 crore people have risen out of poverty. He emphasized that when a citizen breaks out of poverty, the means of transportation be it a cycle, two-wheeler or a four-wheeler, becomes their first requirement. Touching upon the emergence of a neo-middle class, PM Modi underscored the need to fulfill the aspirations found in such economic strata which is equal to none. The Prime Minister stressed that the expanding spheres and growing income of the middle class of the country will give strength to the mobility sector of India. "The numbers of growing economy and the growing income are bound to infuse new confidence in the mobility sector", Shri Modi said, pointing out that the number of cars sold in India rose from 12 crores to more than 21 crores from the 10 years before 2014 to after 2014, while the number of electric cars sold in India rose from 2 thousand per year 10 years ago to 12 lakh per year today. He further added that in the last 10 years, the number of passenger vehicles saw an increase of 60 percent while two-wheelers increased by 70 percent. According to the latest statistics, the Prime Minister informed that car sales in January have broken all previous records. "Mobility sector is witnessing an unprecedented atmosphere in the country and you must capitalize on it", PM Modi urged the industry leaders present on the occasion.

The Prime Minister said that today's India's making new policies keeping in mind the needs of the future. Referring to the Union Budget that was presented yesterday, PM Modi informed that in 2014 India's capital expenditure was less than 2 lakh crore and has risen to

more than 11 lakh crore today. This has brought many opportunities for India's Mobility sector, he said. This unprecedented expenditure is transforming rail, road, airport, waterway transport and all other sorts of transport. He also talked about completion of engineering marvels like Atal Tunnel to Atal Setu in a record timeframe. 75 new airports has come up in India in the last 10 years, about 4 lakh kilometer rural roads have been laid, 90,000 km national highways have been constructed, 3500 km of high-speed corridors have been developed, 15 new cities got Metro and 25,000 rail routes have been constructed. Conversion of 40,000 rail coaches into modern Vande Bharat type bogies was announced in the Budget. These coaches when fitted in the ordinary trains will transform the Indian Railways.

The Prime Minister said that "the speed and scale of our government has changed the very definition of mobility in India". He talked about systematic and timely completion of jobs and highlighted the steps for removing logistics bottlenecks. PM National Gati Shakti Masterplan is promoting integrated transport in the country. GIFT City regulatory framework has been worked out for aircraft and ship leasing. National Logistics policy is addressing the problems of logistics, he said. Dedicated freight corridors are bringing the costs down. Three Railway Economic corridors announced in the Union Budget will also increase the ease of transportation in the country.

The Prime Minister also highlighted the transformative impact of the Goods and Services Tax (GST) in accelerating trade and abolishing check posts at state borders. Furthermore, Prime Minister Modi underscored the role of Fast-Tag technology in saving both fuel and time in the industry. "Fast-Tag technology is facilitating savings in fuel and time in





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the industry," he affirmed. Citing a recent study, the Prime Minister noted that Fast-Tag technology is contributing to an annual benefit of ₹40,000 crores to the economy.

"India is now on the threshold of becoming a global economic powerhouse, with the auto and automotive component industry playing a significant role," PM Modi stated. Highlighting India's stature in the global automotive market, Prime Minister Modi remarked, "Today, India is the world's third-largest market for passenger vehicles and among the top three countries globally manufacturing commercial vehicles." Moreover, Prime Minister Modi reiterated the government's commitment to supporting various sectors through initiatives such as the Production Linked Incentive (PLI) Scheme. "For the industry, the government has introduced a Production Linked Incentive Scheme of more than ₹25,000 crores," he said.

The Prime Minister said that the National Electric Mobility Mission is pushing manufacturing of Electric Vehicles. The Government has invested 10 thousand crore rupees for creating demand for electric vehicles. FAME scheme has led to electric buses in the capital as well as in many other cities, he said.

Prime Minister Modi informed that a fund allocation of Rs.1 lakh crore has been made in this year's budget to encourage research and innovation and also mentioned the decision to further expand the tax exemptions given to startups. "These decisions will create new opportunities in the mobility sector", PM Modi said. Touching upon the most significant challenges of cost and battery in the EV industry, the Prime Minister recommended using these funds in its research.

Prime Minister Modi encouraged the industry to explore research avenues that utilize India's abundant raw materials for battery manufacturing and delve into areas such as green hydrogen and ethanol. He said, "Why not conduct research to manufacture batteries using raw materials available in India? The

auto sector should also explore research in green hydrogen and ethanol."

The Prime Minister emphasized the importance of leveraging indigenous technology for developing hybrid vessels in the shipping industry. "India's Shipping Ministry is advancing towards making hybrid vessels using indigenous technology," he remarked. Shri Modi also mentioned the drone sector in India getting a new flight due to startups and recommended using funds for research related to drones. He also noted the emergence of cost-effective means of transport via waterways and informed about the push by the Ministry of Shipping towards making hybrid vessels using indigenous technology.

PM Modi also drew attention towards the humane aspect of drivers in the mobility industry. And highlighted the hardships faced by truck drivers. "The Government understands the concern of truck drivers and their families", the Prime Minister said informing about a new scheme on the works to develop modern buildings with facilities for food, clean drinking water, toilets, parking and rest for drivers on all national highways. He further added that the government is preparing to build 1,000 such buildings across the country in the first phase of this scheme. He said that it will give a boost to both the ease of living and ease of traveling for truck and taxi drivers, thereby improving their health and also help in preventing accidents.

Highlighting the immense possibilities in the mobility sector in the next 25 years, PM Modi urged the industry to transform itself rapidly to fully utilize these possibilities. Addressing the need for technical workforce and trained drivers in the mobility Sector needs, the Prime Minister mentioned more than 15 thousand ITIs in the country providing manpower to this industry today. He also urged the industry leaders to collaborate with ITIs to make the courses more relevant according to the needs of the industry. He also touched upon the scrappage policy by the government where exemption in road tax is provided on new vehicles in exchange for scrapping of old vehicles.

The Prime Minister referred to the tagline of the expo – Beyond Boundaries and said that it showcases the spirit of India. "Today we want to break old barriers and bring the whole world together. We want to expand India's role in the global supply chain. There is a sky of possibilities in front of the Indian Auto Industry.", the Prime Minister asserted as he urged to move forward with the vision of Amritkaal and make India a global leader. The Prime Minister asked the tyre industry to reduce import dependence for rubber with the cooperation of farmers. Stressing his confidence in the farmers of India, the Prime Minister advocated an integrated and holistic approach. He asked the gathering to think out of the box and think in collaboration. Mentioning the presence of all the major designing players in India, the Prime Minister called upon the industry to promote indigenous designing capabilities. Giving example of the global embrace of yoga, the Prime Minister said 'when you believe in yourself, the world believes in you. Where your gaze falls, you should see vehicles from you, he concluded.

Union Minister for Commerce and Industry, Shri Piyush Goyal, Union Minister for Road, Transport and Highways, Shri Nitin Gadkari, Union Minister for Micro, Small and Medium Enterprises, Shri Narayan Rane, Union Minister for Petroleum & Natural Gas, Shri Hardeep Singh Puri and Union Minister for Heavy Industries, Shri Mahendra Nath Pandey were present on the occasion among others.

***"India is now on the threshold of becoming a global economic powerhouse, with the auto and automotive component industry playing a significant role"***

***"The Government understands the concern of truck drivers and their families"***

***"1000 modern buildings with facilities for food, clean drinking water, toilets, parking and rest for drivers on all national highways are being constructed in the first phase of a new scheme"***





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# Infrastructure Development Outcomes

**A**s per the last available report, Road network in India has increased from about 54,02,486 km in March, 2014 to about 63,31,791 km in March, 2019, which is the second largest in the world.

The Ministry is primarily responsible for development and maintenance of National Highways (NHs). Budgetary allocation of the Ministry has increased from about Rs. 31,130 Crore to in 2013-14 to Rs. 2,76,351 Crore in 2023-24. Capital expenditure on NHs has significantly increased from about Rs. 51,000 Crore in 2013-14 to more than Rs. 2,40,000 Crore in 2022-23. Infrastructure sector which is the prime mover of the economy contribute to the faster economic growth and development.

NH network length in the country has increased by 1.6 times from 91,287 km in March, 2014 to 1,46,145 km at present. With increased budgetary allocation since April 2014, quality of roads has improved substantially. Length of 4 lane and above NH network has increased by more than 2.5 times from 18,371 km in 2014 to 46,720 km. Also less than 2 lane NHs has almost halved from 27,517 km to 14,350 km by bringing down the share of less than 2 lane NHs from 30% to 10% of the total NH network.

Ministry has decided to focus on development of High Speed Access controlled NHs for improving the logistics efficiency of the country. In addition, Ministry has also adopted a policy to improve all NHs as per the traffic requirement but minimum Two Lane with paved shoulders standards except for ecologically sensitive Himalayan region where development plan is finalised considering the geological, environmental factors etc. Project implementation has already been started on 21 green field access-controlled corridors including

expressways in which work in about 3,658 km length has been completed.

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

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

Major Flagship projects taken up in the State of Karnataka during the period include Bengaluru - Mysore Expressway (118 km), Six laning of Haveri-Hubli section of NH-4 (63 km), Bengaluru - Chennai Expressway (262 km), Bengaluru Ring Road (280 km), Solapur-Kurnool-Chennai Corridor (329 km) etc.

Further all districts of Karnataka are connected by NHs with construction of about 4,755 km NH length at an expenditure of about Rs 55,765 crore since April 2014 in the state.

The above developments have increased the regional connectivity,

including for Karnataka, and accessibility to the NHs across the country and also increased the logistics efficiency.

## Maintenance of Old Roads

Upkeep and maintenance of National Highways (NHs) including bridges, structures, etc. are undertaken through different modes such as by contractors/concessionaires of NHs development projects during the period of construction and defects liability cum maintenance/operations period, by contractors of different types of maintenance contracts such as Operation, Maintenance and Transfer (OMT), Performance based Maintenance Contract(PBMC), Short Term Maintenance Contract, etc. and by concessionaires of Toll, Operate & Transfer concessions.

Visual as well as equipment based periodical inspection, evaluation and monitoring has been mandated for National Highways including bridges to ensure that structural integrity of various components of NHs is maintained through timely repair/rehabilitation intervention. Structural health monitoring on real time basis is also carried out in some very important bridges. Ministry has also sanctioned Indian Bridge Management System (IBMS) for monitoring and maintenance of the bridges and other structures on the entire NH network in the country.

The Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy, 2015 covers all the National Highways of the country with the aim to promote greening of NH corridors. Plantation on National Highways Right of Way is carried out as per the said policy.

This information was given by the Union Minister of Road Transport and Highways, Shri Nitin Gadkari in a written reply to the Lok Sabha today.





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# Shri Nitin Gadkari inaugurates and lays foundation stones for National Highway projects

## 28 National Highway projects worth Rs. 6,600 crore in Odisha

Enhancing better connectivity for the prosperity of Odisha, Union Minister for Road Transport & Highways, Shri Nitin Gadkari today inaugurated 28 National Highway projects costing Rs 6,600 crore through video conferencing in Shri Jagannath Puri. Union Minister, Shri Ashwini Vaishnav, National Spokesperson of Bharatiya Janata Party, Shri Sambit Patra and MPs, MLAs and officials were also present on the inauguration and the foundation stone laying ceremony.

The projects inaugurated today include 6-laning work of Chandikhol to Bhadrak section of National Highway-16 and 4-laning work of Baharagora-Singhra section of National Highway-49. These projects will reduce travel time and save fuel. There will be easier connectivity to ports on the east coast, which will increase industrial activities.

With the aim of giving a new pace of development to Odisha, the foundation stone of 26 ambitious projects has also been laid. Apart from these, work is also starting on 13 other projects. With the completion of these projects, the economic development of Odisha will gain momentum. Also, the journey of the devotees visiting Shri Jagannath Dham and Konark Temple will be safe and completed in time. Connectivity of Odisha between other states will improve. Access to ports for mining and raw materials will be easier. This will boost economic activities. With the construction of the railway bridge, travel will be safe and speedy.

## 18 NH Projects worth Rs 6,168 crore in Shivamogga, Karnataka

Union Minister for Road Transport

and Highways Shri Nitin Gadkari Inaugurated and laid the foundation stone for 18 National Highway Projects with a total investment of ₹6,168 crore in Shivamogga , Karnataka.

The Bhanapur Gaddanakeri Section significantly improves access to historic sites like Hampi, Aihole, Pattadakallu, and Badami, enhancing connectivity to Bellary and Hospet's mining and industrial hubs. The Ankola-Gooty Section, through Hubballi City, links to North Karnataka's largest APMC and Shri Siddarudha Math pilgrimage site. The Arabail to Idagundi Section strengthens connectivity to Karwar and Mangaluru ports.

The Maharashtra Border to Vijayapur section stimulates Kalyana Karnataka's industrial growth, connecting Vijayapur's sugar industries and Miriyan, Chincholi, and Kalaburgi's cement belt. Bellary Bypass eases congestion, and the Bellary to Byrapura section boosts interstate connectivity. Mudigere to Chikkamagaluru uplifts Malnad's agriculture and pilgrimage sites.

## 8 National Highway Projects worth Rs 7,290 crore in Belagavi, Karnataka

In a significant stride towards advancing modern road connectivity in Karnataka, Union Minister for Road Transport and Highways Shri Nitin Gadkari inaugurated and laid the foundation stone for 18 National Highway Projects with a total investment of ₹7,290 crore.

The ceremony took place in the presence of Karnataka PWD Minister Shri Satish Jarkiholi Ji, Members of Parliament, MLCs, MLAs, and Senior Officials in Belagavi , Karnataka today.

These transformative road initiatives

are poised to integrate the region into a world-class network, fostering economic growth and generating employment. These strategic projects not only enhance agricultural and tourism sectors but also exemplify a commitment to advancing connectivity and prosperity throughout North Karnataka.

## 30 NH projects worth Rs 4,755 crore in Haridwar, Uttarakhand

Union Minister for Road Transport and Highways Shri Nitin Gadkari today inaugurated and laid foundation stones of 30 National Highway projects worth Rs 4,755 crore in Haridwar, Uttarakhand in the presence of Chief Minister Shri Pushkar Singh Dhami , MP Shri Ramesh Pokhriyal Nishank, former Chief Minister and MP Shri Tirath Singh Rawat, Rajya Sabha MP Smt. Dr. Kalpana Saini , MP Shri Naresh Bansal ,Uttarakhand ministers and MP-MLAs, officials and other dignitaries.

The projects inaugurated today include widening of 2-lane paved shoulder from Lameri to Karnaprayag in Rudraprayag and Chamoli and Dudhdhari elevated flyover in Haridwar. These projects will not only ease transportation but will also provide better connectivity from Rishikesh to the India-China border. The flyover will provide relief from traffic jams in religious city Haridwar and it will be easier to reach other religious places.

Uttarakhand will achieve a faster pace of development with the construction of 28 projects whose foundation stones were laid today. The journey of devotees on Chardham routes will be facilitated. Connectivity of Uttarakhand with other states will increase accelerating economic and social development.





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# “Om Logistics Expands Footprint with State-of-the-Art Warehouse Facility in Chennai, Tamil Nadu”



Om Logistics a leading name in the logistics industry, is excited to announce the launch of its new warehouse facility in Chennai, Tamil Nadu. This strategic move is aimed at elevating the connectivity and solidifying the company's presence in the southern region.

The state-of-the-art warehouse facility, offering are of over 1,00,000 sq. ft., is equipped with advanced infrastructure and features to enhance operational efficiency and service quality. The facility is poised to streamline logistics operations and meet the growing demands of clients.

The expansion into the south determines Om Logistics' dedication to providing seamless logistics solutions for clients all around the nation. With a focus on innovation and customer-centric solutions, Om Logistics is ready to set new benchmarks in the logistics industry.

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## कर्नाटक में एनएच-73 के मंगलौर-मुदिगेरे-तुमकुर खंड के विस्तार के लिए 343.74 करोड़ रुपये की राशि को स्वीकृति दी गयी

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने एक पोस्ट में कहा कि कर्नाटक में एनएच-73 के मंगलौर-मुदिगेरे-तुमकुर खंड के विस्तार के लिए 343.74 करोड़ रुपये के आवंटन को स्वीकृति दी गई है।

गडकरी ने कहा कि 10.8 किलोमीटर लंबी इस परियोजना को इंजीनियरिंग, खरीद और निर्माण (ईपीसी) मोड के तहत निष्पादित किया जाना है। चुनौतीपूर्ण पहाड़ी और पहाड़ी परिदृश्यों, विशेष रूप से चारमाडी घाट के बारे में बताते हुए उन्होंने कहा कि यह पहल इस क्षेत्र में कनेक्टिविटी को बढ़ावा देगी।

## मध्य प्रदेश के भोपाल में 8,038 करोड़ रुपये की लागत से बनने वाली 499 किमी लंबी 15 राष्ट्रीय राजमार्ग परियोजनाओं की आधारशिला रखी गयी

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने मध्य प्रदेश के भोपाल में 8,038 करोड़ रुपये की लागत से बनने वाली कुल 499 किलोमीटर लंबाई की 15 राष्ट्रीय राजमार्ग परियोजनाओं की आधारशिला रखी। इस अवसर पर मुख्यमंत्री मोहन यादव, केंद्रीय मंत्री ज्योतिरादित्य सिंधिया, मध्य प्रदेश विधानसभा अध्यक्ष नरेंद्र सिंह तोमर, मध्य प्रदेश भाजपा के प्रदेश अध्यक्ष वी.डी.शर्मा, राज्य मंत्री प्रह्लाद सिंह पटेल, राज्य मंत्री राकेश सिंह उपस्थित थे।

परियोजनाओं में अयोध्या बाईपास खंड का चौड़ीकरण, बुधनी से शाहगंज खंड का 4-लेन चौड़ीकरण, शाहगंज से बारी तक 4-लेन चौड़ीकरण, मुरैना में 2-लेन निर्माण, अंबाह और पोरसा बाईपास, मध्य प्रदेश-राजस्थान सीमा से श्योपुर गोरसा का 2-लेन निर्माण शामिल है।

बुधनी से शाहगंज खंड के चौड़ीकरण से राज्य में कनेक्टिविटी बढ़ेगी। सीहोर और रायसेन को जोड़ने वाली सड़क मध्य प्रदेश में तीन राजमार्गों को जोड़ेगी। अयोध्या बाईपास



सेक्शन के चौड़ीकरण से कानपुर से भोपाल जाने वाले यात्रियों को ट्रैफिक जाम से राहत मिलेगी। इन परियोजनाओं के माध्यम से

सड़कों के निर्माण, पुनर्निर्माण और चौड़ीकरण के साथ मध्य प्रदेश एक नए औद्योगिक और कृषि केंद्र के रूप में विकसित हो रहा है।

X

*“Happiness is not something ready-made. It comes from your own actions.” —Dalai Lama XIV*



## मध्य प्रदेश में 2,367 करोड़ रुपये लागत की 9 राजमार्ग परियोजनाओं का उद्घाटन हुआ

बेहतर सड़क कनेक्टिविटी के साथ जबलपुर की प्रगति को नई गति देते हुए केंद्रीय मंत्री नितिन गडकरी ने (30 जनवरी, 2024) मध्य प्रदेश के जबलपुर में 2,367 करोड़ रुपये की लागत और कुल 225 किमी लंबी 9 राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन और आधारशिला रखी। मध्य प्रदेश के मुख्यमंत्री डॉ. मोहन यादव, केंद्रीय मंत्री वीरेंद्र कुमार, केंद्रीय राज्य मंत्री फगन सिंह कुलस्ते, मध्य प्रदेश भाजपा प्रदेश अध्यक्ष वीडी शर्मा, मध्य प्रदेश के मंत्री प्रहलाद सिंह पटेल और राकेश सिंह, सांसद-विधायक, अधिकारी एवं अन्य गणमान्य व्यक्ति भी इस अवसर पर उपस्थित थे।

लोकार्पित परियोजनाओं में टीकमगढ़-झांसी

मार्ग पर जामनी नदी पर 43 करोड़ रुपये की लागत से 1.5 किलोमीटर लम्बा पुल बनाया गया है। इससे पर्यटन स्थल राजाराम के मंदिर ओरछा तक पहुंचना आसान हो जाएगा। चंदिया घाट से कटनी बायपास तक 2-लेन पेव्ड शोल्डर वाली सड़क का निर्माण कटनी की कोयला खदानों की कनेक्टिविटी में गुणात्मक बदलाव लाएगी। इससे कोयला खनन उद्योग को लाभ होगा। बमीठा-खजुराहो सड़क के चौड़ीकरण से खजुराहो में पर्यटन को और बढ़ावा मिलेगा। इसके अलावा, इससे इस क्षेत्र की सामाजिक और आर्थिक स्थिति भी सुधरेगी।

जिन परियोजनाओं की आधारशिला आज रखी गई, उनमें गुलगंज बायपास से बारना नदी

तक सड़क का स्तरोन्नयन, बारना नदी से केन नदी तक 2-लेन सड़क का स्तरोन्नयन, शहडोल से सागरटोला, ललितपुर-सागर तक 2-लेन पेव्ड शोल्डर वाली सड़क का स्तरोन्नयन शामिल है। कुल 23 वीयूपी का निर्माण, पुल, लखनादौन सेक्शन में सर्विस रोडों का निर्माण, सुकतरा, कुरई और खवासा में कुल 3 फुट ओवर ब्रिज का निर्माण तथा घुनाई और बंजारी घाटी में 2 ब्लैक स्पोर्ट का सुधार कार्य शामिल है। इन परियोजनाओं से आसपास के परिसर की कनेक्टिविटी में सुधार होगा। समय एवं ईंधन की बचत होगी तथा ये क्षेत्र आर्थिक, सामाजिक और पर्यटन की दृष्टि से विकसित होगा।

## भारतीय राजमार्ग प्राधिकरण (एनएचएआई) ने सुदृढ़ राष्ट्रीय राजमार्ग नेटवर्क बनाने के लिए भू-तकनीकी परामर्श सेवाओं हेतु भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) के साथ सहयोग किया

एक सुदृढ़ राष्ट्रीय राजमार्ग नेटवर्क विकसित करने के उद्देश्य से भारतीय राजमार्ग प्राधिकरण (नेशनल हाइवेज अथॉरिटी ऑफ इंडिया-एनएचएआई) ने स्थान (साइट) विशिष्ट भू-तकनीकी परामर्श के लिए एनएचएआई को सेवाएं प्रदान करने और विस्तृत परियोजना रिपोर्ट (डिटेल्ड प्रोजेक्ट रिपोर्ट-डीपीआर) की जांच में भू-तकनीकी दृष्टिकोण से सहायता हेतु भारतीय भूवैज्ञानिक सर्वेक्षण (जियोलोजिकल सर्वे ऑफ इंडिया-जीएसआई) के साथ एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए हैं। भारतीय राजमार्ग प्राधिकरण (एनएचएआई) के अध्यक्ष संतोष कुमार यादव और भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) के उप

महानिदेशक डॉ. सैबल घोष के साथ-साथ एनएचएआई और जीएसआई के अन्य वरिष्ठ अधिकारियों की उपस्थिति में इस समझौता ज्ञापन पर हस्ताक्षर किए गए।

इस समझौते के अनुसार भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) क्षेत्र के भूवैज्ञानिक मानचित्र तैयार करने, विस्तृत भूवैज्ञानिक विशेषताएं प्रदान करने, सड़क के ढलान स्थिरता अध्ययन की तैयारी और आवश्यक सिफारिशें देना, विभिन्न स्थानों पर भूवैज्ञानिक रूप से कमजोर क्षेत्रों की पहचान करने से संबंधित साइट विशिष्ट भू-तकनीकी परामर्श सेवाएं प्रदान करने के साथ ही राष्ट्रीय राजमार्गों के स्थल/विस्तार, स्थल विशिष्ट उपचारात्मक उपाय, परियोजना में सुरंगों की

त्रि-आयामी (3-डी) भूवैज्ञानिक लॉगिंग और आवश्यक एवं प्रासंगिक स्थिरीकरण उपायों का सुझाव देगा। इसके अतिरिक्त जीएसआई, एनएचएआई सलाहकारों द्वारा तैयार डीपीआर का विस्तृत विश्लेषण भी करेगा।

सर्वोत्तम प्रथाओं को साझा करने के लिए दो सरकारी संगठनों के बीच सहयोग की यह अनूठी पहल राष्ट्रीय राजमार्गों के गुणवत्तापूर्ण निर्माण को प्रोत्साहन प्रदान करने में बहुत सहायक होगी। यह न केवल राजमार्गों के सुगम संचालन और रखरखाव में मदद करेगी बल्कि इससे राष्ट्रीय राजमार्गों के उपयोगकर्ताओं को सहज और निर्बाध यात्रा अनुभव भी मिलेगा।

x





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

**COMPULSORY INSURANCE COVER FOR DEATHS ON NHS**

2466. DR. ASHOK BAJPAI:

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

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

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

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

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

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

Year	Total Road Accidents on National Highways (Including Hit and Run cases)	Total Persons killed on National Highways (Including Hit and Run cases)
2017	1,41,466	53,181
2018	1,40,843	54,046
2019	1,37,191	53,872
2020	1,16,496	47,984
2021	1,28,825	56,007

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



# Policy boost for logistics sector

## Delhi Targets Growth, Drafts Several Plans

Atul Mathur@timesgroup.com

New Delhi: Delhi govt has come out with a city logistics policy paving the way for developing a cost-effective, inclusive and environment-friendly freight transportation system that contributes to the city's economic growth, facilitates ease of logistics, decongests the city and strengthens its redistributive character.

The industries department has identified several issues affecting freight movement in the capital and has given a string of recommendations such as a regulatory framework for the movement of goods vehicles, land use planning, better infrastructure, operational improvements, capacity building and extensive use of technology to give a boost to the trading sector.

Officials said the policy has been put in public domain to seek suggestions from traders, transporters, transport aggregators, industry and logistics agencies.

According to industries department officials, Delhi has been a prominent industrial and consumption hub, and a key regional trade and distribution centre for transporting goods to various parts of the country and even outside India. Its trade sector, said officials, registered a massive annual growth of 22%. The policy draft, however, focuses on three priority sectors — fruits and vegetables, textiles and construction material — based on the commodity inflow and growth in number of registered establishments over the last ten years.

"Since it caters to both local and regional demands, the scale of its freight operations is substantial, resulting in significant externalities and a pressing need for improving the overall efficiency and sustainability of its city logistics. Delhi faces significant challenges in managing its city logistics due to its high population density, rapid urbanisation and increasing levels

## PROBLEMS & SOLUTIONS

**3.6 lakh** registered goods vehicles in Delhi

**1.94 lakh** goods vehicles enter and leave city daily

**54,190** loaded trips carrying 4,54,695 tonnes of goods daily in and out of Delhi

**28,000** intra-city trips carrying 81,909 tonnes

**56%** light goods vehicles and 12% three-wheelers used for intra-city freight distribution

### 1 Fruits and vegetable sector

**15,000 tonnes** fruits and vegetables received daily, 55% get redistributed outside Delhi

#### MAJOR ISSUES

- Delays in vehicle entry registration process at mandis
- Congestion on internal roads in mandis due to vending, sorting, cleaning, lack of signage
- Unavailability of adequate loading-unloading berths and modern equipment
- Lack of adequate parking
- Lack of cold storage



except in Azadpur

- No demarcated place for informal vendors
- Lack of amenities like rest areas, drinking water, hygiene and cleanliness inside mandis

### 2 Textile sector

**25,000 tonnes** of textile and apparels received daily, 66% raw materials, 34% finished products

#### MAJOR ISSUES

- E-rickshaw and trolleys used at Gandhi Nagar and Tank Road markets, respectively, for internal circulation and as feeder services
- Frequent congestion on Gandhi

**30,500 tonnes** move out, 52% raw materials, 48% finished products

Nagar main road due to narrow width, loading-unloading, on-street parking, encroachments

- No loading, unloading facilities and demarcated areas
- Lack of public toilets

### 3 Construction material

**40%** trips carry cement and 23% steel, of all building materials

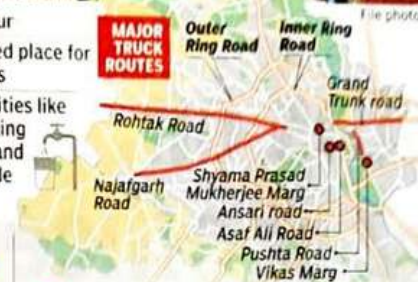
#### MAJOR ISSUES

- Night entry of trucks due to time restrictions leads to high labour cost
- Unavailability of adequate storage facilities at rail yards, lack of mechanisation

**14,000 tonne** cement received daily

**75%** is transported through road and 25% by rail

- Challenge to deliver ready mix concrete (RMC) on time
- No formal process for RMC/construction vehicle movement



## Key Recommendations

- 1 Policy, regulation and enforcement**
  - Exemptions to warehouse working hours
  - Promote logistics service aggregators
- 2 Land use planning & infrastructure**
  - Relocate logistics infrastructure to the periphery
  - Develop micro-delivery hubs for last-mile deliveries
  - Off-street and multi-level parking near markets
  - Kerb space for loading and off-loading
- 3 Operational improvements**
  - Improve vehicular circulation at Azadpur mandi and Gandhi Nagar market
  - Traffic management plan for construction logistics
  - Remove encroachment in markets
- 4 Leveraging IT and technology**
  - Integrated platform for freight data
  - Online computerised system for vehicle registrations and slot bookings
  - Conversion of pick-up vehicles into CNG and EV
- 5 Institutional arrangements and capacity building**
  - Establish city logistics committee
  - Ensure skill development

of trade and economic activity," said an official.

While carrying out a study on the city's freight movement for the industries department to prepare this policy, Delhi Integrated Multi-Modal Transit System (DIMTS) scrutinised the data procured from the city's toll plazas, made physical visits to the hubs of all the three prioritised sectors — Azadpur and other mandis, Gandhi Nagar and Tank Road markets, among others — and collected other relevant information.

"The draft policy has tried to identify every single issue that's affecting the business and has also mentioned in detail the necessary changes that are required to develop a robust and effective logistics plan," said an official.

Officials said the recommendations have been categorised into five broad categories — policy, regulatory framework and enforcement; land-use planning and infrastructure; operational improvement; leveraging IT and technology;

and institutional arrangements and capacity building.

"The policy recommends both micro and macro changes that involve small rectifications at the level of the local agencies and departments as well as larger policy decisions to boost the trading as well as logistics sectors," said a senior Delhi govt official.

Improvement of vehicular circulation, encroachment removal, parking management, integrated platform for freight data, capacity building and skill

development, promotion of logistics service aggregators, relocation of logistics infrastructure to the periphery, fire safety infrastructure for congested markets, and provision of basic amenities for drivers and support staff are a few of them.

The policy has also recommended setting up a network of freight villages or urban consolidation and logistics distribution centres at the periphery of the city along Delhi-Jaipur, Delhi-Faridabad highways and Delhi-Meerut expressway.





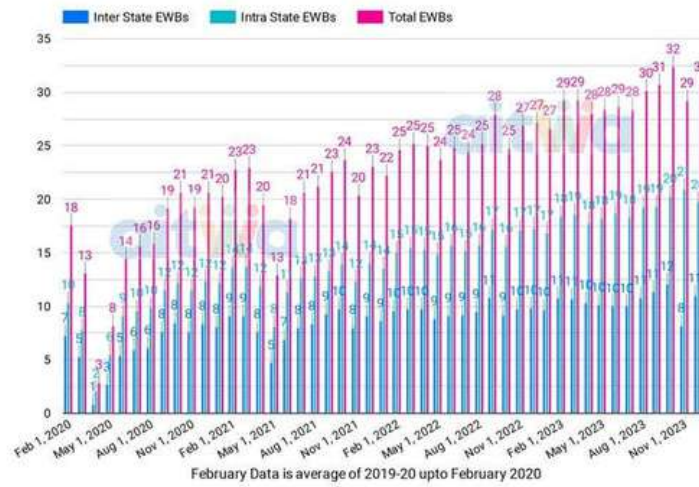
Eway Bill Dashboard

Developed & compiled by

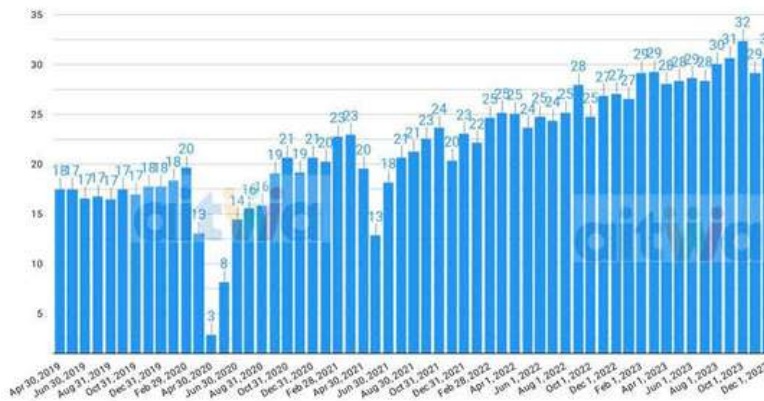


Last updated on 8th Jan 2023 | Data as on 30th December 2023

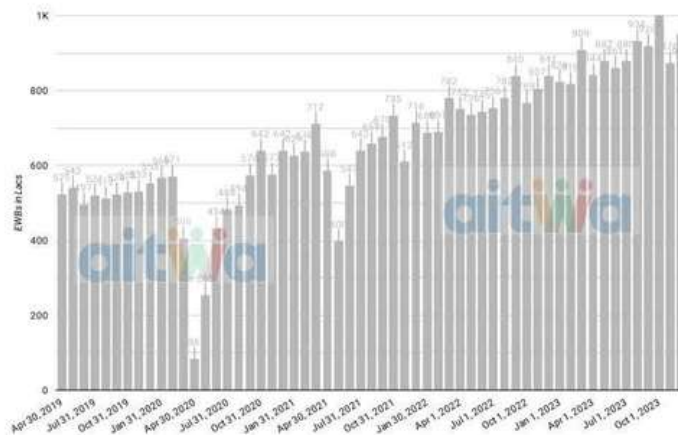
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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





### Diesel Dashboard

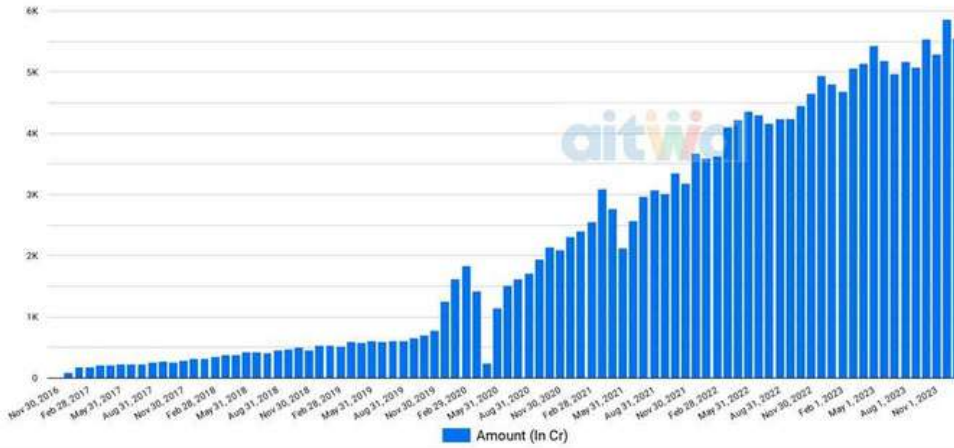
Last updated on 5th December 2023 | Data as on 30th November 2023

Diesel Price Average of 4 metros since 2017



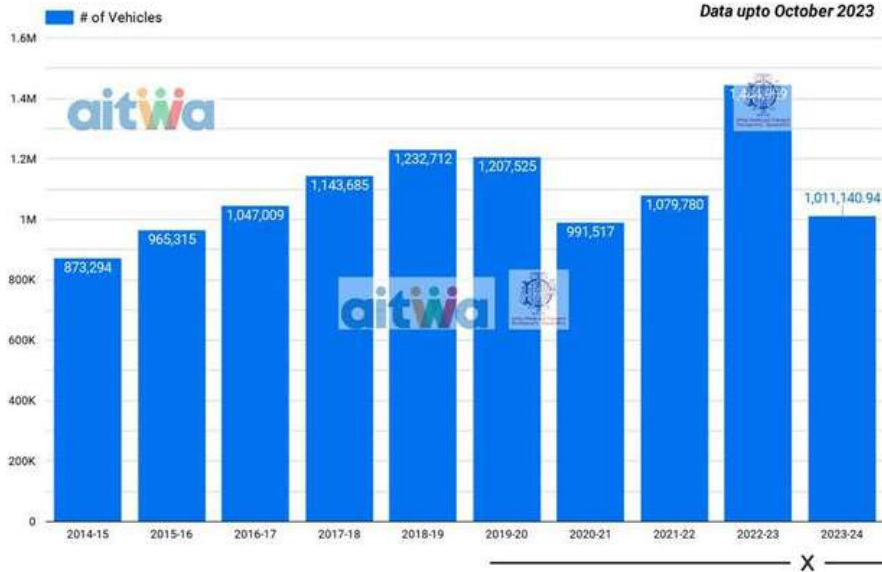
### Toll Collection Dashboard

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.)**

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To Dec.		
		Dec. 2023	Dec. 2022	% Change	2023-24	2022-23	% Change
<b>(A) 15 International Airports</b>							
1	Chennai	28024	27152	3.2	249736	261393	-4.5
2	Kolkata	14369	10537	36.4	108288	103160	5.0
3	Goa	573	635	-9.8	4369	4653	-6.1
4	Srinagar	639	532	20.1	7233	7653	-5.5
5	Bhubaneswar	765	871	-12.2	10780	7868	37.0
6	Calicut	1510	1494	1.1	13318	10379	28.3
7	Coimbatore	832	769	8.2	6516	7222	-9.8
8	Varanasi	439	416	5.5	3743	3798	-1.4
9	Amritsar	233	156	49.4	2564	1792	43.1
10	Trichy	542	518	4.6	4873	4891	-0.4
11	Portblair	696	667	4.3	4463	4929	-9.5
12	Imphal	654	849	-23.0	2289	6182	-63.0
13	Vijayawada	89	112	-20.5	550	1032	-46.7
14	Tirupati	6	0	-	24	87	-72.4
15	Kushinagar	0	0	-	0	0	-
Total		49371	44708	10.4	418746	425039	-1.5
<b>(B) 6 PPP International Airports</b>							
16	Ahmedabad	9128	8080	13.0	78986	69918	13.0
17	Lucknow	1780	1327	34.2	15597	11571	34.8
18	Guwahati	1555	2000	-22.3	14774	17664	-16.4
19	Jaipur	1668	1396	19.5	14590	12933	12.8
20	Trivandrum	1133	1238	-8.5	13695	12566	9.0
21	Mangalore	173	351	-50.8	1510	3312	-54.4
Total		15436	14392	7.3	139151	127964	8.7
<b>(C) 7 JV International Airports</b>							
22	Delhi (DIAL)	84572	73241	15.5	731824	676884	8.1
23	Mumbai (MIAL)	71309	65402	9.0	599700	585304	2.5
24	Bangalore (BIAL)	37380	34375	8.7	324022	311712	3.9
25	Hyderabad (GHIAL)	12308	12100	1.7	110634	107508	2.9
26	Cochin (CIAL)	4945	4025	22.9	44504	44080	1.0
27	Nagpur (MIPL)	774	685	13.0	6062	6970	-13.0
28	Kannur (KIAL)	204	243	-16.0	2541	2924	-13.1
Total		211492	190071	11.3	1819287	1735382	4.8
<b>(D) 2 ST Govt./Pvt. INTL Airports</b>							
29	Shirdi	9	23	-62.3	223	537	-58.5
30	Goa (MOPA)	235	0	-	925	0	-
Total		244	23	-	1148	537	-
<b>(E) 10 Custom Airports</b>							
31	Pune	3297	3163	4.2	28808	31372	-8.2
32	Patna	742	966	-23.2	7077	9590	-26.2
33	Chandigarh	953	437	-	5807	8060	-28.0
34	Indore	861	894	-3.7	7696	8094	-4.9
35	Bagdogra	812	728	11.5	6499	7023	-7.5
36	Visakhapatnam	256	315	-18.7	2990	3496	-14.5
37	Surat	401	306	31.0	4163	3808	9.3
38	Madurai	300	210	42.9	2516	2436	3.3
39	Aurangabad	79	102	-22.5	586	996	-41.2
40	Gaya	0	0	-	0	0	-
Total		7701	7121	8.1	66142	74875	-11.7
<b>(F) 74 Domestic Airports</b>							
41	Ranchi	494	475	4.0	4507	5000	-9.9
42	Raipur	395	553	-28.6	3768	4602	-18.1
43	Dehradun	102	97	5.2	1685	1211	39.1
44	Jammu	79	153	-48.4	603	1255	-52.0
45	Agartala	367	287	27.9	1837	3479	-47.2
46	Udaipur	29	45	-35.6	157	310	-49.4
47	Leh	139	219	-36.5	1284	1327	-3.2
48	Bhopal	213	270	-21.1	2046	2329	-12.2
49	Vadodara	223	174	28.2	1862	1679	10.9
50	Jodhpur	9	0	-	69	0	-
51	Rajkot	0	69	-	365	685	-46.7
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	76	106	-28.2	1039	1055	-1.5
54	Darbhanga	27	3	-	388	260	49.2
55	Prayagraj	2	20	-90.0	26	88	-70.5
56	Rajahmundry	1	1	0.0	15	11	36.4
57	Jabalpur	0	26	-	0	132	-
58	Silchar	23	36	-36.1	416	608	-31.6
59	Hubli	17	3	-	96	36	-
60	Belgaum	2	1	-	5	35	-85.7
61	Dimapur	219	99	-	1263	966	30.7
62	Kanpur(Chakeri)	18	13	38.5	94	118	-20.3
63	Jharsuguda	9	5	80.0	67	34	97.1

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To Dec.		
		Dec. 2023	Dec. 2022	% Change	2023-24	2022-23	% Change
<b>(F) 74 Domestic Airports</b>							
64	Gwalior	0	8	-95.5	10	70	-85.2
65	Tuticorin	0	0	-	3	1	-
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	26	30	-13.2	130	143	-9.1
69	Bareilly	0	0	-	0	0	-
70	Juhu	25	30	-17.1	235	221	6.3
71	Agra	5	0	-	33	0	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	50	0	-	132	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	Kishangarh	0	0	-	0	0	-
84	Agatti	5	3	77.3	45	32	41.6
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)	1	0	-	3	7	-57.1
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)	46	0	-	84	0	-
114	Ayodhya	0	0	-	0	0	-
Total		2603	2726	-4.5	22268	25694	-13.3
<b>(G) 21 St.Govt. / Pvt Airports</b>							
115	Durgapur	8	35	-77.2	425	473	-10.2
116	Lengpui(aizwal)	137	47	-	656	361	81.8
117	Nasik(Hal ozar)	115	0	-	115	0	-
118	Jagdalpur	0	0	-	0	0	-
119	Bilaspur	0	0	-	0	0	-
120	Kurnool	0	0	-	0	0	-
121	Sindhudurg	0	0	-	0	0	-
122	Vijayanagar	0	0	-	0	0	-
123	Bangalore(HAL)	0	0	-	0	0	-
124	Bidar	0	0	-	0	0	-
125	Pasighat	0	0	-	0	0	-
126	Rourkela	0	0	-	0	0	-
127	Jeypore	0	0	-	0	0	-
128	Jamshedpur	0	0	-	0	0	-
129	Nanded	0	0	-	0	0	-
130	Pithoragarh	0	0	-	0	0	-
131	Mundra	0	0	-	0	0	-
132	Ziro	0	0	-	0	0	-
133	Hisar	0	0	-	0	0	-
134	Shivamogga	0	0	-	0	0	-
135	Utkela	0	0	-	0	0	-
Total		260	82	-	1196	834	43
<b>(H) Other Airports</b>							
Grand Total (A+B+C+D+E+F+G+H)		287107	259123	10.8	2467938	2390325	3.2



**OCEAN FREIGHT  
TRAFFIC HANDLED AT MAJOR PORTS  
(DURING APRIL TO JANUARY'2024\* VIS-A-VIS APRIL TO JANUARY'2023)**

(\*) 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	Containers TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23										
KOLKATA	TRF APRIL-JAN., 2024	222	379	29	650	6	2392	8278	540	2484	14440											
	TRF APRIL-JAN., 2023	254	981	-	289	10	2268	7109	479	3318	14229	1.48										
Haldia Dock Complex	TRF APRIL-JAN., 2024	7966	4242	1440	96	369	18031	1664	91	7824	41632											
	TRF APRIL-JAN., 2023	8152	3933	420	55	341	17475	1697	85	8089	40162	3.66										
TOTAL: SMP, KOLKATA	TRF APRIL-JAN., 2024	8188	4621	1469	746	375	20423	9942	631	10308	56072											
	TRF APRIL-JAN., 2023	8406	4914	420	344	351	19743	8806	564	11407	54391	3.09										
PARADIP	TRF APRIL-JAN., 2024	31318	1584	21361	422	4431	12599	159	10	7290	119851											
	TRF APRIL-JAN., 2023	30865	1614	13738	460	4102	11565	164	10	6968	109282	9.67										
VISAKHAPATNAM	TRF APRIL-JAN., 2024	15444	1428	12774	1492	1435	5964	9281	566	10747	67328											
	TRF APRIL-JAN., 2023	13350	1670	11509	1259	1251	11555	6845	423	9808	61632	9.24										
KAMARAJAR(ENNORE)	TRF APRIL-JAN., 2024	4094	136	-	-	-	18163	10778	558	2336	37217											
	TRF APRIL-JAN., 2023	4038	108	-	-	-	18560	8956	464	3142	36340	2.41										
CHENNAI	TRF APRIL-JAN., 2024	12129	1214	714	-	252	-	25667	1330	3079	43055											
	TRF APRIL-JAN., 2023	11693	1226	113	-	255	-	23937	1240	3836	41060	4.86										
V.O.CHIDAMBARANAR	TRF APRIL-JAN., 2024	411	998	-	730	648	8022	7153	607	3811	33902											
	TRF APRIL-JAN., 2023	257	1006	25	622	675	8140	4293	615	4081	31395	7.99										
COCHIN	TRF APRIL-JAN., 2024	20188	528	-	-	190	-	8330	604	990	30226											
	TRF APRIL-JAN., 2023	17911	438	-	-	129	-	8319	580	1213	28010	7.91										
NEW MANGALORE	TRF APRIL-JAN., 2024	21588	2273	3984	474	46	5274	2362	165	756	37579											
	TRF APRIL-JAN., 2023	22287	2003	1781	452	66	3206	878	139	1059	33712	11.47										
MORMUGAO	TRF APRIL-JAN., 2024	476	334	3987	118	-	3046	5690	-	3464	17115											
	TRF APRIL-JAN., 2023	481	222	1711	75	-	2301	6173	28	2784	13775	24.25										
MUMBAI	TRF APRIL-JAN., 2024	32950	1461	4569	381	87	6677	-	156	15	55360											
	TRF APRIL-JAN., 2023	31338	1396	5043	227	107	5413	-	200	19	52814	4.82										
J.N.P.A.	TRF APRIL-JAN., 2024	2866	2082	-	-	-	-	64244	5271	1443	70635											
	TRF APRIL-JAN., 2023	2699	2596	-	-	-	-	62396	4985	1082	68773	2.71										
DEENDAYAL	TRF APRIL-JAN., 2024	53273	9082	1108	2814	238	15317	179	7273	449	109274											
	TRF APRIL-JAN., 2023	51702	9838	741	3334	93	18387	355	7125	413	115700	-5.55										
ALL PORTS	TRF APRIL-JAN., 2024	202925	25741	49966	7177	7702	105949	54540	150321	10206	677614											
	TRF APRIL-JAN., 2023	195027	27031	35081	6773	7029	107368	48928	141052	9455	646884	4.75										
% Variation from previous year												4.05	-4.77	42.43	5.96	9.57	-1.32	11.47	6.57	7.94	-6.75	4.75

Source: I.P.A.



# Electric Vehicles



**T**o facilitate the development of Motor Vehicles running on non-fossil fuels like CNG, Bio-CNG, LNG, EV, Biofuels, etc. the Ministry of Road Transport & Highways has notified mass emission standards in respect of blends of ethanol with gasoline, flex-fuel, Biodiesel, Bio-CNG, Liquefied Natural Gas (LNG), blends of Methanol with gasoline, dual fuel, Hydrogen etc.

The steps being taken by the Ministry of Road Transport and Highways to promote adoption of Electric Vehicles (EVs) in the country are as under:-

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

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

(iii) Ministry of Road Transport and Highways, vide GSR 525(E) dated

2nd August, 2021 has exempted Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

(iv) Ministry of Road Transport and Highways has issued a notification vide GSR 302(E) dated 18th April, 2023 to issue All India Tourist Permit for battery operated vehicles without payment of any permit fee.

(v) Ministry of Road Transport and Highways has notified GSR 167(E) dated 1st March 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123.

(vi) Ministry of Road Transport and Highways has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.

(vii) Ministry of Road Transport and Highways has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.

Ministry of Heavy Industries has implemented following three schemes for promotion of adoption of electric

vehicles in India:-

(i) Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India (FAME India):- The Government notified Phase-II of FAME India Scheme initially for a period of 5 years w.e.f. 01st April, 2019 with an outlay of Rs. 10,000 Crore which further enhanced to Rs. 11,500 Crore.

(ii) Production Linked Incentive (PLI) Scheme for Automobile and Auto Component Industry:- The Government on 15th September, 2021 approved the PLI Scheme for Automotive Sector with a budgetary outlay of Rs. 25,938 crores. The scheme provides incentives up to 18% for electric vehicles.

(iii) Production Linked Incentive (PLI) scheme, 'National Programme on Advanced Chemistry Cells (ACC) Battery Storage':- The Government on 12th May, 2021, approved PLI Scheme for manufacturing of ACC in the country with a budgetary outlay of Rs. 18,100 crore. The scheme envisages to establish a competitive ACC battery manufacturing set up in the country for 50 GWh. Additionally, 5GWh of niche ACC technologies is also covered under the Scheme. These ACCs used in batteries which are aimed to promote the widespread adoption of EVs.





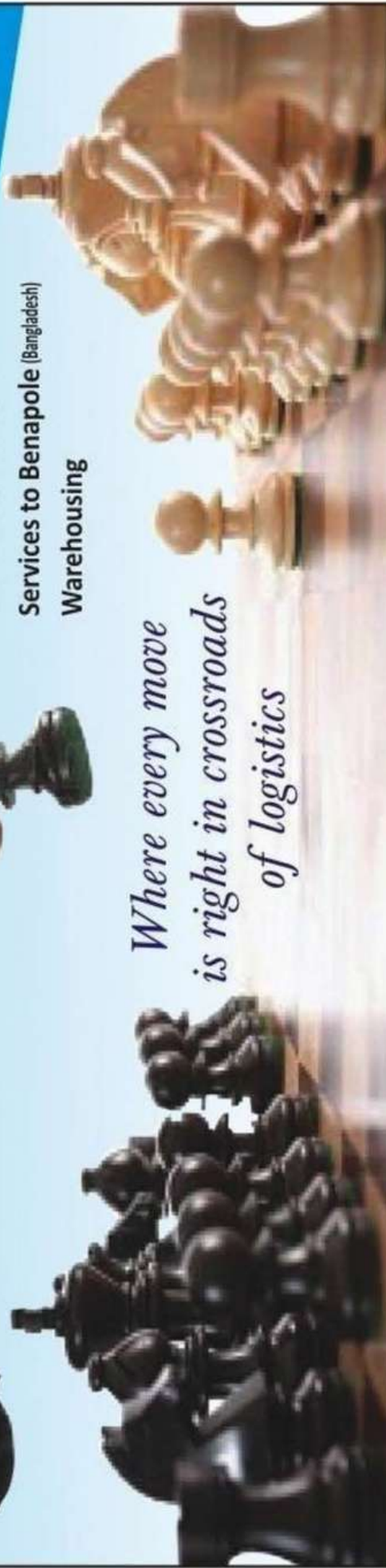
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