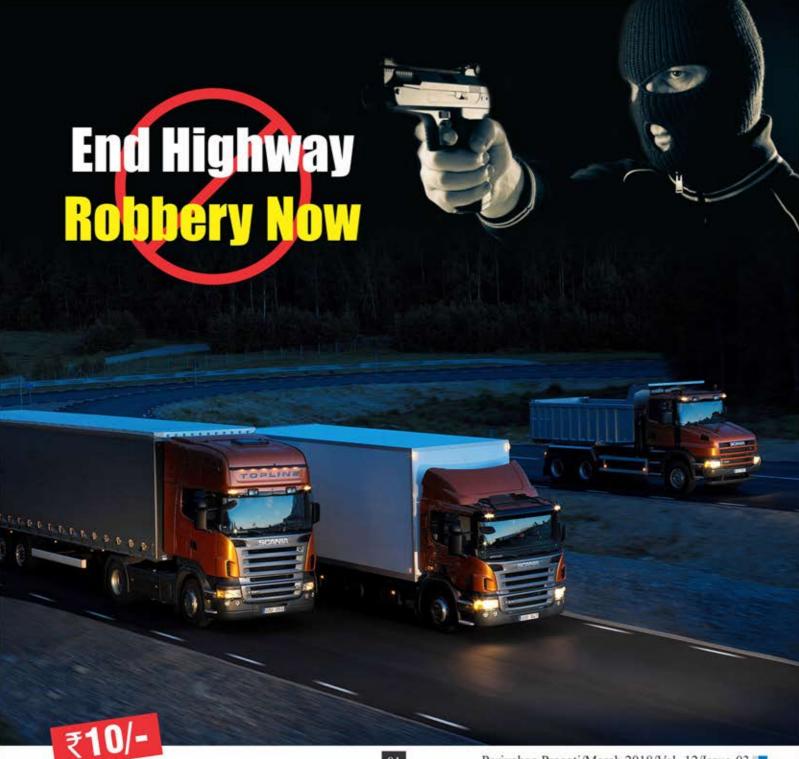
Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry









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Highway Robbery -A Roadblock In Progress!



Mahendra Arya, Editor-in-Chief

ighway Robbery is a form of crimes in India in which the target is the goods on move through the length and breadth of the country. Our society at large is infected by criminals who find it convenient to indulge in crimes to make their living. In the early part of this millennium, Maharashtra witnessed

unprecedented rise in highway crimes on NH 8 and NH 160. On both the highways, there are hilly terrains. When vehicles go uphill, they tend to slow down due to the laden weight. The organized gangs used to come in open Jeep or other vans with guns and various weapons mainly during the night time. They would climb on top of the running vehicles, cut the ropes on top, tear the tarpaulins and remove cartons and boxes from

the top. The general target was medicines, being low weight and high value products. The tracking of medicineladen trucks used to start from the point of loading and the message used to be sent through phones.

The association at Mumbai, Bombay Goods Transport

Association (BGTA), took a strong step with the help of state government and started security camps on these highway, where all the trucks carrying medicines will stop and move in a convoy together along with two gunmen. The security was needed to pass through the hilly terrain only. This yielded results and the highway robbers had to

> wind up their operations from these routes. This gives us an idea that even highway robbery can be tackled by the efforts of government in consultation with transport associations.

In Uttar Pradesh, an integrated emergency service - UP 100 - was launched by the previous government headed by the Samajwadi Party. The idea was to have 3200 four wheeler/1600 two-wheeler vehicles with GPS system which will be sent to the

spot for action. The project was to be managed from an ultra-modern control room in Lucknow and benefits were supposed to reach the urban as well as the rural population - an immediate relief to the victim was what the project strived for. The current Chief Minister, Yogi Adityanath,

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has also praised the project and stated that the module should be replicated in other states as well.

And yet a family of eight was attacked in the daylight by robbers on Yamuna Expressway, killing one man and assaulting and raping the women present. No doubt the case triggered fresh criticism of law and order in the country's most populous state. But most importantly it has questioned the government intent towards 'highway robbery' and 'how safe our highways are?'

For logistics carriers, this is not a new concern but they are worried about the gravity of the issue. Very recently one of the community members, M/s. OM Logistics Limited, appealed to the Road and Highway ministry that something of greater magnitude should be done to end the highway robbery. One of their consignments was attempted to loot by breaking the seal and lock on National Highways in the state of Madhya Pradesh. Though the robbers could not break the extra heavy lock installed on the back door of the container, nevertheless it is scary to pass by highways.

A truck driver's life in India is not easy; in fact, it is full of danger and insecurities. Lack of proper system for drivers mean they are debarred from good health, working hours, payment, poor infrastructure and etc. Plus, an unsafe life at the highways has resulted in discouragement for youth,

A truck driver's life in India is not easy; in fact, it is full of danger and insecurities

to take up the job as truck drivers. This has also created a crisis of drivers in the industry, according to a statement of union minister for Road Transport and Highways, there is a dearth of 22 per cent truck drivers in India, which is making life difficult for small goods transport firms and causing a huge economic loss for the country.

The non-availability of proper facilities in the industry also compelled drivers on occasions to become aids of robbers. The latest incident in Berhampur, Odisha, where the driver himself had hatched a conspiracy to loot the cash from the truck is a case study to refer to. Cash worth Rs 20.80 lakh, two mobile phones along with a car were looted, which were finally seized from the three arrested accused robbers.

Though Ministry for Road Transport and Highways has been focusing on the infrastructural development of roads and highways, lack of strong initiatives towards ending the highway robbery may result in nothing exclusive. In

In the literal sense, what will be the value of infrastructure if it is not used in an extensive manner?

the literal sense, what will be the value of infrastructure if it is not used in an extensive manner?

Today when the entire stretch of highways is broken into small segments for the toll collection purpose; why not the security of highway for a given segment should be made a part of the package of responsibilities which get compensated through the toll paid. In this fashion, there will not only be a crime-free movement of goods across all highways; but also there will be huge employment generation for retired army and police personnel. The cost added will be small but the benefits reaped by the country will be enormous.

Applying new technologies like GPS system, finding innovative ways like establishing halting stations and



implementation of the task force are necessary measures for the government to initiate at earliest without which the issue of highway robbery is never going to end. And, the contribution of the main catalyst of Indian economy - the goods road transport industry - will dip down and down. As for consignment firms, they should take all the measures possible to safeguard their goods carrying containers. Be it heavy lock, putting a CCTV camera or implanting GPS system. Time has indeed arrived to set things at bay and let the trucking industry glow and grow.

Last but not the least; the police stations located on or near the highways need to be more sensitive towards drivers, when they reach the police station for reporting the crime. The standard practice throughout the nation is to discourage the driver to get any FIR done. There are dozens of grounds like jurisdiction, actual location of crime and suspected involvement of drivers, among others, which come handy to the police stations in refusing to register the complaints. The government needs to take clear steps and issue directives to such authorities.

X

'Gangs Of Robbers' Still Haunt Highways In India!

e all know about Road Transport and Highways Minister Nitin Gadkari's ambitious road construction target of 40 km a day. Also, it is an open secret how India has accelerated its roads and highways projects in recent years by taking the pace of highway development to 30 km a day. Moreover, the Government of India has decided to invest Rs. 7 trillion (US\$ 107.82 billion) for the construction of new roads and highways over the next five years in the country.

Besides, Finance Minister Arun Jaitley has been giving the clear picture of the Modi-led government's intentions through his budget plans in the past four years. The Union

The Union Budget 2018-19 has allocated a total of Rs. 71,000 crore, which is up from Rs. 64,900 crore in the current fiscal, for the Ministry of Road Transport and Highways

Budget 2018-19 has allocated a total of Rs. 71,000 crore, which is up from Rs. 64,900 crore in the current fiscal, for the Ministry of Road Transport and Highways. Not just this, the government's recent policies like Goods and Services Tax (GST), major investments in infrastructure development, relaxed FDI regulations and increased technology adoption, have given a major boost to the transport and logistics sector in India. Resulting, rating agency ICRA projected the sector to grow by 9-10 per cent per annum.

But there seems a major roadblock in this perfect plan; and it is the troublemaker, highway robbers. From intercepting truck drivers on highways to attacking them while they



Pradeep Singal
National President, AITWA

fast asleep, and taking them on gunpoint to jumping onto the trucks while driving close to them, the gangs of highway robbers are gaining more courage with each passing day. It is not about the monetary losses alone but the life of truck driver goes on stake too. This is not only



earning a bad name for the transport and logistics industry but leaving it paralyzed too.

And above all, the situation is worst in Uttar Pradesh and Bihar. And government reports had seconded this. For truck drivers traversing a national highway in Uttar Pradesh can possibly turn to be their worst nightmare as the state accounts for the highest number of highway robberies and thefts across India. As per the statistical data released by the National Crime Record Bureau (NCRB),

For truck drivers traversing a national highway in Uttar Pradesh can possibly turn to be their worst nightmare as the state accounts for the highest number of highway robberies and thefts across India

out of the 84,000 cases of dacoity and thefts on the highways across the country in 2014, Uttar Pradesh topped the list with 65,000 cases, which is around 80 per cent of the total. Further, the State Crime Record Bureau (SCRB) 2015 data highlighted that as many as 2,250 cases of robbery were reported across the highways and roads in the state of Uttar Pradesh.

Though the state police have started to patrol busy and deserted highways for the safety of the commuters, there



is a lot that needs to be done in this regard. And ensuring prompt rescue and relief of the victims after accidents is extremely important. Besides, the victims of highway robberies struggle to get the incident reported at police stations. And, this becomes worse when the crime happens at a spot with multi-state barriers. Undoubtedly, delay in lodging an FIR pushes back investigation a lot. Victims of highway crime should be allowed to lodge the FIR irrespective of the location and jurisdiction so that investigation does not suffer.

Moreover, All India Transporters' Welfare Association (AITWA), on many occasions, has urged the Government of India to establish a special central task force to put highways on order. Not just this, it is high time Indian

highways get basic roadside amenities, including rest houses, eating joints and healthcare facilities. Highways need to be made smarter with the installation of automated number plate recognition (ANPR) cameras. While the



government does its part, truck drivers need to grow smarter than robbers on the highways. From using double security locks for rear gates to getting alarmed by vehicles

Highways need to be made smarter with the installation of automated number plate recognition (ANPR) cameras

chasing them for long, truckers also need to embrace new technologies like GPS tracking and fleet management systems.

Apart from highway robbers, truckers also complain of more frequent checks from 'flying squads' across states than the pre GST launch, which holds up cargo movement for days. Though the GST roll-out caused check-post abolition in the majority of states, truckers started to report about the menace of tax officials on highways after the calm of few days.

While taking many positive steps to eradicate problems of logistics carrier community, the Government of India is not helping the goods transport industry alone but is also ensuring that contribution of this industry towards nation building does not dip down. From the view point of the goods transport fraternity, they will always go strength to strength with the government to make India shine.

X

A Few Wiser Steps... And You Are Far Away From Highway Robbers!



Ashok Gupta, Hon. General Secretary, AITWA

tudies have shown that multiple factors attribute towards the occurrence of a highway crime, including a variety of geographical characteristics. Suggestions are being offered that the environmental features of the interstate system have a maximum influence on highway robbery. Which is why, when we learn about a crime, we often discover that it is woven around an interstate border. Therefore, it is not a preferred spot-ofsurprise that reports have been crime for robbers triggering the panic button towards the interstate exits, highlighting their significant roles, in increasing the highway robbery.

adjacent to highways In India, highways are the lifeline of people. They not only connect people of are more attractive one region to another but also act as the for committing a medium of movement of commodities. Around 70 per cent consignments reach their crime destinations through the highways, but then, there is always a risk involved to deliver the consignments safely, as criminals have made highways the happiest hunting ground. Undoubtedly, highways are

the preferred spot-of-crime for robbers as locations adjacent to highways are more attractive for committing a crime. These are well thought-out plans. The multiple interstate exits open the door for offenders to quickly escape from the scene of a crime, making it nearly Undoubtedly,

impossible for police-force to chase them since Police is a State subject and they don't cross over to another State without official permissions. These cases lay unsolved for years or dumped for lack of evidence, making a heavy loss to the freight operators.

Though, for decades highway robbery has been a regular challenge for the goods transport fraternity, the community has not accepted it as their way of life and for them, the issue is a prime concern, because it is they who have had sleepless nights and whose growth is severely affected. What is even more alarming now is that the crimes on highways do not wait for darkness to fall, they happen even during daylight - with impunity - raising serious questions about security and



highways are the

as locations

safety measures of passersby. The situation is going from bad to worse and its effect can be clearly witnessed in the mental state of truck drivers, who are leaving the industry for bus driving or local driving to lead a safe and comfortable life. This has therefore resulted in a crisis of truck drivers in the goods transport industry.

On the other hand, the central government is pumping in money for development, and are building roads and putting up offices and taking all the initiatives to make roads better. In this drive; the government has been able to reduce the number of road accidents but nothing convincing is being done to end highway robbery. According to a statement tabled in the parliament, the highest cases of road rage and robberies on highways were registered in Uttar Pradesh, Maharashtra and Bihar in recent years. The statement highlighted that the latest figure says that out of a total 15,566 incidents of rage and robberies on national highways, around 3,121 were registered in Maharashtra, followed by 2,250 in Uttar Pradesh and 1,236 in Bihar.

While the government needs to focus on a lot of areas to end the issue of highway robbery and relieve the transport community and passers, the following are a few points that can be implemented at earliest to end the menace called highway robbery.

Welcoming new technologies - The government/ authorities must make use of the new technologies for detecting robbery cases. Installation of automated number plate recognition (ANPR) cameras on certain points, after

In the long run, it will help to identify culprits and in arresting them in shortest possible time

regular intervals, across all the states will help the investigating authorities of all states to trace the vehicle registration number of suspects involved in a crime. In the long run, it will help to identify culprits and in arresting them in shortest possible time. This is already being applied across a few states.

A special central task force - A central government run task force should be created to especially guard the highways. This will really give the highway users some confidence. Even travelling at night would easily be possible and truckers will be able to contribute towards economy even more.

Employing a network of local people - Police can engage a network of local people to be in constant touch with police and get information about notorious activities woven around the highways in advance. This will make it difficult for offenders to escape.

Mandatory to register the FIR - Lodging an FIR for a highway robbery case is really tough. Lots of time gets wasted by police to decide the jurisdiction under which State or police station should take the crime has taken place. So, a Law should be made that an FIR should be made immediately regardless of the location and jurisdiction. The force should be monitored for its efficiency to control the highway robbery cases, after all, transporters are charged with the Rs. 4.5/km toll for using highways.

Rest Houses with safe parking facility - The government should create rest houses on highways at certain intervals, where truck drivers can park their vehicle and rest. The area should be covered with security and CCTV cameras.

Use of RFID tags for toll payment - The latest RFID tags introduced by the government for toll payment can also be use for tracking the devices and to check which vehicle passed thru which toll plaza at what time.

For sure, highway robbery is an issue which is not in the range of the government alone to end. Without the support of logistics carriers and the commuters, the issue will not face its deserved end. The service provider can implement the following measures.

Use of sealed lock/heavy lock - This will give the much needed extra protection to the freight. Even if the robbers break one layer of the lock, it will be tough to break the other layer, thus, offering another layer of protection to the consignment.

Installing GPS trackers - The right GPS tracking system helps companies track their vehicles in most simple and effective way. It allows fleet managers to observe vehicles remotely, receiving information about vehicle location, the direction of travel and status of the unit. Its unique proposition of improving coordination, bettering fleet management and helping not to be robbed, has made it very popular amongst businesses and government agencies as they can recognize the benefits of this system.

Installing CCTV camera - CCTV camera at the back door of freight container and also in the front will help capture images of vehicles and person(s) trying to rob the freight. This will alert the driver and precautionary measures can be taken to combat robbers.

Driving with a strategy - Truck drivers need to be little smart. They can plan out a strategy for driving and apply the formula to decide where to halt and when to keep driving. When a bunch of trucks will drive as a unit, the robbers will find it tough to attack a particular truck.

Proper implementation of these points by government/ authorities and safety measures in the right direction taken by the logistics carrier community will close the door for highway robbers.

End Highway Robbery Now



There is not even an iota of doubt that India sees road building as the route to prosperity. Not just this, the Government of India has realized that national highways are nothing short of economic backbone of the country as they carry 60 per cent of the road freight and 85 per cent of the passenger traffic. Undisputedly, national highways are arterial roads connecting state capitals, rail junctions and ports. And, this seems to be the clear inspiration behind the Rs. 5.35-trillion Bharatmala programme where 34,800 km of national highways will be developed.

In addition, the Union Budget 2018-19 for the road sector

Notably, Rs. 71,000 crore has been allocated specifically for the development of national highways in the country

is Rs. 1.21 lakh crore. Notably, Rs. 71,000 crore has been allocated specifically for the development of national highways in the country. Further, the government plans to connect all villages in the country through a road network by 2019, as against 2022 previously, under the Pradhan Mantri Gram Sadak Yojana (PMGSY). Besides, the Ministry of Road Transport and Highways (MoRTH)



intends to take the total of projects awarded in FY 2017-18 to 20,000 km and targets to award projects of 25,000 km in FY 2018-19.

While the government is focusing on developing road infrastructure in the country, attention needs to be paid





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towards the issues reported by road and/or highway users. From poorly maintained roads to waiting at toll plazas and lack of basic roadside amenities to traffic congestion, it is high time that parallel programmes are run to make the user experience better. Remember poor roads lead to immense problems moving freight thereby holding back national integration and economic growth.

While listing the problems, the increasing cases of highway robberies in India have contributed a lot to the bad name earned by the roads in the country. Recently, an Om Logistics container met an unpleasant event. After starting from Salem, the container driver realized near Lebed bypass that some people were chasing them for a long distance. The driver rushed his vehicle and found near a check post that the container's seal was broken.

In another incidence in Indore, an Om Logistics driver found that someone had broken the seal/lock at the rear gate, and tried to

open the rear gate in the moving vehicle. But fortunately, the material was found intact due to extra lock installed by Om Logistics staff in the container in order to safeguard the valuable material and provide safe and timely delivery of cargo.

Also in a New Delhi case, a gang of highway robbers intercepted a truck carrying mobile phones worth Rs. 1.07 crore on Ring Road near Burari. The robbers had blocked the vehicle's way with a mini-truck and forced the driver to stop on Burari flyover. They told him that he had hit their vehicle and threatened to wreck his truck if he did not pay for the damages. When the truck driver got down, the men overpowered him and dragged him into his truck. Then the driver's hands and feet were tied. Meanwhile, one of the miscreants boarded the truck and started driving towards outer Delhi. They drove around the city for about four

hours before dumping the driver near Tikri border. They loaded the phones on their mini-truck midway near Zakira flyover and parked it in a desolate spot. But the miscreants were tracked down and arrested while they were planning to dispose of the phones.

Recently, Jaipur police have busted a gang of highway robbers involved in looting people on the National Highway 8, which gang used to intimidate

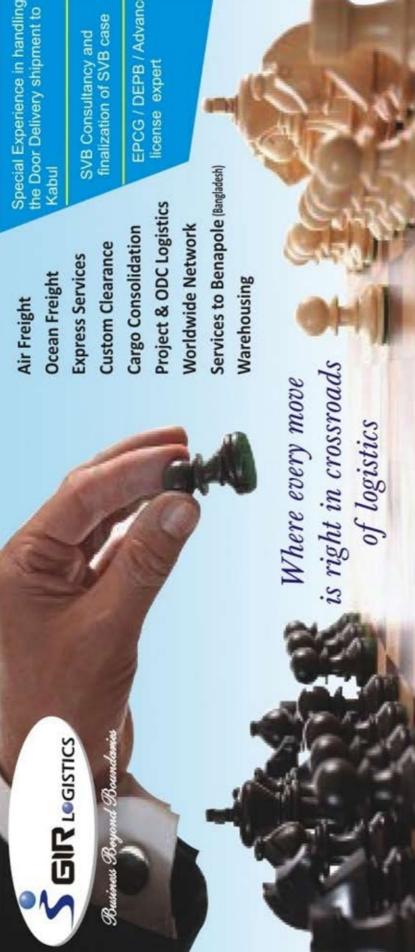
connects the city of Jaipur to the national capital, Delhi. Three persons have been arrested in this connection. Further, police have managed to recover stolen items and an air gun with which the

victims. According to the police, the average age of the robbers is 21 years and they were involved in many incidents of robberies.

Moreover, Special Task Force (STF) and Ujjain police have arrested four persons who are claimed to be highway robbers, in a joint operation. The STF and police teams acted on a tip-off and nabbed them from Ghonsla Chowpati while they were on way to Indore in a white colour Mahindra SUV. During subsequent interrogation, they admitted to having stolen the vehicle from New Delhi



The police claimed that the arrested robbers confessed to having looted a truck laden with MDH Masale on the New Delhi-Karnal Road. Besides, they also accepted to have robbed a truck laden with electronic goods



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and changed its registration plate. They used the vehicle to commit highway robberies. The police claimed that the arrested robbers confessed to having looted a truck laden with MDH Masale on the New Delhi-Karnal Road. Besides, they also accepted to have robbed a truck laden with electronic goods.

While the highway robbery cases are growing with each passing day, the police have listed modus operandi of most gangs of highway robbers in order to aware truck drivers and help them keep any untoward incident at bay. Let's have a look at these!

- · Putting gunny bags of food grains on the third lane of the
- road, which attracts truck drivers and prompts them to stop their vehicles.
- Throwing eggs on the windshield, so that as soon as the driver uses wipers to clean the windshield, the visibility level goes to zero. And the driver is required to stop the vehicle immediately.
- Robbers try to pick up fights by bumping into the vehicle during which they steal and run away with valuables after assaulting the driver.
- Some gangs use smaller vehicles and drive close to the loaded trucks on highways. Robbers jump onto the truck without the driver knowing.
 They cut the tarpaulin, throw out bundles and

hop off. And, the driver learns about the robbery once they reach the delivery destination.

- In most cases, highway robbers attack when the driver is asleep.
- At times, robbers chase a vehicle and when it passes through the countryside or a deserted area during late evening hours, they intercept the vehicle.

At times, robbers chase a vehicle and when it passes through the countryside or a deserted area during late evening hours, they intercept the vehicle

- Also, they pose as someone asking for either lift or help from the driver at night in a deserted area.
- · Many a time, robbers air guns to intimidate their victims.

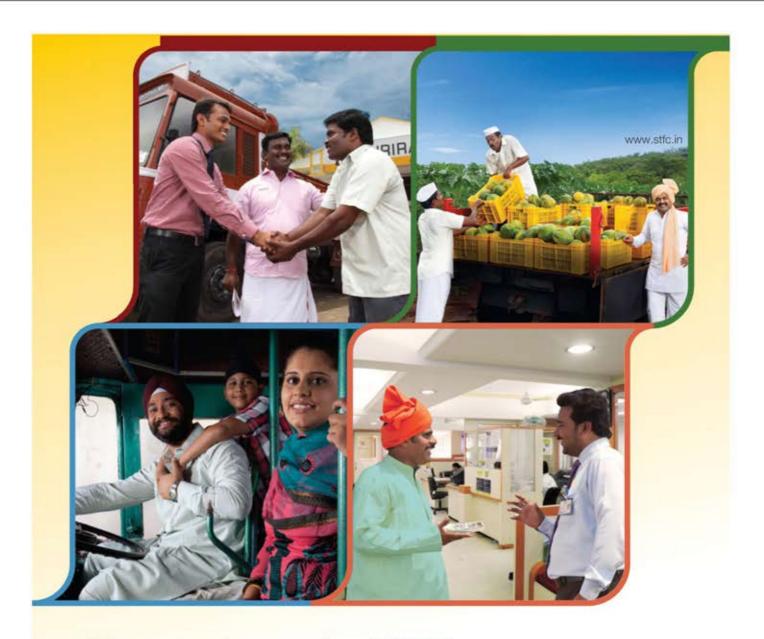
While we have learned about the popular ways to conduct a highway robbery, it is time to know how truckers can be safe on Indian roads.

- · Using double security locks for containers
- Installing GPS trackers or online fleet management systems
- Also, CCTV cameras can be installed at the back of the vehicle or rear gate



· Not halting at deserted areas at night

On one hand, where we are asking truck drivers to take the above mentioned precautionary measures, it is also necessary that the government establish a special central task force to put the highways on order. Also, there is a need to invest in building roadside amenities, such as restrooms, medical centres and food joints. Further, plans need to be chalked out for installing automated number plate recognition (ANPR) cameras, which not only capture the images of vehicles passing by but their registration numbers as well. Moreover, the victim should be allowed to lodge the FIR related to the highway robbery irrespective of the location and jurisdiction so that investigation can begin at the earliest.



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The Keys To G Suite

G Suite Workshop

This was a two-day program conducted by TNS (Technology Never Sleeps) and the prime objective of the exercise was to provide specialised workshop training to the participants, to utilize technology to enhance productivity using the Google G Suite.

Amazing aspect of this program was that though all of us were fairly familiar with Google Gmail, there were a number of commonly known tools which we did not



realise the importance of and hence did not bother to master. The training was held for two days by Sanjeev Jain, the MD of the company, very ably assisted by Dheeraj and Yash who went to great lengths to ensure that the nuances of all the points taught were well understood by all participants.

The process started with the entire basics of the use of the Gmail application. Simple, you would say - of course it is, once you know it. The youngsters in the batch of 35 had been operating computers all their working life and the seniors for over 20, but amazingly, we had not got around to using most of the features shown in this training. It was clear that though fairly well-versed with Google, having used it for years, we still obviously had a lot to learn. There were still a number of commonly known tools which we still had yet to be comfortable with.

Google has much more to offer than just email. Other applications like Google Calendar, Drive, Docs Sheets, Slides, Forms, Shortcuts, etc., also have many layers to them and can be tweaked to provide optimum output. In fact, it is possible to build free websites, intranets, project sites, training sites, etc. The undersigned learnt how to use Voice typing to his advantage during the program and much of this particular page has been drafted specifically using the Voice typing application.

Comparison between G Suite and MS Office was very interesting as the latter's tools have been the benchmark, till now. Some invaluable features in Google include centralised cloud storage, hence there is no need to invest in expensive servers; audit trail with saving of various

versions of a document: Translate into 20 languages; systems can be automated to integrate with hundreds of apps like CRM, ERP, Marketing, and more; in-built single sign in to all Google Apps, etc.

Quite a bit of effort went into the exercises to grasp the use of Google Sheets which are similar to Excel. The program for today was well designed and gave a very clear picture of what can be used to advantage from Google tools.

A Word/Excel/PowerPoint file can be converted to a Google doc/sheet/slide which will get stored in zero space. The same can be done with Google pictures and photos. Google sites create free websites and also get domain address, build Intranets, project sites, training sites, etc. automate systems and processes, connect to hundreds of applications for CRM, ERP, marketing, etc. translate in 20 languages, dictate docs instead of typing them, scan documents, share big files upto 1TB easily and save unlimited revisioning of all docs.

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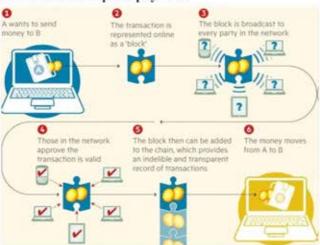
ENABLING BLOCKCHAIN AND IoT FOR LOGISTICS



Presentation by Pradeep Luthria at the ACFI (Air Cargo Forum of India) Interactive Summit on Jan. 31, 2018.

The report on the ACFI meet was published in the Feb'18 issue of Parivahan Pragati. However, since the subject here is of great interest to our industry, permission was taken from the author of this presentation to print it in this magazine. The primary details presented are to the credit of Pradeep Luthria alone. The undersigned has only tried to convert the Power Point slides to a more readable format and added the last winding-up section to provide greater clarity to segments of the logistics industry and laypersons not as familiar with the new emerging technologies, to enable them to upgrade their processes and add value to their customers.

Blockchain example of payment



Issues in today's Supply Chain

Among them are lack of transparency, security, traceability, etc. Other issues like corruption, tax evasion, inaccurate/inefficient contracts, port and traffic congestion, etc., can also impede the three dimensions of sustainability factors—Economy, Society and Environment.

How will Blockchain Help?

Blockchain has the potential to change the entire economic world.

• It can replace most of the slow and manual processes which are dependent on paper. • By recording those values on blocks, the results of these processes can be seen at all ends at the same time, which makes most steps in the shipping process very fast. • It will strengthen traceability and can help identify fake products. • Since all processes can be seen by all parties, at the same time and is almost impossible to delete, it is easy to trace processes, check time stamps and see where products have been so far.



Each Star denotes a write to the Blockchain. So that's Blockchain. Then what's Internet of Things (IoT)?

"Things" = anything fitted with a device which can send/receive data

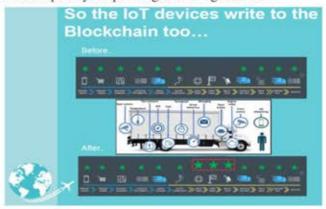
 End to end (E2E) trip visibility with realtime data driving.
 Improved inventory management.
 Better cargo security.
 Meet regulatory compliance requirements.
 Secure reputation and business continuity or, it could be the sensors that help you manage cargo in a variety of ways.

Working IoT with Blockchain, here is why Blockchain is a game-changer for IoT.

Leveraging Blockchain for IoT data offers new ways to automate business processes among your partners without setting up complex and expensive centralised IT infrastructure.

Blockchain's data protection fosters:

- · Stronger working relationship with your partners.
- Greater efficiency as partners take advantage of the information provided. Enable IoT devices to participate in Blockchain transactions. Open the door to invent new styles of digital interactions. Reduce the cost and complexity of operating sustaining business.



Lessons from the Past

In 2006, there was a tainted spinach outbreak where 199 people were infected with a strain of E. coli bacteria in the United States. Public health professionals said that everybody that was sick had consumed bagged baby leaves of spinach.

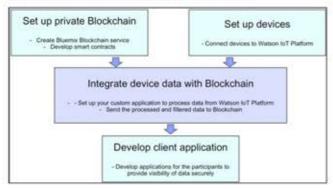
The FDA warned Americans to not eat spinach.

All spinach was pulled nationwide. It took two weeks for the FDA to trace back the source of that spinach to its original farm. For two weeks, no spinach was consumed in the country.

It was then discovered that it was one supplier, one farm and one day's production which caused the problem. The moratorium on spinach consumption impacted all the farmers' livelihoods because the authorities were not able to track the outbreak's origin efficiently.

Blockchain technology enables the ability to track this and other factors, in a very short period of time (e.g., a second). Now, with Blockchain technology, even customers will be able to scan a code on a package and know where that product came from, stored temperature, etc.

The "How To" at High Level, based on IBM Blockchain Fabric Bluemix & Watson IoT



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dnata

CANDAL Network	Angust Services
	lockchain Technology
on Lab, flydubai Cargo, ar	nd IBM Successfully Complete a
sing Blockchain Technolo	ogy for Airfreight Transportation
sition for cargo service delivery thro	ugh the use of blockchein technology. This has sparency for all stakeholders. As a result,
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So if Blockchain & IoT fix all the issues mentioned earlier, now how about Sustainability? The Environment?



Winding-up, we are back to the basic question -What exactly is Blockchain and what does it hold for the future?

To restart where we began – What exactly is Blockchain? Is it artificial intelligence (AI)? Of course, it is not. Is it a storage medium? Yes, it is, but with a significant difference. It is not meant to be kept hidden from prying eyes. On the contrary, data is recorded and sent across to all participants associated with that transaction, in the network. All of them can see it like a distributed/decentralized ledger (like a statement of accounts, inventory, agreement terms, or any other), at the same instance of it being sent. They can all approve the contents as being correct. This will be stored in a sequence and cannot be easily altered. All the participants involved will have an identical copy for their record.

This new technology was developed for Bitcoin originally, after the 2008 financial crisis which made people lose faith in banks as an intermediate party. However, today, many more uses have been identified far beyond just cryptocurrency. Blockchain was also developed to promote secure transactions between individuals, without a middleman to administer the ledger. Just imagine logistics manifests, land deeds, identity documents and licenses, certificates, ownership titles of valuable physical products, like vehicles, jewellery, etc. and it will be difficult to miss the fantastic potential of this amazing new technology. Further, think smart contracts, the life-blood of today's business environment and our government's keenness in improving the ranking in the ease of doing business (EoDB) segment and it will be clear that the possibilities are enormous and far-reaching. Even self-executing agreements based on the Blockchain technology will have much greater credence in enforceability of contracts, major criterion in EoDB.

IoT, in its simplest form is a system of universal sensors connecting the physical world to the Internet. Along with the Blockchain technology, it has far-reaching ramifications in the process of automating the system and making it cost-efficient, secure and tamperproof.

As per a knowledgeable opinion, Blockchain and AI are the two extreme sides of the technology spectrum; one promoting decentralized applications in an open-data environment and the other fostering centralized intelligence on closed data platforms. However, their convergence can lead to an exciting future potential of these emerging new technologies. There are a number of uses which will benefit the public and society at large, hence they need to be encouraged and harnessed to the extent possible. However, criminally determined people have more often than not, found ways and means to get around security issues to satisfy their greed and make a fast buck. This is the reason why our union government is wary about accepting Bitcoin transactions as fool-proof. Time will unfold how secure the new technologies stand up to serious scrutiny and focussed breach efforts. The recent hackings of the US Social Security, Facebook data breach and our own Aadhaar data sale, should be remembered in the background of this statement. Hence, while we go ahead with the promise of this new development, it is the right time to remind people about a basic principle in any transaction-

Caveat Emptor or Buyer Beware.

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- x -

MAKE WAY FOR NATILUS

his is an extension of the presentation given by Pradeep Luthria at the ACFI Interactive Summit on Jan. 31, 2018. It is shown here as a separate article since the subjects are different. Once again, the credit for this content goes mainly to Pradeep Luthria. The undersigned has only presented it in readable format, sourced a little more aesthetic image and offered the concluding section as a summary for laymen and some closing comments.

In 2020, huge unmanned planes of Natilus could carry 100 MT (metric tonnes) of goods across the world. It will match the size / capacity of the B777.



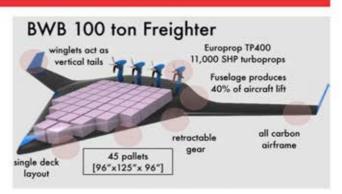
Natilus Overview

- · Started in 2016
- 25+ aircraft programs
- · Venture funded
- · FAA approval
- staff members
- 5 full time/5 contractual Based out of San Francisco

The Mission = To achieve 50% cheaper airfreight as shown in the next image



While the design parameters for flight and cargo capacity appear to have met the standards required, test runs of a smaller prototype are shortly to be performed, leading to the full scale product tests, on the way to full certification.



So, what is Natilus? Is it a Bird? a Comet? a Submarine? Or is it a Drone?

Yes, that's it, but unlike any drone anyone has seen, so far. When produced in full scale it will be a 200 foot-long (B777 size) drone and used, point to point, from a coastal city to reach another coastal city, totally unmanned, taking off on water and landing on water and then moving on to the nearest port for unloading of the cargo.

The USP of air cargo is that it offers speed at high price, whereas Ocean freight offers longer transit times at lower price. The concept of Natilus is to look for that middle ground-the idea of middle price for medium transit times. People are used to comparatively longer end-to-end transit times of 10 days to send cargo by ship. The option to pay a premium to send it by air cargo for same-day arrival will continue to be available in the foreseeable future. In many cases, there could be economic viability for the middle ground that Natilus is targeting, where cargo can be delivered to its destination in about four days, including loading and unloading.

It's too early to predict if Natilus, or anyone else, can successfully develop these massive unmanned aircraft. However, since 2013, when Amazon dramatically announced its plans for drone deliveries, there has been substantial interest in unmanned air cargo operations. Amazon and other companies were talking about using small drones for their deliveries, but an option like what Natilus is planning, would create a niche market segment in current air cargo markets. Natilus is, probably, still several years away from making drone deliveries, but it has opened a whole new chain of thought, the initial basis of most innovation. The ultra large drone concept adds a welcome new dimension to options available to the logistics industry.

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Trade, Transport And Transit Facilitation

in and among Bangladesh, Bhutan, India, Nepal and Myanmar (BBIN+M)



Broad Overview

In the effort to creating an enabling and inclusive policy and political economy discourse and further facilitating implementation and stakeholder buy-in in the Bay of Bengal Region CUTS, (Consumer Unity & Trust Society), a Jaipur based NGO and Policy advocacy group organised a conference at IIC annexe, Delhi.

In the inaugural session, Bipul Chatterjee, ED of CUTS welcomed the very select gathering stating that this sub-region is one of the least integrated in the world. The discourse organised earlier was on managing tariffs, but this time the focus was on connectivity, which was a welcome change, along with the inclusion of Myanmar.

Duncan Overfield, Sr. Regional Economic Advisor, set the tone mentioning that the fastest cross border movement is between US and Canada, where each truck takes an average of 37 seconds. He urged that we have to try to come close as possible to this gold standard, which is based on pre-cleared shipments, great IT and other security norms. Even UK-EU is not that fast. It is important to focus on: (1) Bilaterals; (2) Strong Deliverables; (3) BIMSTEC as a good base; (4) MV agreements; (5) Best practices.

Sandeep Kumar, Commissioner (Customs & Export Promotion), in a Special address touched upon a paradox. India and Bangladesh, while exporting a great deal to the West, do not have that much trade with each other. He explained it well while stating that an agreement between poorer countries is bound to be different from that between rich countries. Both these nations produce products (say, shirts) at around \$10 and want to sell it to for instance - USA, for \$100, hence they see no point in selling it to each other, instead.

Chad R. Norberg, Trade and Technology Unit Chief, US Embassy also stressed on pre arrival clearance, TFA (WTO) positive and on simplifying rules.

Regional Connectivity

The second session saw the lengthy presentation of the CUTS research report by Prithviraj Nath, Associate Director, CUTS. The summary of the fears and positives is to be noted in order to minimize the former and maximize the latter. The fears are mainly: illegal immigration, security concerns, threat to environment, increase in smuggling, high transactional cost, especially owing to informal payments, political challenges, etc. The positives are more trade, faster processes, intra-region trade and cooperation, etc. Some gender issues were also discussed sensitively. MP Bezbaruah, former member, North Eastern Council, aptly was of the opinion that instead of iIntegration', the appropriate word would be 'cooperation' and tourism should be encouraged.

Infrastructure Challenges

In the third session, AD James, Dy. Secretary, Ministry of Road Transport and Highways, indicated his belief in coordinating infra development at borders to have a strong regional base and cross border connectivity. Check TIR.

Sandeep Raj Jain, Economic Affairs Officer, UN Economic and Social Commission for Asia and the Pacific, felt that the climate and connectivity challenges can be best met with multimodal transportation. He advocated joint manifests, so that an export manifest for one is Import manifest for the other. TIR is a customs requirement and not a transport solution). This would help in reducing dwell time from 40 days to 21 days in SA SEC countries.

Procedural Challenges

In the final session, Rajat Nag, former DG, Asian Development Bank said that all the infra and tools may be in place but will not help unless the processes are in place.

Hardeep Batra, Addl. Commissioner, WCO Cell, CBEC, said that connectivity consisted of three factors: (1) physical infrastructure of essential roads and ports; (2) the soft infrastructure of rules, institutions and skills that help players take part in trade: and (3) the digital infrastructure to connect people to the global marketplace at lower cost.

What we need are: predictability, transparency, uniformity, time and cost cutting, operational flexibility, facilitating SMEs, etc. Some IT-based solutions mentioned are faceless transactions like electronic filing of documents, online generation of permits, e-payment of duties, GPS tracking, e-sealing-RFID, Single Window, etc.

Some specific issues were mentioned:

Large time for clearance at port; Sealed trucks to be examined in ICD/CFS/Warehouses; Advances filing and processing of customs declarations; Single physical inspection for both sides, visas/passports of drivers/cleaners;

Some solutions were also offered, including facilitated visas/passes, need for Multiple bonds/BGs, recognising common bonds/BGs, concept of running bonds/BGs and TFA.

Shankar Shinde, President, Indian Institute of Freight Forwarders, said that success depended on two most important factors: (1) Dwell Time and (2) Logistics Cost. He believed that peoples' mindset on modernisation has to change. As an example, he cited that jobs were not lost due to computerisation, but in fact, has gone up.

The Summing-up

It is a fact of life that while you can choose your friends and perhaps sometimes, your enemies, it is next to impossible to choose your neighbours, especially at the national level. One has to live with them and make the best of the situation by friendly overtures, offering cooperation, concessions, gestures, etc. and hope they do not bite you in return. The dangerous ones are those with an intellectually dishonest persecution complex chip on their shoulder and are mostly in denial. They have willed, (not that they cannot), not to understand. At least, the reasonable ones have to be heard and expect their issues to be addressed.

There have been times when India's attitude has been termed as "big brotherly". It will be unfair to pass judgement if this is a valid observation, but it does underline the fact that perceptions can make or mar a relationship between sovereign nations and as the behemoth in this sub-region the onus is on us to address the sensibilities of our neighbours and develop a relationship based on trust, goodwill, mutual respect and cooperation, to build a prosperous future for all our people. Tread softly, my friend, because you tread on my dreams!

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inally, some respite has knocked the doors of transporters. The GST Council, in its 26th meeting, has recommended the introduction of eway bill for inter-state movement of goods across the country from April 1. Notably, the government deferred the implementation of the e-way bill system after its 1



February rollout met with technical glitches. Further, the Council stated that the e-way bill system for the intra-state movement of goods will be introduced at a date to be announced in a phased manner but not later than June 1, 2018.

As per a government notification available on the Central Board of Excise and Customs' (CBEC) website, the GST Council has approved the following changes to make e-way bill requirements simpler on several counts and add some safety features to curb tax evasion:

- 1. The e-way bill is meant to be generated only where the value of the consignment exceeds Rs. 50,000. For the smaller value consignments, no e-way bill is mandated.
- 2. The provisions of sub-rule (7) of Rule 138 will be notified from a later date. Therefore, at present there is no requirement to generate e-way bill where an individual consignment value is less than Rs. 50,000 even if the transporter is carrying goods of a total value of over Rs. 50,000 in a single conveyance.
- The value of exempted goods has been excluded from value of the consignment, for the purpose of e-way bill generation.
- 4. Public conveyance has also been included as a mode of transport and the responsibility of generating e-way bill in case of movement of goods by public transport would be

Public conveyance has also been included as a mode of transport and the responsibility of generating e-way bill in case of movement of goods by public transport would be that of the consignor or consignee



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that of the consignor or consignee.

 Indian Railways has been exempted from generation and carrying of e-way bill with the condition that without the production of e-way bill, railways will not deliver the goods to the recipient. But railways are required to carry invoice or delivery challan etc.

6. Time period for the recipient to communicate his acceptance or rejection of the consignment would be the validity period of the concerned e-way bill or 72 hours, whichever is earlier.



Exemption for

smaller intra-state

consignments and

exclusion of value of

exempt supplies for

e-way bills would

provide relief to a

large segment of

industry

 In case of movement of goods on account of jobwork, the registered job worker can also generate e-way bill.

 Consignor can authorize the transporter, courier agency and ecommerce operator to fill PART-A of eway bill on his behalf.

9. Movement of goods from the place of consignor to the place of transporter up to a distance of 50 Km [increased from 10 km] does not require filling of PART-B of e-way bill. They have to generate PART-A of e-way bill.

 Extra validity period has been provided for Over Dimensional Cargo (ODC).

11. If the goods cannot be transported within the validity period of the e-way bill, the transporter may extend the validity period in case of trans-shipment or in case of circumstances of an exceptional nature.

12. Validity of one day will expire at midnight of the day

immediately following the date of generation of e-way bill.

13. Once verified by any tax officer, the same conveyance will not be subject to a second check in any State or Union territory, unless and until, specific information for the same is received.

14. In case of movement of goods by railways, airways and waterways, the e-way bill can be generated even after commencement of movement of goods.

Movement of goods on account

of Bill-To-Ship-To supply will be handled through the capturing of place of dispatch in PART-A of e-way bill.

Welcoming the changes, Pratik Jain, partner and leader of indirect tax at PwC, told Mint, "Exemption for smaller intra-state consignments and exclusion of value of exempt supplies for e-way bills would provide relief to a large segment of industry." Also, P.C. Sharma, chief executive of TCI Express Ltd., said, "E-way bill is a transformational move by the

government which would benefit the organized sector as it will slowly weed out the unorganized segment which is a major revenue loss factor for the government. We believe this move will help regularize the unorganised sector as well as curb mal-practices."

Let's hope the e-way bill system gets a warm reception this time around!

×





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MoRTH Discusses Its Plan To Make Indian Roads Safer



ave Indian roads grown from bad to worse?
Road accidents, injuries and deaths, who can stop this carnage on Indian roads? Who will bear the torch of change? Who will and when?

As per a Ministry of Road Transport and Highways (MoRTH) report, road accidents alone killed 150,785 people across India in 2016, which is an increase of 3.3 percent from 2015 when 146,000 lakh road fatalities were reported. In 2016, 1,591 people lost their lives in road accidents in Delhi, followed by Chennai at 1,183 dead on roads.

This translates the fact that more than four people died daily on Delhi roads while more than three lost their lives in Chennai. Further, Jaipur with 890 deaths and Bengaluru with 835 followed the two metropolitan cities in road deaths. However, Mumbai was found comparatively safer in terms of road deaths, with 562 deaths, lower than even Kanpur and Lucknow.

In order to meet its target of reducing road accident

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fatalities by 50 percent in the next two years, the Government of India needs to get the Motor Vehicle (Amendment) Bill, 2016, passed in the Rajya Sabha as soon as possible. For the initiators, the bill addresses road safety issues by providing for stricter penalties for traffic offences, permitting electronic and IT-enabled enforcement, improving fitness certification

and licensing regime, and making statutory provision for the protection of good samaritans.

Working towards developing a better and safer road infrastructure in India, MoRTH has announced the

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Distribution Redefined

following initiatives, reported Autocar Professional:

District Driving Training Centres: The government plans to establish Driving Training Centres in every district of every state and/or union territory in order to



inculcate a habit of road safety with stress on behaviour and attitude. The ministry plans to offer financial assistance of Rs. I crore. It is inviting interested agencies to invest the equal amount of the grant. Also, the facilitating agencies need to provide infrastructural facilities like land, classrooms and simulator among others. During the training programs, the special focus will be laid on heavy and light motor vehicles along with handling dangerous/hazardous goods.

Sukhad Yatra Mobile Application: The Sukhad Yatra app can be used to report road-quality related information and accident on a highway. Also, it can be used to obtain

The Sukhad Yatra app can be used to report road-quality related information and accident on a highway



real-time data related to waiting time at toll plazas, food courts, fuel stations and rest rooms, among others. Further, the app can be used to purchase FASTag.

Toll-Free Number 1033: Use toll-free no 1033 for emergency conditions on the highway. The helpline is integrated with various ambulance and tow-away services along the road. Also, it offers multi-lingual support.

Use toll-free no 1033 for emergency conditions on the highway. The helpline is integrated with various ambulance and tow-away services along the road

Further, the call centre has location tracking feature for accurate and responsive complaint resolution. Needless to mention, it ensures rapid response time during an emergency.

Awards for Advocates of Road Safety: NGOs/cooperative societies/registered trusts and similar entities are eligible for a cash prize ranging from 5 lakhs to 1 lakh in each state or union territory under this scheme.

Multi-Modal Transport System For 'Million-Plus' Cities: It includes the launch of public and shared transportation based on the electric powertrain. The government plans to allot Rs. 105 crores per city with million plus population and special category states. While considering the demand for incentives in implementing a combination of electric buses, electric four-wheeler passenger cars and electric three-wheelers, MoRTH received 47 proposals from 44 cities across 21 states having a requirement of 3,144 e-buses, 2,430 e-four wheeler taxis and 21,545 e-three wheeler autos till November 30, 2017. No more proposals are being taken entertained now. The ministry has selected 11 cities for funding, including Delhi, Ahmedabad, Bengaluru, Jaipur, Mumbai, Lucknow, Hyderabad, Indore, Kolkata, Jammu and Guwahati. Up to Rs. 15 crores will be allotted for the charging infrastructure in each city.

X



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Hi-Tech Robotic Systemz To Go Global With Its AI-based Driver Behaviour Sensor Technology



i-Tech Robotic Systemz, a Gurugram-based autonomous and driver-assistive systems provider, is looking to expand its global footprint for its artificial intelligence-based driver behaviour sensor technology to ensure safe driving, reported Press

Trust of India.

Concludes

At the recently concluded Auto Expo, the company introduced its indigenously developed patented technology, Novus Aware, in partnership with Daimler India Commercial Vehicles (DICV). Also, DICV's BharatBenz truck range will be equipped with this technology.

concluded Auto Expo,
the company introduced
its indigenously developed
patented technology, Novus
Aware, in partnership
with Daimler India

cues, to infer whether the driver is in safe driving condition or not. This includes driver drowsiness, inattention, and various kinds of distraction including texting or other mobile phone usages. Also, the technology is robust to various facial variations, headgears and eye-wear.

Once Novus Aware detects anomaly in the driver behaviour, it raises a warning in the form of acoustic, haptic or photonic signal if the attention level falls below a certain threshold. The system also generates warnings in case driver is not looking straight ahead on the road of in the case of occluded camera.

Commercial Vehicles and in the case of occluded camera.

Novus Aware uses state-of-the-art artificial (DICV)
intelligence and computer vision technologies to
build a model of driver behaviour by monitoring various
features, including eye, face, head, gaze, and other natural
due

Hi-Tech Robotic Systemz Managing
Director and CEO Anuj Kapuria had earlier told ET
Auto, "A substantial percentage of road accidents occur
due to driver inattentiveness and having an inexpensive



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yet efficient driving assistance warning system can prove to be of great advantage to overcome the loss of life and property," adding, "Our thought process comes from

Our thought process comes from disruptive paradigm of driverless vehicles which gives birth to the NOVUS Aware

disruptive paradigm of driverless vehicles which gives birth to the NOVUS Aware."

As of now, Hi-Tech Robotic Systemz is also in talks with

large fleet operators in North and South America along with the Middle East to supply the technology in the aftermarket segment. Also, it expects Daimler International to extend the partnership to their global operations.

Kapuria told PTI, "They (DICV) will be putting it (Novus Aware) on all of their CV they manufacture out of their India facility and eventually they will also take it to other platforms globally...Daimler International is also looking at this very keenly," adding, "If this is a success here, they will also induct it in their other global supply chains as well."

Notably, DICV has validated and tested this sensor for the last one-and-half years through extensive trials and chose it.

Moreover, Hi-Tech Robotic Systemz is also eyeing aftermarket fitment for the technology and is initiating work with some major fleet operators in India as well. The executive stated, "As soon as it stabilises with Daimler and aftermarket fleets here in India, we are also taking it international. We are already in discussion with certain fleet (operators) in North America and South America and also in the Middle East for this for the aftermarket segment...This will be one of the sensors which will definitely be a game changer for us."

Further, he said, "We are starting off with the warning system, which can alleviate 70% of the problem just by

> making the driver pay attention."

> Pursuing its aim to ensure safe driving, Hi-Tech Robotic Systemz showcased a n a 11 - n e w technology, Novus Pilot, at Auto Expo 2018 in the latest Mahindra trucks and buses. The company contended that the new Novus Pilot technology offers

audible collision warning for all road users, including two-wheelers, four-wheelers and pedestrians. Further, it is a one-of-its-kind technology that works successfully in Indian driving conditions owing to its multi-camera system.

"As 90 per cent of accidents occur due to human error, Novus Pilot will help in significantly reducing such accidents," Hi-Tech Robotic Systemz' Founder and CEO Anuj Kapuria said in a statement. He added that the Novus Pilot technology will be the key enabler in Mahindra's trucks and buses.

It will be interesting to see what more Hi-Tech Robotic Systemz can offer to ensure safe driving!

X







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Okhla Indi Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
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Is Mahindra's Blazo

On Its Way To Become The Golden Truck? Let's Find Out!



Reduced

prices and a

claimed overall

fter putting up a great show at Auto Expo 2018 last month, Mahindra and Mahindra is all set to take the heavy commercial market by storm by

guaranteeing the lowest total cost of ownership (TCO) to woo customers in India. While TCO is something most truck buyers consider when purchasing a new truck, Mahindra Truck & Bus Division's (MTBD) wellthought strategy will help it be the no. 3 player in the heavy commercial vehicle 18 per cent savings market.

per annum for Besides guaranteeing fuel efficiency, transporters breakdown assistance, and parts availability and repair, the original equipment manufacturer (OEM) is claiming to offer the lowest cost of ownership for its Blazo range of heavy trucks. Let's have a look at the guaranteed benefits:

- · Increased oil change intervals that are class leading or comparable to best-in-class, leading to significant saving of 9 per cent per annum for transporters
- · Reduced lubricant oil prices and a claimed overall 18 per cent savings per annum for lubricant oil transporters
 - · A class-leading 6 years/ 600,000 km warranty

While introducing the abovementioned set of industry-first service offerings for the truck owners, Vinod Sahay, CEO - Mahindra Truck and Bus Division (MTBD), said,

"Today, as we roll out a never-before package of customer benefits, we are confident of significantly bringing down the cost of ownership and operation thereby ensuring that our trucks are far more affordable.



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For the transporter, this directly translates into better earnings due to savings of up to 20 percent in servicing cost per annum for every Mahindra Blazo truck," reported Economic Times.

Undoubtedly, the new set of benefits is aimed at further increasing the c o n f i d e n c e o f customers in Mahindra Blazo trucks. With 10,000 units sold so far, the sales performance is attributed to initiatives such as mileage guarantee,

promise for prompt service assistance and assured availability of parts from parts plazas and dealerships. Notably, the Blazo range of heavy-duty trucks has been representing Mahindra in the heavy commercial vehicle market since its launch at the 2016 Auto Expo.

Well, MTBD - a part of the \$19 billion Mahindra Group - has tried its best to be at the right place at the right time. And surely, with rising oil prices and stagnant freight rates, such service offerings could give a boost to its sales.

Along with the Blazo range of trucks, the commercial vehicle manufacturer showcased the 'Future of Mobility' with Optimo CNG truck, Comfio and eCosmo buses, Jeeto Minivan and Supro as a water carrier van at Auto Expo 2018.

At the event, Anand Mahindra, Executive Chairman, Mahindra Group, said, "As India aspires to global leadership on climate action, the time is right to develop sustainable mobility solutions for the future. Mahindra's electric pavilion at the Auto Expo showcases our vision of the Future of Mobility - one that offers Clean, Connected and Convenient vehicles to our consumers in India and around the world."

Also, Hi-Tech Robotic Systemz Limited showcased its

Novus Pilot technology in the latest Mahindra & Mahindra trucks and school buses at Auto Expo 2018. The technology offers audible collision warning for all road users, including pedestrians and two-and four-wheelers.

using a multi-camera system trained specifically on Indian roads. Felicitated with the 'Safety Technology of the Year 2017' award, Novus Pilot helps create an intelligent environment around the vehicle like a safety cocoon.

Not to forget, Novus Pilot is capable of functioning in various traffic scenarios. Further, the new technology helps large-fleet customers have effective driver profiling and driver behaviour evaluation, thereby improving overall safety. Moreover, it can be applied to achieve multiple levels of autonomy like

automated emergency braking, cruise control and highway autopilot.

While Mahindra is all focused to triple its CV market share in the coming five years, we saw it in the process of investing Rs. 700 crore to develop new intermediate and light commercial vehicles too. Let's wait to find out what more Mahindra, which wants to strengthen its foothold in the highly competitive CV market in India, has in store for customers.



As India aspires to global leadership on climate action, the time is right to develop sustainable mobility solutions for the future. Mahindra's electric pavilion at the Auto Expo showcases our vision of the Future of Mobility - one that offers Clean, Connected and Convenient vehicles to our consumers in India and around the world

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Ms Divya Jain wins ASEAN Young Woman Achiever Award

New Delhi: Ms. Divya Jain, Founder & CEO, Safeducate has been honored with the extremely prestigious Young Woman Achiever Award at the ASEAN Awards. This award was bestowed upon her at the recently concluded ASEAN Summit held at Hotel Lalit in New Delhi.

This venerated award was bestowed upon Ms. Divya Jain by Hon'ble Minister of External Affairs, Ms. Sushma Swaraj. The award ceremony was organized in the presence of leaders of ASEAN countries.



Speaking at the award ceremony, Ms. Divya Jain said, "It is my privilege and honour to receive this award. I would really like to thank the ASEAN Awards Jury for choosing me for this recognition. Having spent over a decade in the extremely challenging domain of skill development, I feel this recognition will drive me to work even harder and achieve much more."

Ms Jain founded Safeducate in 2007. Her leadership has seen Safeducate evolve into India's premier supply chain training company. Safeducate offers vocational and diploma courses for supply chain employability. At Safeducate, Ms Jain is leading a competent team of trainers who continuously strive towards developing a talent pool of proficient supply chain & logistics professionals. Ms Divya Jain understands the Indian supply chain & logistics industry very well and is able to identify the skill requirements at each operating level to ensure that the learning and development programs get the right-skilled individuals as per industry needs.

At Safeducate, Ms. Jain has curated a team of highly experienced consultants and trainers. These professionals offer world-class training as a part of uniquely designed programs and courses, through which participants are able to gain extensive supply chain & logistics understanding. The participants are provided with comprehensive domain knowledge and practical training, enabling them to face day-to-day challenges of working in supply chain & logistics industry. Ms Divya Jain has enabled more than 50,000 individuals across India to achieve their livelihood by skilling them.

Notably, Ms. Jain has been credited with creating India's First Container School. The Safeducate Container School was inaugurated by Honorable Prime Minister, Mr Narendra Modi. Ms Jain has created this unique innovation in the field of education and skill development under the aegis of Pradhan Mantri Kaushal Vikas Yojana, launched by Ministry of Skill Development & Entrepreneurship and NSDC. This community outreach initiative by Ms Divya Jain is an outstanding endeavour to help the Government provide high quality skill training at even the remotest areas in the country.

Ms Jain recently launched India's first-ever Container Library at Ajmer. The Safeducate Container Library was inaugurated by Honorable Chief Minister of Rajasthan, Ms Vasundhara Raje. Safeducate Container Library is a unique endeavour to create a Mobile Library. This Container Library is made out of a refurbished Container, as a part of the Go Green initiative by Safeducate. The Safeducate Container Library is a learning hub, where students can gain knowledge on a variety of subjects. Millions of people across India will benefit from this library.

Ms Jain is also an acclaimed author and has written 'Horn Please' - a book focusing on the trucking profession in India. This extremely popular book has been featured in Limca Book of Records as India's first ever Coffee Table book on Trucking.



For more information, please contact:

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ऐसी ही एक यात्रा में चंद्रू अपने ट्रक में किसी दवा कंपनी का कीमती माल भर के ले जा रहा था। दावा के हलके हलके छोटे छोटे कार्टून भी लाखों रुपये के होते हैं। माल के ऊपर बंधा होता है मजबूत रिस्सियों के नीचे एक मोटा सा तिरपाल, जो माल को बरसात और चोरों से सुरिक्षत रखता है। सूरज ढलने के बाद बढ़ चले अँधेरे का समय था। चंद्रू अपनी मस्ती में अपना ट्रक भगाए जा रहा था। हाइवे का एक सुनसान

पहाड़ी हिस्सा था। एक मोटर साईकिल पीछे से आई और उसने आगे बढ़ कर ट्रक का रास्ता रोक लिया। उस पर बँठे दो लोगों में से एक उतर कर चंद्रू के कैंबिन में घुस गया। उसने अपने कम्बल से एक खतरनाक चाकू निकाला और चंद्रू को धमकी दी – चुपचाप चलते रहो। सामने मोटर साईकिल जा रही थी जिसके कारण चंद्रू धीमी गति से ट्रक को चला पा रहा था। अचानक चंद्रू को आभास हुआ की ट्रक के ऊपर भी कुछ लोग चढ़ गए हैं, लेकिन वो मुड के कुछ

देखने की कोशिश करता, उसके साथ बैठे गुंडे ने चाकू को उसकी गर्दन पर रख दिया और बोला – ज्यादा होशियारी की तो मारे जाओगे। अधे घंटे के बाद उस गुंडे ने ट्रक रुकवाया। उतरते उतरते उसने फिर चंद्रू को धमकी दी – पुलिस में जाने की गलती मत करना वर्ना तुम्हारा और हमारा रोज का रास्ता यही है। सारे चढ़े हुए गुंडे उतर गए। चंद्रू ने देखा की पीछे पीछे एक पिक अप वें आ रही थी। उसे समझ में आ गया की गुंडों ने रस्सी काट कर कुछ माल उतार लिया है। लेकिन वो इतना डरा हुआ था की अगले आधे घंटे तक वो चुपचाप ट्रक चलाता रहा। फिर किसी ढाबे के पास उसने ट्रक खड़ा किया। ट्रक पर चढ़ कर देखा तो पाया की ट्रक के ऊपर के मोटे रस्से को तथा फिर उसके नीचे के तिरपाल को किसी तेज हथियार से काट दिया था, और उसके बीच खाली जगह से पूरा गड्डा बना हुआ था। उसने अंदाज लगाया की कम

से कम 20 कार्ट्न गायब थे।

उसने ट्रांसपोर्ट के मालिक को फोन किया और सारा किस्सा बताया। पहले तो ट्रांसपोर्ट के मालिक ने मोटी मोटी दस बीस गालियाँ सुनाई और कहा की वो क्या सो रहा था, की उसको माल निकलने का पता नहीं लगा। आखिर मालिक ने कहा की नजदीक के पुलिस स्टेशन पर जाओ और एफ आई आर दर्ज करवाओ।

चंद्रू पहुंचा पुलिस स्टेशन ! वहां एक हवलदार बैठा हुआ ऊंघ रहा था। चंद्रू ने उसे जगाया और कहा की रपट लिखनी है। उसने कहा – सवेरे आओ, अभी साब बाहर दौरे पर गए हैं। अन्दर से किसी की आवाज आई – ''कौन है बे'' हवलदार ने उत्तर दिया – सर कोई ट्रक वाला है। अन्दर से फिर आवाज आई – ठीक है, बोलो सवेरे आये। सवेरे का मतलब 10 बजे!

चंद्र ने बहुत विनती करने की कोशिश की, लेकिन हवलदार बात करने

के मुड में बिलकुल नहीं था। चंद्रू ने अपने मालिक को फोन किया। मालिक ने फिर 10 – 20 मोटो मोटी गालियाँ दी और फिर सलाह दी की रात भर गाडी के पास पहरा दो और सुबह पुलिस स्टेशन पर जाओ। चंद्रू बेचारा रात भर जाग कर पहरा देता रहा न रात का खाना खाया और न एक पल को सोया। सुबह रात भर का जाग उनींदा चंद्रू पहुंचा पुलिस स्टेशन। हवलदार तरोताजा बैठा था। पहले सारी कहानी सुनी फिर बोला –

हम्म्म ! किस्सा तो अच्छा है, लेकिन साहब को पसंद नहीं आएगा। कोई सस्ता मन्द माल होता तो शायद सस्ते में काम पट जाता। लेकिन इसमें हाथ नहीं डालेंगे। चंद्र की समझ में कुछ नहीं आया।

डेढ़ घंटे बैठने के बाद सब इंस्पेक्टर ने बुलाया और बोला – बताओ ? चंद्रू विस्तार से पूरी बात बताने लगा एक वाकया बोल भी नहीं था, की सब इंस्पेक्टर गुस्से में बोला – पूरी रामायण मत सुनाओ, बस बताओ कितने का माल है ? चंद्रू बोल – साहब 20 –22 कार्टून गए हैं, पंद्रह बीस लाख का तो जरुरे होगा। साला सब की मिली भगत है।

साला, किसको मालूम तुम्हारी स्टोरी कितना सच्चा है ? तुम्ही ने किया होगा तो ? खैर ये बताओ की किसने किया ?

सर मुझे क्या मालूम ? मैं किसी को नहीं जानता। हाँ, जो मेरे साथ ट्रक में बैठा था उसे पहचान सकता हूँ।



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अबे, चोरी किसने की ? वो जो ट्रक के ऊपर चढ़े थे। पहचानना तो उनको पड़ेगान ? खैर, जाने दो। ये घटना कहाँ हुई ?

सर, मैं इतना डर गया था, की उनके उतरने के बाद आधी घंटा मैं गाडी भगा कर यहाँ आया हूँ। मुझे लगता है कम से कम 20-25 किलोमीटर के पहले!

सब इंस्पेक्टर ने जोर से रजिस्टर बंद किया और बोला - साले, भाग यहाँ से !यहाँ क्या लेने आया है ?

सर, तो मैं क्या करूँ ?

गंगा जी में छलांग लगा दो।

हवलदार जोर जोर से हंसा - सर आपका वो क्या कहते हैं न - हूमर ऑफ सेन्स बहुत बढ़िया है।

सब इंस्पेक्टर - सेन्स ऑफ हूमर !

चंद्रू गिडगिडाया - साहब, मेरी मदद करो, मैं गरीब आदमी कहाँ जाऊं ?

सब इंस्पेक्टर - साल तुम लोगों का प्रोब्लम ये है की तुम लोगों को कोई कानून कायदा मालूम नहीं और लेकर निकल पड़ते हो लाखों करोड़ों का माल। अगर तुम्हारा माल चोरी हुआ बीस पच्चीस किलोमीटर पहले तो तुम्हे जाना पड़ेगा चांदपुर पुलिस स्टेशन, क्योंकि हमारे पुलिस स्टेशन की हद तो पिछले दस किलोमीटर से शुरू होती है। अब यहाँ से चलते नजर आओ!

निराश चंद्रू ने फिर अपने मालिक को फोन किया और फिर वही मोटी मोटी गालियों का सन्देश। थका मांदा, भूखा प्यासा, डरा सहमा, अपमानित चंद्रू वापस गाडी को लेकर पहुंचा चांदपुर पुलिस स्टेशन में। वहां फिर उसका वैसा ही स्वागत हुआ। एक अंतर था – वहां के सब इंस्पेक्टर ने उसकी कहानी सुनने के पहले 2-4 थप्पड़ रसीद कर दिए। चंद्रू कुछ समझ नहीं पाया।

सब इंस्पेक्टर बोला – तुम लोग सब साले मिले हुए हो। तुम तुम्हारा ट्रांसपोर्ट और वो दवा वाला। सबको झूठा एफ आई आर चाहिए, क्योंकि सेठ लोग को इन्सुरेंस से पैसा मिल जाएगा। तुमको बक्शीश मिल जायेगी, और तुम्हारा ये एफ आई आर पड़ा रहेगा हमारे गले में – हमारा रेकोर्ड बिगाड़ने को! फोन कर के सेठ से बात कर लो की एफ आई आर चाहिए तो 5 पेटी लगेगा।

चंद्रू की आँखें फटी की फटी रह गयी। बोला – साहब मैं किस मुंह से इतना पैसा के लिए बोलूं सेठ को उसका तो पहले ही कितना नुक्सान हो गया है।

सब इंस्पेक्टर -सुन बे, सेठ के पैसों की इतनी फिक्र है तुझे तो वहीं जा, यहाँ हमारा टेम खराब न कर !

चंद्रू - साब ! मेरी एक बात मानेंगे ? मैं फोन लगा के देता हूँ , आप ही

सेठ से बात कर लो !

चंद्रू अपने मोबाईल फोन से सेठजी का नंबर लगाता है और बोलता है – सर, चांदपुर पुलिस स्टेशन से बोल रहा हूँ। यहाँ के बड़े साब आपसे बात करना चाहते हैं।

ये कह कर चंद्रू ने अपना मोबाईल फोन सब इंस्पेक्टर के हाथ में दे दिया। सब इंस्पेक्टर ने कहा – देखिये सेठजी, इस तरह के झूठे कम्प्लेन हमारे पास रोज आते हैं। ये ट्रक ड्राइवर लोग खुद ही माल बेच खाते हैं और फिर चले आते हैं यहाँ शिकायत लिखाने! बताएं हम क्या करें?

थोड़ी देर बाद जब बात खत्म हो जाती है तो सब इंस्पेक्टर कहता है – हाँ भैया, अब बताओ क्या करें ?

चंद्र ने डरते डरते पुछा - क्या कहा सेठजी ने ?

सब इंस्पेक्टर ने कहा – तुम्हारे सेठ ने बोला की अगर ड्राइवर पर डाउट हो तो साले के मार मार के खाल उधेड़ दो, लेकिन एक एफ आई आर लिख कर दे दो।

चंद्र सहम गया। बोला - साहब, आपको मेरे ऊपर डाउट है ?

सब इंस्पेक्टर थोडा नरम पड़ा – भई, बात ये हैं – सब को अपनी पड़ी है। जैसे तुम्हारे सेठजी के अपने एफ आई आर के सामने तुम्हारी कोई कीमत नहीं, तुम्हें अपनी नौकरी के लिए एफ आई आर चाहिए, वैसे ही हम लोगों को भी अपने प्रोमोसन के लिए हमारा रेकोर्ड क्लीन चाहिए। रही बात लुटेरों की तो वो तो ये काम रोज करते हैं। हम सब को जानते भी हैं, लेकिन उनका कुछ बिगाड़ नहीं सकते। लूट का आधा हिस्सा इस एरिया के एम पी का है। एम पी की भी मजबूरी है, ये इलाका इतना गरीब है, की चुनाव लड़ने का चंदा कहाँ से आये!

चंद्र रोते रोते बोला - साब मैं क्या करूँ ? कहाँ जाऊं ?

सब इंस्पेक्टर ने कहा - इस फालतू नौकरी को छोड़ो, अपने गाँव जाओ, फॉमिली के साथ रहो। चाहे मेहनत मजदूरी कर लो। ऐसे सेठ की नौकरी करके क्या फायदा!

चंद्रू को इंस्पेक्टर की बात समझ में आ गयी। उसने उसी समय निर्णय ले लिया की उस क्षण के बाद वो कभी किसी ट्रक को नहीं चलाएगा, और नहीं उसका बेटा या पोता ये काम करेगा।

(ये संकेतिक कथा है हाइवे पर ट्रक चलने वाले ट्रक ड्राइवरों के जीवन की दुर्दशा के बारे में। उनका जीवन खतरों से भरा होता है। परिवार से दूर बुरे से बुरे मौसम में वो अपने ट्रक से जूझता है। सम्मान या आत्म सम्मान नाम की चीज उसके जीवन में नहीं। इसका परिणाम ये है की आज देश में हर 10 ट्रकों के पीछे सिर्फ 8 ड्राइवर उपलब्ध हैं। ये संख्या निरंतर घट रही है। ड्राइवरों की अगली पीढ़ी कभी भी इस पेशे में नहीं आएगा।)

Mahendra Arya, Sr Vice President (AITWA)



दस से ज्यादा ट्रक होने पर नहीं कटेगा टीडीएस

टीम, कानपुर

धारा 194 सी के तहत ट्रांसपोर्टर के पास दस से ज्यादा ट्रक हैं तो टीडीएस नहीं कटेगा। हाल ही में कानपुर इनकम बार एसोसिएशन के बैनर तले आयोजित स्टडी सिर्कल में टीडीएस की धारा 194 व 195 के संबंध में बारीकी से जानकारी दी गई। हिन्दुस्तान में छपी खबर के अनुसार मुख्य वक्ता सीए वैभव शुक्ला ने कहा कि धारा 194 सी ट्रांसपोर्टर्स से संबंधित है। 30000 रुपए के एकमुश्त भुगतान व एक लाख रुपए के एग्रीमेंट भुगतान पर धारा 194 सी के प्रावधान लागू होंगे। ट्रांसपोर्टर ऑपरेटर को भुगतान करते समय ध्यान रखना होगा कि यदि ट्रांसपोर्टर के पास उस वित्तीय वर्ष में 10 या उससे कम ट्रक हैं तो टीडीएस नहीं कटेगा। ट्रांसपोर्टर का पैन नंबर, डिटेल टीडीएस क्वालिटी रिटर्न फॉर्म 16 क्यू टी फ्लैंग के साथ रिटर्न फाइल होने पर भी टीडीएस नहीं काटा जाएगा।

स्टडी सर्किल के चेयमैन विवेक खन्ना ने बताया कि धारा 195 के तहत अप्रवासी भारतीय को कोई आय संबंधित पेमेंट किया जाता है तो टीडीएस काटना पड़ेगा। एनआरआई के पास पैन नहीं है तो टीडीएस की दर अधिक होगी। फाइनेंस एक्ट 2016 की धारा 206 एए में 1 जून 2016 को रियायत दी गई हैं। इसमें स्पष्ट है कि यदि एनआरआई एक्ट में दी गई शर्तों को पूरा किया जाता है तो टीडीएस नहीं कटेगा।

उन्होंने बताया कि धारा 195 के तहत अगर कोई भुगतान 50000 रुपए से अधिक एकमुश्त और 2.5 लाख रुपए के कुल भुगतान पर फॉर्म 15 सीए या सीबी की आवश्यकता होगी। फॉर्म 15 सीए स्वत: घोषणा करना जरूरी है। यह 15 सीबीसीए से प्रमाणित है। साथ ही इस अवसर पर कानपुर इनकम टैक्स बार एसोसिएशन के अध्यक्ष अतुल मेहरोत्रा ने कहा कि ई-सिस्टम प्रभावी हो चुका है। आयकरदाताओं को बिना विभाग में आए स्क्रूटनी संबंधी जवाब ऑनलाइन देना होगा।



Carriage By Road Cost Index (CRI) - January 2018

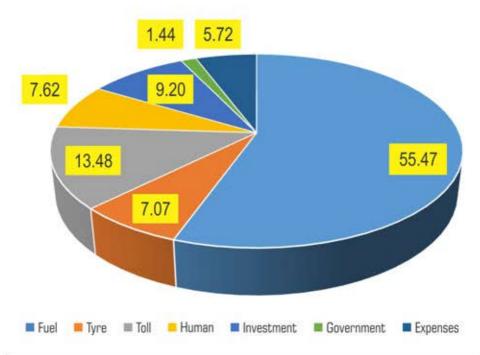
CRI January 2018 - 120.81

Data Updated upto January 1, 2018

Average Diesel Price as on January 1, 2018 - Rs. 62.08 per litre.

Cost Distribution Pie DECEMBER 2017

CRI PIE Chart January 2018



Chang	es: Matrix - December 2017	
Diesel	+2.59%	
Change in Index	+1.92	

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an independent research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions. For any query in this regards contact- Mahendra Arya (9821021323) mahendraarya@gmail.com



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Nitin Gadkari opens projects worth Rs 6,517 crore in Uttar Pradesh

These seven national highway projects have a total length of 246 km, Ministry of Road Transport and Highways said in a statement.

Union Minister Nitin Gadkari today inaugurated and also laid the foundation stone for several projects in Uttar Pradesh -- all totalling Rs 6,517 crore.

These seven national highway (NH) projects have a total length of 246 km, Ministry of Road Transport and Highways said in a statement.

In Maharajganj, Gadkari opened the newly widened and strengthened 26.9 km Urka-Ramnagar section and 33 km long Siswa Babu to Kaptanganj section of NH 730, it

These projects cost Rs 369 crore.

He also laid the foundation stone for widening and strengthening 21,12 km long Ramnagar-Siswa Babu section of NH 730 at a cost of Rs 193 crore.

"In Ghazigur, Gadkari laid the foundation stone for widening and strengthening of 65.38 km long Ghazipur-Mau section of NH 29 at a cost of Rs 3,580 crore, Hridaypur - Tikri Buzurg section of NH 97 and \$6.2 km long Ghazipur-Jamania- Sayyadraja section of national highways," the statement said.

In addition to this, the road transport and highways minister also laid the foundation stone for an Intermodal Terminal on National Waterways -I (River Ganga) at

This terminal is being constructed as part of the World



Bank aided Jal Marg Vikas project and will provide intermodal transportation facility for cargo.

The terminal will link the NW-I with NH 31, the statement said, adding that it will be very important for efficient movement of large and small cargo by providing the options for both land and water transportation or the option for intermodal switching

Gadkari also laid the foundation stone for "widening of 15 km long Deoria Byepass section of NH 727A at a cost of Rs 600 crore and 27.75 km long Kaptanganj-Padrauna section of NH 730 at a cost of Rs 275 crore*, the statement said.

March 01, 2018 -22

BS-VI grade fuel to be available from April 1, SC told

The commerce ministry plans to evaluate the suitability of these new technologies for freight transport to bring down the costs to less than 10% of the GDP by 2022.

he Central government on Wednesday told the The Central government on Supreme Court that it has advanced by two years the availability of the BS-VI grade fuel and it will be available in the national capital from April 1,

Earlier, the government had said it would be available here from April 1, 2020.

The Petroleum and Natural Gas Ministry on Wednesday told a bench, headed by Justice Madan B. Lokur, that originally BS-VI fuel was to hit the market in 2020 but now it will be available from 2018 and in the first instance, Delhi will start getting it from April 1.

The Ministry said this in an affidavit that it was asked to file on the last hearing of the matter on February 5.

The court had asked the Petroleum and Natural Gas Secretary to spell its position on the introduction of BS-V1 fuel after amicus curiae Aparajita Singh drew the attention of the court to a November 15, 2017 press release by the Press Inform Bureau which said that BS-VI grade auto fuels will be introduced in NCT Delhi from April 1, 2018.

The press note said that Public Sector Oil Marketing Companies have also been asked to examine the possibility of introduction of BS-VI auto fuels in the whole of National Capital Region from April 1, 2019.

After covering NCR, the government intends to make BS-VI grade fuel in the rest of the country.

The povernment decided to switch over to BS-VI grade fuel directly from BS-IV skipping BS-V,

It had embarked on making available BS-VI grade fuel as Environment Pollution Control Authority in its April 2017 report had told the top court that only BS-VI n stanslards complaint vehicles should be allowed to be sold from April 1, 2020.

Following the directions of the top court banning BS-III grade fael, the country had switched over to BS-IV from April 1, 2017 - a move that was strongly resisted by the automobile manufacturers before they fell in line.



March 08, 2018 -37

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चंडीगढ, ११ मार्च - १७ मार्च, २०१८

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TRANSPORT TIMES

देश में फर्जी पर्चियों से लूट जारी, केंद्र व राज्य सरकारें बेपरवाह

📕 ट्रांसपोर्टर्स की कट रही जेब, विरोध पर दी जाती हैं गाडी जब्त करने की धमकी

🕨 खास बात है कि इस अवैध वसूली के पूरे गेम में सिर्फ टुक वालों को ही निशाना बनाया जाता है

नई दिली, टी.टी.एन.। पुलिस व ट्रांसपोर्ट विभाग की मिलीभगत से देशभर में ट्रक चालकों को धड़क्षे से लूटा जा रहा है। ड्राइवरों को सब पता भी है कि उनके साथ साथ धकेशाही हो रही है लेकिन वे शिकायत करें तो कहां। यथोंकि इस धंधे में रिजनल ट्रांसपोर्ट अधिकारी समेत स्थानीय पुलिसकर्मी भी मिले हुए हैं। खास बात है कि इस पूरे गेम में सिर्फ ट्रक वालों को ही निशाना बनाया जाता है। क्योंकि वे पूरे देश में धुमते हैं और अंजान इलाके में वे किसी को न तो शिकायत कर सकते हैं और न ही गाड़ी रोक सकते हैं क्वेंकि उन्हें सामान भी समय से पहुंचाना होता है। इस बारे में कई हाइवरों से बात की गई तो उन्होंने कहा कि बिना किसी कारण उन्हें पुलिसवाले या ट्रांसपोर्ट विचाग के अधिकारी रोक लेते हैं।

चालान काटने की धमकी देकर पैसे की डिमांड की जाती है। कागज पूरे होने के बावजूद

LOGISTICS

corruption

उन्हें परेशान किया जाता है। पैसे देने से इनकार करने पर चालान काट दिया जाता है। चालान की पर्ची की खासियत ये है कि न तो इसके ऊपर यह लिखा जाता है कि किस नियम को तोड़ने पर पर्ची काटी जा रही है। फर्जी पर्चियों के ऊपर ही

चालान काटकर अवैध वसली की जा रही है। ऐसा नहीं है कि पचीं काटने के संबंध में स्थानीय सरकार व उच्चाधिकारियों को जानकारी न हो। सुत्रों के अनुसार इस धंधे में नीचे से लेकर ऊपर तक सब जुड़े हुए हैं। जो भी वसूली होती है, उसका हिस्सा भी बंटा हुआ होता है जो सबकी जेब में जाता है। गौरतलब है कि पिछले दिनों पटियाला में एक आरटीओ का ड्राइवर असिस्टेंट सब इंस्पेक्टर रिश्वत लेते हुए पकड़ा गया था। जांच में उसके पास से एक डावरी 'बरामद हुई थी जिसमें पूरी वसूली का रिकॉर्ड होता था। इस आधार पर आरटीओ का नाम भी एफआईआर में डाला गया। जांच अधिकारी का कहना था कि बिना अफसर की मर्जी के ड्राइवर वस्तुली नहीं कर सकता और जिस तरह से रिकॉर्ड मेनटेन किया



गया था, वह इस ओर इशारा करता है कि इसमें सभी मिले हुए हैं और हिस्सा भी बांटा जाता है। इस तरह का खोल पूरे देश में हर रूट पर चल रहा है। इस संबंध में ट्रांसपोर्ट समुदाय कई बार केंद्रीय



बात कह चुका है लेकिन अब तक इस दिशा में कोई काम नहीं किया गया।

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AIR FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT

_	1	119417		Freight		******	
S.	Airport		The Mo			Period Ap	
no.		Jan. 2018	Jan. 2017	% Change		2016-17	% Change
(A)	20 International		2017	Change		_	Change
	Chennai		27704	16.1	246725	202752	100
1	5-07-00-0	32252	27786		346735	293753	18.0
2	Kolkata	12553	12120	3.6	138604	126282	9.8
3	Ahmedabad	6879	6441	6.8	76876	62560	22.9
4	Goa	250	358	-30.2	3814	3458	10.3
5	Lucknow	533	397	34.3	5476	4028	35.9
6	Trivandrum	2262	1592	42.1	24197	23446	3.2
7	Guwahati	1532	1543	-0.7	19018	14656	29.8
8	Jaipur	1415	1323	7.0	13223	13485	-1.9
9	Calicut	1391	1252	11.1	15814	11346	39.4
10	Bhubaneswar	586	833	-29.7	6467	6745	-4.1
11	Coimbatore	760	497	52.9	8640	8623	0.2
12	Srinagar	545	364	49.7	6242	3948	58.1
13	Varanasi	95	74	28.4	1024	896	14.3
14	Mangalore	173	104	66,3	2156	961	124.3
15	Amritsar	93	127	-26.8	1388	1112	24.8
16	Trichy	593	561	5.7	5377	5745	-6.4
17	Portblair	675	338	99.7	4641	3758	23.5
18	Imphal	349	470	-25.7	3500	3678	-4.8
19	Vijayawada	0	0	-	0	2	,
20	Tirupati	0	0	-	0	0	
Tota		62936	56180	12.0	683192	588482	16.1
(B)	6 JV Internation	al Airpor	ts	A.C.	C		
21	Delhi (DIAL)	77412	70702	9.5	807949	706360	14.4
22	Mumbai	76347	68515	11.4	746401	634493	17.6
	(MIAL)	100.11			10.00	300 1320	3.7.00
23	Bangalore (BIAL)	27252	25084	8.6	288292	266007	8.4
24	Hyderabad (GHIAL)	10853	9929	9.3	111273	100561	10.7
25	Cochin(CIAL)	4601	5888	-21.9	62054	68844	-9.9
26	Nagpur (MIPL)	604	641	-5.8	6607	5985	10.4
Tota	70	197069	180759	9.0	2022576	1782250	13.5
(C)	8 Custom Airpor	rts					
27	Pune	3272	2690	21.6	34002	29091	16.9
28	Visakhapatnam	279	304	-8.2	3541	3748	-5.5
29	Patna	460	636	-27.7	5879	5338	10.1
30	Chandigarh - JV Airport	336	358	-6.1	5263	4886	7.7
31	Bagdogra	346	320	8.1	4313	3720	15.9
32	Madurai	164	82	100.0	1930	826	133.7
33	Aurangabad	98	99	-1.0	1504	1197	25.6
34	Gaya	0	0		0	0	
Tota	ıl	4955	4489	10.4	56432	48806	15.6
(D)	48 Domestic Air	ports					
35	Indore	853	683	24.9	9082	6228	45.8
36	Raipur	321	397	-19.1	3423	3832	-10.7
37		429	(0.2010)	-17.2	4589	5079	-9.6
	Agartala	101,000,00	518			-	
38	Jammu	168	182	-7.7	1543	1804	-14.5
39	Vadodara	223	237	-5.9	1881	2538	-25.9
40	Udaipur	3	I		12	16	-25.0
41	Ranchi	349	422	-17.3	3959	4032	-1.8

				Freight (
S.	Airport		The Mo			Period Ap	
no.		Jan. 2018	Jan. 2017	% Change	2017-18	2016-17	% Change
(D)	48 Domestic Ai	rports			0		27
42	Dehradun	12	23	-47.8	195	218	-10.6
43	Bhopal	98	62	58.1	966	748	29.1
44	Leh	227	98	131.6	1263	1219	3.6
45	Rajkot	24	22	9.1	246	191	28.8
46	Jodhpur	-1	1	0.0	9	7	28.6
47	Dibrugarh	52	39	33.3	533	450	18.4
48	Rajahmundry	5	0	-	16	0	
49	Silchar	31	20	55.0	448	256	75.0
50	Surat	0	0	- 2	212	0	
51	Bhuj	3	3	0.0	26	25	4.0
52	Juhu	31	28	10.7	326	315	3.5
53	Jabalpur	5	2	-	47	18	161.1
54	Dimapur	32	51	-37.3	483	325	48.6
55	Guggal(kangra)	0	0	-	0	0	
56	Tuticorin	4	7	-42.9	17	52	-67.3
57	Belgaum	0	0	- 100.5	0	0	
58	Jamnagar	0	2	-	3	45	-93.3
59	Khajuraho	0	0		0	0	
60	Jorhat	4	5	-20.0	43	55	-21.8
61	Gorkhpur	0	0	-20.0	0	0	21.0
62	Allahabad	0	0	-	0	0	
63	Agatti	1	0	-	11	1	_
64	Hubli	0	0	_	0	0	
65	Bhuntar	0	0	-	0	0	
-		0	0	-	-	0	
66	Bhavnagar				0	175	
67	Diu Gwalior	0	0	-	0	0	-
68		0	0		0	0	- 2
69	Barapani (shillong)	0	0	-	0	0	1
70	Pantnagar	0	0	-	0	0	
71	Lakhimpur	0	0	-	0	0	
	(lilabari)	0	0	-	0	0	
72	Agra	0	0		0	0	
73	Tezpur	0	0	_	0	0	-
74	Bhatinda	0	0		0	0	
75	Porbandar	0	0		5	0	
76	Kanpur(chakeri)	0	0		0	0	
77.	Cuddapah	0	0		0	0	
78	Bikaner	0	- 0	_	0	0	
79	Jaisalmer	0	0	_	0.	0	
80	Ludhiana	0	0		0	0	
81	Kolhapur	0	0		. 0	0	
82	Shimla	0	0		0	0	
	8Domestic Airports	2876	2803	2.6	29338	27454	6.9
(E)	St.Govt. / Pvt A	irports				0	
83	Lengpui(aizwal)	54	25	116.0	666	636	4.
84	Durgapur	0	0	-	0	0	
85	Nanded	0	0	-	0	0	
86	Mundra	0	0		0	0	
	St.Govt. / Pvt Airports	(7.1	25	116.0	666	636	4.1
	Other Airports	0	0		0	0.00	350
Gra	nd Total					11 1	1

Source: A.A.I.

(DURING APRIL TO FEBRUARY'2017* VIS-A-VIS APRIL TO FEBRUARY'2016) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC	P.O.I.	Other	Iron Ore	Forti	Fertilizers	Coal	_	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/L NG)	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	E	TEUS	Misc. Cargo		AGAINST 2016-17
KOLKATA		100	COMBAN		-0103	20.00	3	-	0.000000		7	100745-000	
Kolkata Dock System	TRF APRIL-FEB.2018 TRF APRIL-FEB.2017	708	702		193	21 56	7	698	8913	583	4457	15699	3.71
oldia Doob Complay	TRF APRIL-FEB. 2018	7204	4487	1489	365	296	1961	11172	2455	141	9069	36341	
natura Dock Comprex	TRF APRIL-FEB. 2017	5946	3968	926	158	287	1617	6186	1776	118	5900	30397	19.55
TOTAL: KOLKATA	TRF APRIL-FEB.2018	7912	5189	1489	558	317	1974	11870	11368	724	11363	52040	
	TRF APRIL-FEB. 2017	6633	4578	926	223	343	1617	12348	10739	269	8127	45534	14.29
PARADIP	TRF APRIL-FEB:2018	31519	1398	11056	4	4024	26185	11733	98	9	7149	93154	
	TRF APRIL-FEB. 2017	24763	1654	9790	43	3882	23656	9552	38	7	7235	80613	15.56
VISAKHAPATNAM	TRF APRIL-FEB. 2018	14589	1941	9366	1905	874	8022	5774	6212	355	9015	86925	
	TRF APRIL-FEB. 2017	15007	1775	10271	1722	705	7113	4266	5817	332	8856	55532	3.90
KAMARAJAR(ENNORE)	TRF APRIL-FEB. 2018	3922	93		1	1	20819		52	•	2356	27242	
	TRF APRIL-FEB. 2017	3632	86		1	•	21010	79		9	2476	27296	-0.20
CHENNAI	TRF APRIL-FEB. 2018	12387	1439		27	148	-		27374	1418	6211	47586	
	TRF APRIL-FEB. 2017	11259	1223		62	206	(3)	3.5	26234	1359	9259	45560	4.45
V.O.CHIDAMBARANAR	TRF APRIL-FEB. 2018	595	782	7	295	1036	8530	2681	12698	628	6426	33043	
	TRF APRIL-FEB. 2017	619	825	9	574	952	9893	3317	11692	579	7291	35163	-6.03
COCHIN	TRF APRIL-FEB. 2018	17914	355	•	15	188	4	•	8569	503	1098	26572	
	TRF APRIL-FEB.2017	14587	410		17	235	4		6212	446	1085	22590	17.63
NEW MANGALORE	TRF APRIL-FEB. 2018	22572	1861	4473	472	114	3958	1932	1565	103	1230	38177	
	TRF APRIL-FEB.2017	22660	1857	2423	337	64	3310	3118	1223	82	939	35931	6.25
MORMUGAO	TRF APRIL-FEB. 2018	553	519	8161	190	10	1842	8591	396	30	3698	23950	
	TRF APRIL-FEB. 2017	267	397	12616	174	-	2278	7533	372	28	5054	28991	-17.39
MUMBAI	TRF APRIL-FEB. 2018	34480	1792	8869	161	63	2232	3424	527	40	7705	57402	
	TRF APRIL-FEB. 2017	33758	1980	6957	256	27	2253	3829	510	39	8003	57573	-0.30
J.N.P.T.	TRF APRIL-FEB. 2018	4068	2355		()	67	t	5	52607	4401	846	59876	
	TRF APRIL-FEB. 2017	4042	2116	10	10	8	i)	6	49379	4086	754	56291	6.37
KANDLA	TRF APRIL-FEB. 2018	45228	9204	1027	3332	142	11967	425	1532	94	27018	99875	
	TRF APRIL-FEB.'2017	43503	8890	655	3280	280	13979	447	118	9	25184	96336	3.67
ALL PORTS	TRF APRIL-FEB. 2018	195739	26928	42560	100	9069	85573	46430	121375	8302	84115	616615	9
	TRF APRIL-FEB. 2017	181030	25803	43638		6694	85153	44489	112335	1992	81580	587410	4.97
% Variation from previous year	car	8.13	4.36	-2.47	4.50	3.17	0.49	4.36	8.05	8.37	3.11	4.97	

Source: I.P.A.

Air CargoTerminal Man

Mr. Ramesh Mamidala has been in the logistics and supply chain management industry for more than 25 years, and his association with global air freight industry is about 21 years. In the course of his career, he has been involved in designing, developing and managing various air cargo terminals, with varying automation capabilities and global special products,



Mr. Ramesh Mamidala

both in India and abroad. He is an engineer with a Master's degree in Transportation Planning and MBA from the Bradford University.

He started his career as a Management Consultant in Eicher Consultancy Services, in logistics and supply chain management, later working with Emirates Airlines Group in Dubai for over 16 years. He had a short stint with Celebi Delhi in 2012-'13, as the Chief Operating Officer (COO) and soon after went to Qatar Airways Cargo as their Head-Cargo Services in Doha, wherein he successfully managed transition to their new international airport. He currently works as the Chief Executive Officer (CEO) of Celebi Delhi Cargo Terminal Management.

Ouestionnaire

1) How long have you been in operation?

Celebi Ground Handling is a global conglomerate with 60 years of experience (having started in 1958), with head office at Istanbul, Turkey. It came to India in Mumbai (2009) and Delhi (2010). Celebi Delhi Cargo Terminal has been successfully operating the Brownfield cargo terminal for over eight years.

2) What kind of business model does your organization follow?

An integrated cargo terminal acting as a one stop shop for customers which includes physical and document handling of all forms of cargo, such as export, import, domestic, perishable, pharma and express.Our objective is to stay ahead of the ecosystem with high level of professionalism and adoption of global best practices.

3) How can technology help in the growth of cargo terminal handling? Where is your organization positioned in the relevant technology?

Technology plays a major role in streamlining and strengthening the cargo terminal handling processes, therefore the cargo terminal players need to align with the new and emerging advanced technological processes and capabilities available in the global market. Adoption of latest technology also supports in gaining the competitive advantage. Successful cargo handling operations are highly dependent on technological advancement which is one of the most effective tools to automate the processes.

We achieved the status of being 100% e-freight compliant way back in 2013. Currently, we are working on a very robust system based environment wherein we are compliant with all forms of IATA standard C2K messaging. Going forward, we are migrating to a much advanced cargo management software called "CargoCel", in international operations, after having successfully implemented CargoCel in domestic operations last year. There are other important initiatives such as introduction of truck slot management system, the Import Truck Management, a HHT driven barcode-based environment for better traceability of shipments. We have even digitized our cross-functional processes, through SAP. Celebi Delhi Cargo Terminal is also in the process of implementing the Automated Storage & Retrieval System (ASRS) which will augment capacity and automate the complete storage and retrieval process, to minimize manual intervention and eliminate discrepancies.

4) Who are your present clients?

We have a huge clientele base of around 47 International and 4 domestic scheduled carriers, around 1500 CHAs and a host of non-scheduled operators.

5) What are the special services offered by you?

We offer a wide range of special services within our terminal premises to facilitate the trade, such as:

Import Expedited Delivery and Export Express Acceptance as our premium products • Cool Dollies to extend the cool chain till aircraft • Envirotainer Stocking Station • Dedicated Pharma Logistics Centre for handling different temperature ranges • Establishment of "Gems & Jewellery" facility for processing, examination & appraisement • Transhipment Centre • Providing IATA Standard Barcode Labels in Export PTL • Road Feeder Services (RFS) facilities to connect with hinterland locations and manufacturing regions • Additionally, we are in the process of creating an ULD repair facility.

6) How do you see the logistics industry in the coming year?

We see great growth possibilities in the coming years. The above initiatives are a step forward towards our commitment to become a one-stop-shop for all cargo terminal services.

Celebi has built a huge capacity of approx. 1,150,000 MT per annum including International, Domestic and Express cargo, thereby providing scope of ample capacity to accommodate any surge in cargo throughput.

- x -

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