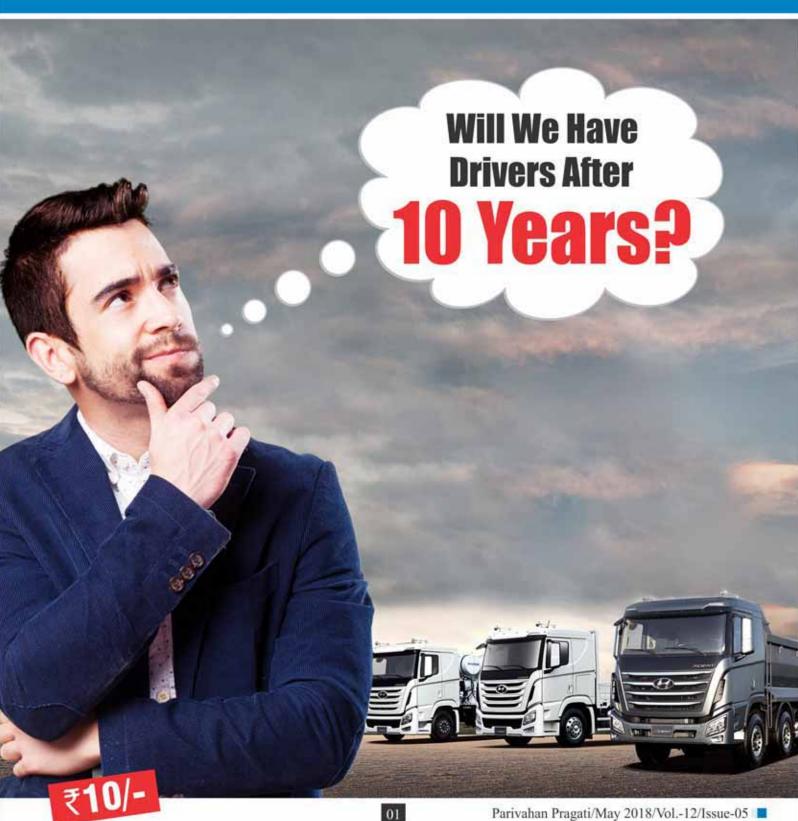
Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

The True Mouthpiece Of India's Road Transport Industry





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EDITOR-IN-CHIEF: Mahendra Arya
PRINTED 8 PUBLISHED 8Y: Ashok Gupta
GWNED BY: All India Transporters Welfare Association
PRINTED 8Y: Shashi Printing Solution, - D-128, Sector 10, Noida (UP)
PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extr. New Delhi -110055, India, Tet - 011-49842807,
Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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# Let Us Put Ourselves In A Truck Driver's Shoes For Some Time!



#### Mahendra Arva, Editor-in-Chief

Hello Readers!

May 2018 edition of Parivahan Pragati brings you yet another important issue that is of great concern and worry for the road transport industry. The cover story of this month is "Will we have drivers after 10 years?"

For the past 15 years, the trucking industry across many regions of the globe is witnessing an increasing shortage of truck drivers. The consequence is that it has a direct impact on the delivery of day to day items. And, transport companies are finding it hard to keep up the pace with the rising market demands. A steady downfall in the pool of drivers for hire also means less volume and higher costs for consumers and, therefore, a likely slump in demand.

shortage of around 100,000 qualified drivers in Brazil. In Germany, around 40 per cent of truck drivers will retire in the next 10-15 years, leaving the German trucking industry with a shortfall of 150,000 drivers. The situation in the United Kingdom is also not favourable. A collective assessment by the transport associations suggests that there is a shortage of around 97,000 drivers and another 35,000 to retire in the next two years. Further, the United States is not far behind to face this crisis. It is expected that 1 million new drivers will be required in the next 15 years. Talking about South Africa, in 2015, the estimated required number of truck drivers was 15,000 but the target was never met.

The shortage in developed countries has different reasons. The main reason is that in spite of being well paid, they find it a rough job which keeps them away from home and they have better choices. In India, the situation is even grim. The shortage of drivers has affected around 10 per cent of the Indian truck fleet, which is currently not in use. That means we have only 900 drivers for existing 1000 trucks. The industry is projected to require more than 17 million more drivers over the next 10 years.

Though the issue is a universal problem, we, however, will stick to India and discuss the hindrances to A collective overcome it and address "will there be drivers assessment by the after 10 years in India?"

suggests that there is a shortage of around 97,000 drivers and another 35,000 to According to various reports, there is a retire in the next

transport associations As we know, approximately 70 percent of the freight movement happens through road transport. And, to make this possible, the industry constantly needs skilled and motivated drivers. The current shortage is the result of numerous, inter-related factors. The issues are one too many, and little has been done in the past to overcome these problems.

> two years Any person who is skilled and is ready to do hard work expects the following in return:

- a. Payment
- b. Prosperity
- c. Pride
- d. Privileges during duty

#### Unfortunately what he gets:

- a. Poor payment
- b. Poor prospects of future
- c. Police harassment
- d. Punishment for things going wrong

There is no incentive for a good job, however, there are all kinds of harassments for adverse happenings on the route. Some of the major challenges that truck drivers face in India on regular basis are:

Away from family: Truck drivers' profession is such that they need to meet their target and deliver the cargo on time. That's a huge pressure. Plus, they need to travel long distances within hours. A driver travels from Delhi to Kolkata in almost seven days and he needs to do it 2 to 3 times in a month. He is always on the road to earn his bread and gets little or no time to spend with his family.

Improper sleep: Drivers are given a target and, thus, they need to cover longer distances within the stipulated time frame. They drive miles without taking a break and proper sleep. Also, they are forced to work for more than 15 hours a day, which is more than the mandatory working hours

Irregular and less payment: According to a study, truck drivers are paid in between Rs. 10,000 to 15,000 per month or approximately Rs. 1.50 per km, which is also not

paid on time. They don't have a fixed monthly income and we all know how difficult it is to manage all the family expenses, particularly when the salary is very less. This is one of the main reasons why young people get discouraged to be truck drivers.

Poor food facility: Drivers do not get enough time to have proper food, as they are driving most of the time.

They prepare their food in haste on the roadside and quickly eat to meet their deadlines. Eateries on the highways also do not provide quality food, which eventually affects their health.

Life-risking job: Robberies and theft on highways are on the ever-increasing state in India. A report of Times of India suggests that there are more than 82,000 cases of theft across the country on highways. Drivers always need to risk their lives to face these robbers every day.

Road conditions: Though the condition of highways has improved extensively in the last couple of years, still, a lot of areas are yet to be covered. During 2015, overloaded vehicles caused 77,116 accidents and 25,199 road accidental deaths involving trucks. It constituted a share

of 15.4 percent and 17.2 percent respectively in total road accidents and fatalities in the country.

**Poor sanitation:** Truck drivers get to rest only in the roadside dhabas. There is no regulatory authority to look after this issue.

Transporters and government will have to sit together to find possible ways to improve drivers' conditions. The following can be referred for the meaningful purpose:

Working hours: The working hours on move can only be curtailed by having two equally skilled drivers on each truck; who may share their time by dividing evenly. The laws also insist on that but in reality, it does not happen like that due to the extreme shortage of skilled drivers.

Health and hygiene: Drivers face major health issues due to unhygienic conditions they have to manage with. As they are always on road, accessing proper food, rest and

sanitation have been problems.

#### Overloaded trucks:

The root cause of many accidents in highways is overloading of trucks. There should be strict rules and penalty measures against this monstrous act. Such steps will always help in reducing the number of accidents that take place in the highways as well as

ACLEGIA STOP

within a city.

Pay structure: If the transport and logistics sector is a major economy booster in our country, a good share must fall into the kitty of drivers as well. After all, it is for their sacrifices and hardships that they go through result in such accomplishment.

We all know, what it means to be a truck driver. The profession is the most unsecured, unsafe and demanding and yet there are no proper rules and regulations made for drivers that could empower their health, working hours, payment, poor infrastructure, etc. It's high time to take bold steps and make up for what was not done for years. This is the only route that will create the highway for the young generation in truck driving. This is how we can convert the disinterest to interest and see the participation

# Promoting 'Drive In India' To Not Save Logistics Industry Alone But NextGen Truckers Too!

#### Dear friends,

While everyone is talking about India's unemployment which reached a 5-year high of 5 per cent in FY17, there's one industry mulling over the shortage of workforce at this hour. As per a recent UBS report, nearly 13 million people will enter India's working-age population annually over the next five to six years and around 7 million of them will be hunting jobs. Considering this oversupplied national

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job market, the transport and logistics industry in India should not face any difficulties in meeting its requirement of new drivers, which stands at roughly 1 million every year, in order to keep everything moving from e commerce packages to fruits and vegetables.

But, the picture is not so rosy for the industry. Just like India's archaic caste system, which keeps priests or Brahmins at the top and ends with Shudras often regarded as untouchables, white-collar jobs enjoy the priority while no one considers truck driving as the career option. And, this can be attributed to the factors like target pressure, staying away from family, poor work environment and life at risk.

Notably, a long-haul truck driver in India has to ply the subcontinent's potholed highways for weeks at a time away from family. This makes them vulnerable to venereal diseases and sore backs from sleeping in



Pradeep Singal
National President, AITWA

cramped cabins. Besides, the occupational hazards their marriage prospects grow grim because they are poorly paid and the truck driving profession is considered not so dignified. This is coupled with fact that even the truck drivers have very low esteem of themselves. Some studies have suggested that a quarter of truck drivers do not get married because their lifestyle makes them a lesser attractive life partner. Not just this, many of them suffer from HIV/AIDS, contracted from brothels along their driving routes. Moreover, they have a high injury and death rate from road accidents. Owing to the aforementioned factors, many truck drivers want to switch to city driving jobs as early as possible.

If this continues, the driver shortage will soon take a heavy toll on Indian economy as well. Remember, driver shortage means the idling of many trucks, increasing

Not just trucking firms, but other sectors like agriculture and construction, are facing an acute shortage of workers

delays and cancellations, higher prices and poor truck availability in remote areas. Not just trucking firms, but other sectors like agriculture and construction, are facing an acute shortage of workers. And, this is primarily attributed to their low status and the lack of dignity. Also, India has an acute shortage of quality jobs owing to which many are rejected by quality employers despite having college degrees, which lead to job quota agitations by

transformation, which would definitely impact their social status and marriage eligibility positively. Besides making truck driving a respectable and desirable profession, the relay system promises to end the chronic shortage of drivers by stopping them from switching to



rural castes, And despite unemployment, most refuse to take up the supposedly low-status jobs.

To deal with this situation, the Government of India and the industry players are required to work to-gether to upgrade the status and make the jobs at offer socially attractive. This has become the need of the hour, if not paid attention to; it can cost an industry its existence 10 years down the lane. And realising the importance of much-needed change, the trucking industry is leading by example.

Some new-generation logistics companies are working towards revolutionising the lifestyle of truck drivers by

If this happens, certainly, the lifestyle of truckers will witness a huge transformation, which would definitely impact their social status and marriage eligibility positively

creating a relay system where truck drivers return home every night just like people in other jobs. If this happens, certainly, the lifestyle of truckers will witness a huge city driving jobs.

Along with this, training people with limited education both in-house and in institutes can help develop a workforce of skilled, safe drivers. Further, adopting the latest technology, including GPS tracking and fleet management systems, can help monitor every aspect of truck movement and solve problems, if any, at the earliest.

However, the main issue again is the lack of basic facilities en route for drivers, low salary, and too many expectations from both the transporter and client where they are expected to know all the tax and traffic laws, as well as the ones which even the best experts fail to interpret. Above all, the lack of dignified treatment meted out to the truck owners by the transporters and the police officials, is painful. This mindset needs a big change. We need to create safe and comfortable working environment for the drivers on roads, in vehicles, at workplace and in the society at large.

With efforts from every nook and corner in the right direction, the transport and logistics industry is surely going to contribute more to the Indian economy but most to the development of truckers in the near future.

Jai Hind!

# A Better Lifestyle To Drivers Can Put An End To The Transport Industry Crisis!



#### Ashok Gupta, Hon. General Secretary, AITWA

e it the heavy rain of monsoon or chilling cold of winter, scorching heat of summer or dusty autumn, a truck driver continues to carry his duty without any complaint, even in the grimmest situation. He also witnesses vast topographical diversity while shouldering the responsibility of the movement trade. His journey is not restricted to one route and varies according to the transporter's need. A driver can take off from Mumbai, the commercial capital of India, and land in Srinagar - the 5000 ft. above sea level, the capital of conflict-ridden Jammu and Kashmir or he may have to travel from sand-blasted roads of Rajasthan to the northeastern town of Imphal, the capital of restive Manipur or he may need to drive down from the fertile rice and wheat plains of Punjab to the winding green hills of Nagaland. He does his job to his potential and more importantly, plays a vital role in the smooth conduct of the economy.

Despite doing so much, a truck driver doesn't have a fixed monthly income and is very poorly paid. He lives with social stigmas like good-for-nothing, rash driver, harddrinker, brothel visitor, AIDS contributor, etc. People are

He lives with social stigmas like good-for-nothing, rash drivers, hard-drinkers, brothel visitor, AIDS contributor, etc.

not even concerned about the inevitable police harassment he encounters often, the narrow misses he experiences with the cars zigzagging across the highway and that he needs to stay away from his family for weeks.

Then, where will the motivation come from? How can a driver inspire the young, new generation blood to join the profession, when he himself is not satisfied? The issues that a driver faces are one too many, and the government and industry's inability to address these issues and not being able to do much to overcome these problems is causing it the biggest harm.

Today, 10 percent of the Indian truck freight is affected by the shortage of drivers, which means that out of every 100 trucks, 10 trucks are not operating because of nonavailability of drivers. The situation is heading from bad to worse as the industry will be requiring more than 17 million more drivers over the next 10 years. But the big

The situation is heading from bad to worse as the industry will be requiring more than 17 million more drivers over the next 10 years

question confronting us is "will there be drivers after 10 years in India?" And, the attraction of city driving jobs like OLA-UBER cabs, taxis, autos and LCVs is deteriorating the situation further.

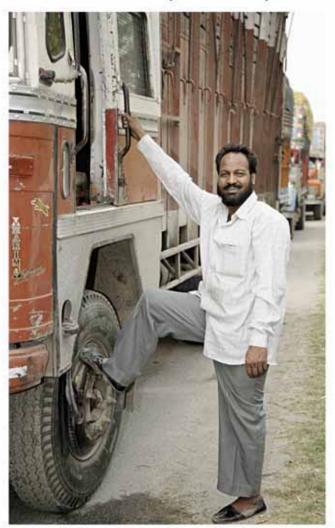
But, the condition of many India's highways has improved and the condition of others is improving. Further, checkposts are removed and smart tags are applied, which have made trucks move seamlessly. Also, the newly opened Driver Seva Kendras are offering drivers enough time to rest. And, with an earning potential of Rs. 30,000-50,000 per month, this is probably the only job in India that does not demand high educational qualification. However, until the major issues of drivers are not settled and a better lifestyle is not offered to them, it is unlikely that the industry could inspire the new generation to opt for a driver's profession in the trucking industry.

Transporters cannot keep trucks in miserable condition: They will have to learn to come up with a suitable formula of take care of drivers' needs as their investment. Trucks remain in service for a considerably longer period of time and the driver's comfort is neglected. They will have to understand that a truck is not just a truck

They will have to understand that a truck is not just a truck for a driver, it becomes a home away from home and it has a special place in his heart

for a driver, it becomes a home away from home and it has a special place in his heart. The sentiment is very special and that is why he embellishes the vehicle with extravagant ornaments and vibrant paintings.

Truck drivers must get payment on regular basis: There is a trend in the industry that drivers are paid on the



shift basis. This has to be changed. They must be brought on payroll so that there is a steady growth of income with his age. Moreover, this can also ensure regular monthly income.

Life security: Drivers lives are always at risk as they move with valuable consignments. Often, theft and robbery cases are registered. So, utmost precaution must be taken in the black-listed regions.

Harassment by government authorities: While carrying consignments for long distances, a driver crosses various state borders and officials appointed there have been known to harass the driver for various legal documents. Sometimes, they are halted for many long hours, even after having proper documents. Knowing that

Sometimes, they are halted for many long hours, even after having proper documents.

Knowing that they are not educated enough, flying squads of tax departments try to extort money from them

they are not educated enough, flying squads of tax departments try to extort money from them. However, the implementation of e-way bill shall bring a lot of positive change.

Free education for truck drivers and their family: The government and transport industry should inspire truck drivers and their families to achieve standard education. With the industry trying to adapt to technologies of the west, drivers unexposed to new technologies can be in a confused state. Proper training will help them operate efficiently and effectively.

Free health check-up: Transporters should arrange regular health check-up camps to ensure the good health of the drivers, as often, they are thought to be carrying HIV virus and infected with AIDS. Education about protected sex can also be offered in the camp.

The discussed points are just a few challenges faced by the truck drivers in our country. The industry has started realizing the importance of drivers and their issues. And, it has started taking steps to improve the lifestyle of drivers. The effectiveness of these steps and their contribution to inspire the driver community will be learned only after a year or so. Till then, the industry and the government will have to work in tandem to deliver a winning combination.



# Will We Have Drivers After 10 Years?

The shortage of truck drivers is not just affecting the good transporters but the nation as a whole. While transport owners are worried about their businesses, its adverse effect is also felt by commoners, as the prices of vegetables, cereals, rice, wheat and every other household item, are going up. We may or may not realize it but the bitter truth is that the drastic shortfall of truckers is resulting in the increase in freight costs and, in turn, retail prices. And, we are unable to do anything about it but blame this stark reality - there aren't enough truck drivers for delivering goods to stores.

The problem of shortfall of drivers is also causing delivery delays that have left store shelves empty. Also, the crunch is affecting corporate profits and occasionally has forced manufacturers to halt or shut down production as receiving raw materials in time has become a challenge nowadays. The crisis, without a doubt, has been influencing one and all. From top-notch business houses to small firms, all are going through a phase which needs intervention by not the Government of India alone but the truckers too.

A kiln operator shared, "I am unable to operate the kilns to full capacity, though there is no dearth of buyers. There is a

problem of logistics. I have to send five dumpers to Kannauj, but there are no drivers. If the supply does not reach on time, I lose money. And if I don't clear the stock, I have to go slow on production. Shutting down one furnace and restarting it later is expensive," reported Business Today. This kiln operator who runs three kilns in Mainpuri, Uttar Pradesh, is a victim of the problem that is slowly shaping into a disaster. Like him, there are numerous small businessmen and traders across the country affected by the same problem.

Though the problem is a ground reality, a section of people just can't believe this is happening. According to them, when the entire nation is crying about unemployment, which has reached a 5-year high of 5 per cent in FY17, how can there be one industry brooding about the shortage of workforce at this hour.

But, the cloud gets clearer only when we hear statements from people who gave up truck driving for city driving jobs like Uber taxi. On such truck driver revealed, "I used to earn Rs 20,000-25,000 a month when I was driving a truck. Now I make Rs 15,000-20,000 every week. A lot of people I know have shifted from driving trucks and buses to cabs. More will shift in future." Certainly, they get

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better pay, relaxed working hours and more respect from the society. Why would not they jump the ship?

Not just this, Road Transport, Highways and Shipping Minister Nitin Gadkari had said that the shortage of drivers was harming the economy. He mentioned, "There is a 22 per cent shortage of drivers in the country today," adding, "We are amending the Motor Vehicle Act to

introduce computerised driving schools and training centres to impart skills for driving specialised vehicles used in the infrastructure sector, especially in building roads and national highways."

And, the shortage is notching up and up with each passing month. Industry experts suggest that the gap in demand and supply of truck

drivers is now steeper. Notably, there was an oversupply with over 1,300 drivers per 1,000 trucks in 1982, but this gradually slid to a driver per truck in 1991/92. And thereafter, demand has always been over the supply. It is said that nearly 2.3 million vehicles, which makes 27 per cent of the total truck population in India, remain idle every day owing to the lack of drivers. Also, the shortage of trucks has already started to post the economic loss estimated at almost Rs. 4,20,000 crore annually due to trucks lying idle. And if this continues to go like this, the shortage w

And if this continues to go like this, the shortage will be an unprecedented 50 per cent by 2022.

Expressing concern over this situation, Ramesh Agarwal, Managing Worker, Agarwal Movers Group told Business Today, "Can you imagine what it means to the economy? If an expressway is under construction and cement does not reach on time or iron ore does not reach a steel factory as planned, how will you quantify the loss?" He added, "If trucks don't move, the economy won't even crawl."

In India, there is a near-absence of waterways or air cargo, which has lead railways and roads haul majority of the goods across the country. While around 90 per cent of the freight was carried by railways at the time of independence, the rapid expansion of the road network and creation of multiple expressways have made roads the prime source of freight transportation. Recent data state that an estimated 65 per cent of the country's freight is transported through road nowadays. In this scenario,

shortage of truck drivers is not good news for the economy.

Notably, India spends almost 13 per cent of its gross domestic product (GDP) on transportation, warehousing and logistics, which is much higher than other developing economies. And, this higher expenditure rides on the back of equally high losses due to inefficiencies like poor roads and unorganized nature of the

sector. Further, the average speed of a truck in \_ India is a mere 30-40 km/h.

Gadkari has also mentioned, "Currently, logistics costs in India are very high when compared to Europe or the US. Our focus is to bring down the cost by developing coastal shipping and inland waterways."

He also shared, "The Make-in-India dream cannot be realised, if logistics costs are not reduced. So, waterways are being given a priority. World over, freight that moves over

water is the cheapest. It is five times more expensive to transport the same goods by road. We want to develop over 111 rivers in the country for water-based transport. If we integrate coastal cities with inland towns by rivers, then there would be a huge saving."

Another factor, which has made truck driving unattractive, is the lifestyle of people in this profession. Most of the truck drivers stay away from family for days together. Plus, the Indian roads and highways lack necessary roadside amenities like restrooms, medical centres and eateries. This leaves truck drivers with the only option of dhabas or truck cabins to eat and rest.



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Considering the pollution and dust on Indian roads, they remain at the high risk of acquiring respiratory problems.

Also, the truck driving profession is looked down upon by the people in India. Most of them believe, those who are illiterate and can't do anything will go for this profession. A truck driver for over three decades shared, "A doctor's son wants to be a doctor. An engineer's an engineer, a

## Also, the truck driving profession is looked down upon by the people in India. Most of them believe, those who are illiterate and can't do anything will go for this profession

lawyer's a lawyer. But a truck driver will never want his son to become like him. He will not recommend driving a truck to anybody."

Resonating the same feeling, another driver ferrying new cars made in Maruti Suzuki's factory told, "Money is not really a problem. There is a shortage of drivers, so that has helped us make more money. But we don't get any respect from the society," adding, "From the traffic policeman to fellow road users, everybody feels we can be insulted. Even a cyclist can harass us at times. It's strange that these cars we are transporting, once they are on the road, they are a symbol of status. Well, we carry a dozen of them in one go."

Further, the senior fellow and coordinator, Indian Foundation for Transport Research and Training, highlighted, "The living conditions of a truck driver is an apt case for the National Human Rights Commission. They live in the fringes of the society, like outcasts." He added, "I have heard instances where truck drivers have struggled to find brides as nobody wants to give their daughters to them. Lack of any infrastructure for them to rest on the highway also means they become alcoholics and drug addicts."

Certainly, being a truck driver is not easy in India - long hours, inhospitable working conditions, lack of sleep and constant harassment on the road. The mindset of people needs a change. They need to realize that truck driving is a skill. Not just this, driving a truck is risky as well. Studies have highlighted that the life expectancy of a truck driver is at least 10 years less than the national average. According to National Crime Records Bureau data, 20 per cent of all fatalities on the road in India in 2014 were of those driving trucks.

It is high time, the government and the industry come together to make trucking a lucrative enough profession for prospective job-seekers. Looking at the size of the road transport industry in India, the importance of truck drivers cannot be ignored. Many companies like Tata Motors and Ashok Leyland have started various driver-training schools, while big fleet owners have not only revised salaries but also started providing social security safety like provident fund and insurance to their truck drivers.

The senior vice president, Commercial Vehicles, Tata Motors, said, "We are doing our bit by setting up training academies. There would be 15 within a year in collaboration with state governments, making the trucks safer and more advanced, but it has to be a collective

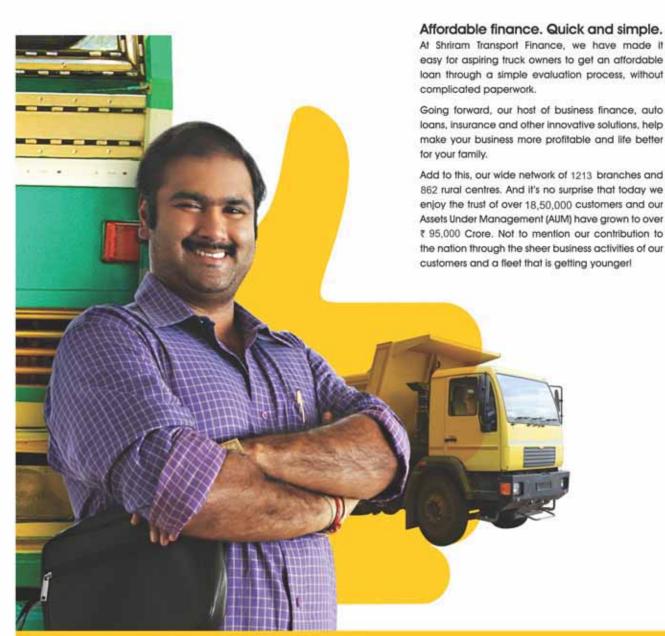
#### There would be 15 within a year in collaboration with state governments, making the trucks safer and more advanced, but it has to be a collective effort

effort." He added, "We have also rolled out a loyalty programme for our consumers, which has an unnamed insurance scheme. If a driver loses a limb while driving a Tata truck, he will get Rs 2 lakh as compensation and in the unfortunate case of a fatality, his family will get Rs 5 lakh."

Further, Agarwal Movers Group (AMG) has set up a 500bed drivers' rest house in Rajasthan where drivers can get their quota of eight-hour sleep every night. Moreover, the government has become considerate about having goodquality roads, clean fuel and roadside amenities, among others, which would definitely benefit truck drivers and improve their lifestyle too.

Certainly, the situation has not slipped off hands yet. If positive initiatives continue like this the improved truck driver is not far from reality.

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# The Alternate Fuel Imperative LNG Conclave on April 27, 2018

his was one of the few seminars in the recent past which focussed on a major issue of alternate drive systems and usage of cleaner and safer fuels in our energy starved nation. Monit Anand, Partner in NMV Incorp, the organisers, gave an introduction into the issue of available fossil fuels and the pollution levels generated

owing to this fact. He cited a reported study stating that vehicle carbon emissions contributed around 20% to the total pollution in our country.

Dr. AK Balyan, CEO – Oil & Gas at Reliance Defence said that just four years back the usage of Gas was between 10-12%. It dropped steeply over the last few years to reach 6% at present. The

Prime Minister himself wants to push for a Gas based economy, by reaching for 15% usage in the first phase. This looks like a tall order, considering that no initiatives have come from the government since he last made the statement. 17-18% of Fossil fuels are used by the automotive sector. In China, out of the huge number of Gas-based vehicles, 200,000 are LNG based. India has only just started the first LNG refuelling station now, though LNG is much safer than LPG / CNG. He was happy to note that Tata exhibited an LNG vehicle at a recent exhibition at Noida. LNG is cheaper and cleaner than other fossil fuels. He felt it was a good thought process that makes business sense, though it may take Tata's a while to come up with commercial production.

The question uppermost in people's mind is-Why should we change from our present fuels to LNG? What are the incentives? Well, there is the Price cost and Running cost supported with incentives. In a large country like India, Gas is a useful alternate fuel. Gas fuels are cleaner fossil fuels than liquid fuels and need support from the government.

Dr. SC Sharma, the former OSD (Energy & Climate Change) Govt. of India and Founder Member & CCO, Petronet LNG, stated that there was a 9.5% growth worldwide last year, in the consumption of gas fuels. He said that in 2004, when we started LNG imports, we were ahead of China, in this regard. Today, China is way ahead

of us, the obvious inference being that the proactive support of the Chinese government has tilted the balance. As indicated in the PPAC website in 2017-2018, the growth in consumption of Transport fuel in India was 8%, whereas Gas growth was poor in the same period. His assumption is that if we can replace liquid fossil fuels with

LNG, the pollution level can be reduced considerably and also bring down our forex bill by 35% (since Petrol is much costlier). Bunker fuel use will also reduce cost heavily. Today, out of our total fuel usage of 160 Mn. MT, 35% use of LNG is feasible, which would help our economy gain in a big way.

The added cost of compliance of upgrading from BS-IV to

BS-VI (BS-V has been skipped to speed up our move to come up to world standards faster), has been estimated at Rs. 75,000/= crores. He concluded with the hope that government will come forward with a policy that will help us save USD 5 bn./year, by enhancing the share of Gas fuels, esp., LNG.

Pradeep Singal, President, All India Transporters Welfare Association (AITWA), one of the apex bodies of the Road Transport Industry, stated very clearly that AITWA would support the use of fuels, as provided by the government. He also said that use of LNG vehicles and fuel have already been approved in the MV Act.

Sandeep Rairikar, DGM, ARAI, made an interesting observation, saying that while the European Union introduced Euro Standards 1 (ES 1) in 2001 and the upgrades periodically till 2014 they found no real change in pollution levels. It was only after introduction of ES 6 norms in 2014, that they saw significant reduction in emission levels.

One of the reasons he gives for advocating use of LNG is that carrying capacity of LNG is about 2.5 times that of CNG. He believes that dispensing stations spacing of 400 kms on highways should be fine in the first phase. Gas pipelines have been laid mostly in the west and north of our country. Now, East will come next and go up to Guwahati. Our Gas usage is still much lower than the world average, except Gujarat, where it is very high.





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Energy investments will be stepped up. Gas pricing is an issue needing attention. 45,000 Mn. MT per day will be added from the Eastern sides. Distribution points have to be set up. He felt that no single system will do for India. It has to be a mix of many technologies.

#### The Blue Corridor

In a discussion on developing the Blue corridor, the session chairman mentioned that Petronet LNG was started on April 1, 2004, at Dahej airport. In the first two years, 2.5 Mn. MT per year were sold through Petronet. Today, they import Rs. 3000 Crores worth of LNG. A case was made for importing LNG instead of Urea, for the Fertiliser Industry.

Dr. Balyan rued the lopsided development of LNG in our Country and wondered why liquid fossil fuels are not replaced by gas fuels faster, since it has low pollution emissions and is cheaper that petroleum by at least 4-5%. CNG fuel has to be carried at its deadweight in cylinders and under very high pressure. Among gases, LNG scores over CNG as its refuelling is very simple and fast. In its purest form, LNG has a much higher fuel efficiency, as it operates in low pressure and has high octane levels. Many countries like UK, Australia and even Thailand are using LNG to a large extent. Therefore the question- why not in India? This is mainly due to the fact that there are no regulations to control emissions. Role of the government has to be more proactive. Legislation should be used to promote cleaner fuels. Particulate matter emission by using LNG is much lower at 0.0029 (Burnt) and 1.6 (Unburnt), than by using Petrol / Diesel.

Vivek Joshi, ED, Natural Gas Society, came directly to the point saying that in CNG promotion, the government was a poor starter. It was actually the Supreme Court which played the big role. China is doing well in Gas, as they supply to Industries. Pipelines to residential areas is a loss and hence subsidised.

In US, major fleet owners have invested in setting up terminals and hubs for LNG. He suggested that an Industry Group be set up to work out the economics for LNG use.

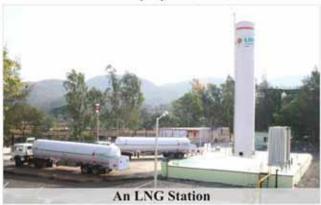
Sanjay Rairikar, Dy. GM, Power train Engineering of The Automotive Research Association of India (ARAI), mentioned that China converts coal to ethanol and methane for use. NITI Aayog has suggested a similar course of action for India.

HK Garg, GM (Mktg.-Retail LNG & RGPPL), said that there are plans to make 40 LNG stations and all the major Oil and Gas companies have agreed to support. He felt that there should be differential tax between LNG and Diesel, to encourage Gas usage.

Dr. KK Gandhi, SIAM summarised it well, saying that Economics is the important issue, not Technology, which is readily available. We are the third largest Truck manufacturer in the world.

There were other speakers who were erudite and scholarly in their presentations, but being a cargo-centric publication, we have focussed only on our core interest of Cargo Logistics.

While it is true that LNG is the cleanest and the safest fossil fuel, it is also true that there is a substantial investment component involved, which is holding up speedy development, of having to bring down the temperature of the LNG to -161 degree Celsius to liquefy LNG and also the uncertainty of the time available to recover the investments. In fact, even a move to advance from BS IV to BS- VI by April 1, 2020, has made some



manufacturers unhappy as they have not yet fully recovered their investments made to comply with BS IV, owing to the short period of implementation and now they have to invest again to comply with BS VI. Hence, Government has a role to play in formulating policy which encourages usage of clean Gas fuels. It is also imperative on them to stop making arbitrary statements like allowing only electrical vehicles on Indian roads from 2030, which upsets the informed public and panics the uninformed. As the undersigned had mentioned in the Jan.'18 issue, there must be a basket of options to choose from in such a diverse country like India. To some extent, the authorities may have to forego short-sightedness of some greed for easy revenues on Crude Oil products in the larger public good in efforts towards reduction of harmful emission levels. It is the responsibility of the government to legislate the policy and also make available clean fuel, to lift the curse of pollution from the brows of India.

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Our (Director) Won "Indian Cargo Award as a "Face of the Future" for West & South of India. in 2016



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Won "India Cargo Awards as a "Best 3PL - Pharma" for North & East of India in 2017



Won "Indian Cargo Awards" as a 'Best 3 PL - Pharma for West & South of India in 2017



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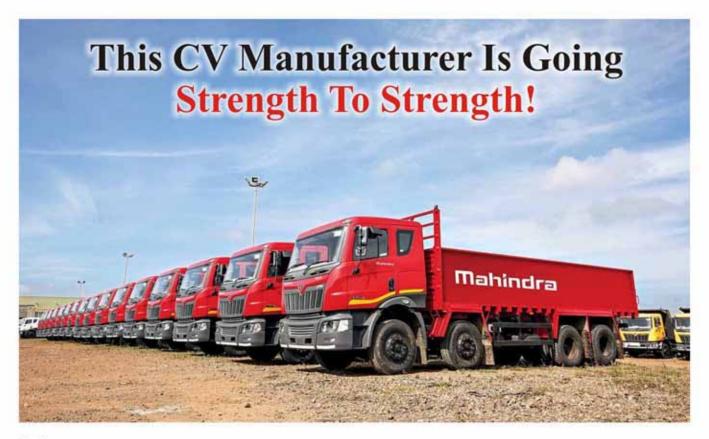
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t seems like the FY2019 has begun on a positive note for Mahindra & Mahindra. To begin with, the homegrown auto major announced the launch of its luxury electric vehicles brand, Automobili Notably, Pininfarina, which plans to launch its first

Pininfarina SpA will combine its automotive design prowess with Mahindra's growing electric vehicle (EV) expertise gained from its participation in the Formula E electric racing car championship. Also, Automobili Pininfarina as the world's newest sustainable luxury car brand will design, engineer and manufacture high-end technology, extreme performance, luxury electric vehicles for the most discerning global customers.

model in 2020.

Highlighting the amalgamation of innovation and technology, the Mahindra Group Chairman said, "The Mahindra Group has bet big on electric vehicles. They are the future, and when power, beauty and high-end EV technology come together in one car - that will be the perfect luxury vehicle, that will give car lovers the freedom to roam without impacting the planet adversely," quoted PTI.

M&M and its Notably, M&M and its group firm Tech group firm Tech Mahindra had agreed to buy 76.06 per Mahindra had agreed to buy 76.06 per cent stake in the Italian car designer Pininfarina SpA for 25.3 million euros through a special purpose vehicle (SPV), in 2015

cent stake in the Italian car designer Pininfarina SpA for 25.3 million euros through a special purpose vehicle (SPV), in 2015. Besides, Mahindra & Mahindra has another reason to celebrate. Its Trucks

and Buses division has broken even

almost eight years after it entered the

highly competitive market. Also, the commercial vehicle arm of the \$19 billion Mahindra Group grew at double the market growth in volumes in FY18. The volumes of medium and heavy trucks at Mahindra have more than tripled from 3,000 units at the end of FY15 to 9,484 units at the end of FY18, growing by 41 per cent over FY17 as

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against a market growth of 20 per cent.

Further, the president for the automotive sector at Mahindra & Mahindra, told ET that the business is now adding to the bottom line of the company and is aiming to break into the top three medium and heavy truck makers in the country in the coming 3-4



years. The official shared, "We are no longer a struggling business. We have turned around, business is making profits, but I can't give you the exact numbers."

Not just revamping the entire portfolio, a lot of this success can be attributed to the fuel efficiency, quicker uptime in case of accidents, and parts availability with its Blazo range of trucks starting 2016. Also, the company has managed to get higher offtake from the market due to the adequate penetration of showrooms and service centres including parts plaza.

Sharing his vision for the company, the Mahindra & Mahindra official said, "Now we are number 3 in certain segments and certain markets, now our target is to become pan India number 3. That will be organisation's next leap." He added that certainly, the company will have to double its volumes in the coming 2-3 years.

The source of this confidence at Mahindra is the fact that 45 per cent of its customers are repeat buyers of trucks.

## The source of this confidence at Mahindra is the fact that 45 per cent of its customers are repeat buyers of trucks

Also, Mahindra is now moving to a sales pitch of "lowest cost of ownership."

Undoubtedly, fighting two global giants, Daimler and Volvo is nothing short of a mammoth-like task. It won't be

# It won't be easy to make a cut as both Volvo through VE Commercial Vehicles and Daimler's Bharat Benz have strong roots in the Indian market

easy to make a cut as both Volvo through VE Commercial Vehicles and Daimler's Bharat Benz have strong roots in the Indian market.

Further, the company will be investing close to Rs. 600 crores in the launch of intermediate commercial vehicles in the market and will hire 200-300 blue collar workers for the launch of ICVs by the second half of the current financial year. Moreover, Mahindra & Mahindra is retooling its existing manufacturing line to accommodate the new line of products instead of creating a new manufacturing line at Chakan, Maharashtra.

Indeed, for a business, which was under pressure to deliver in 2013, the company has made a smart turnaround.



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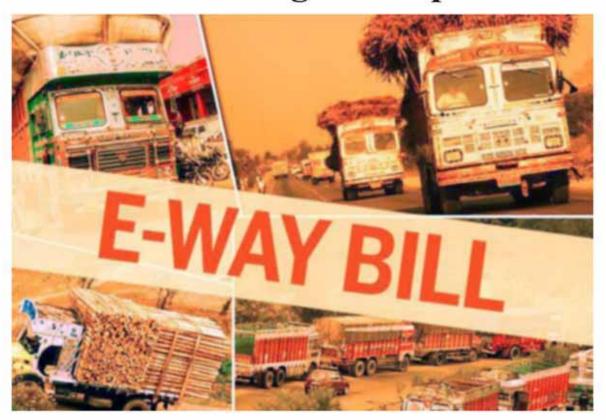
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# The Easy-waybill System To Seamless Cargo Transportation



his was the first such workshop attended by the undersigned, primary purpose was to understand the basic concept and also grasp the numerous complaints that we have been hearing about the woes and travails of our transportation fraternity.

The Electronic-waybill (EWB), has ushered in a paradigm shift — from a Departmental Policing Model (post movement) to a Self-Declaration Model (pre movement. From a non-uniform system, where every state had a variable system, it was decided to have a uniform system for movement of goods throughout the country. Added positives envisaged, were seamless movement, elimination of transit passes, easier verification, control of tax evasion, etc. EWB is mandatory for consignment value over Rs. 50,000/= and inter-state movements, with the exceptions defined clearly. Transactions which attract the provisions of EWB cover all Sale and Purchase (including all returns), Stock transfers, Expo cargo, Export, Import, etc. (For full details of EWB particulars,

please refer to the numerous user manuals, handbooks, FAQs and Help desks available. This report can only summarise the salient features, not replicate the full details in the limited space available. This is also not a beginner's guide, hence some changes in definition).

Exemptions and exceptions are detailed, including transportation vehicle number waiver for the 50kms leeway from consignor's place of business to transporter's place of business and similarly another 50kms from transporter's place of business to consignee's place of business.

The new common portal is "www.ewaybillgst.gov.in"

Modes of generation of E-way bill \*Web-Online based; \*SMS-through Mobile; \*Android-through Mobile App; \*API-through Site to Site integration; \*Bulk generation-Tool based; \*Suvidha Provider-Third Party based.

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#### Recipient and the Officer.

Data Exchange with GSTN and States. Over Dimensional cargo has been addressed.

One of the changes is in calculation of a day for e-way bill, which now means the full day after EWB is generated and

expires at midnight of the day immediately following the date of generation of EWB.

Transhipments rules are clearly provided as also details of E-Way Bill Format and generation of EWB. The Legal Framework and provision of

penalties under the law are mentioned.

#### Why extended teething troubles?

There is no doubt in anybody's mind that GST is a very important legislation and will change our way of doing business. However, there are some teething problems still existing, which act as irritants. A few are recorded below.

- When transporter generates the consolidated E-way Bill, the Unique ID of the registered dealers /
- transporters which is based on GSTN and state wise, does not accept multiple Unique IDs of the states, but accepts only one Unique ID of one state.
- Currently, e-Way bill generation facility is through SMS & Android app and acknowledgement is provided to admin user ID only and not to the Sub-users.
- OTP is not used (on registered mobile number) while changing the password of the Transporters ID.
- Mismatch of truck number in Part B of E-way Bill should be treated as an error and not a case of Tax evasion,

provided all other documents as per the GST Regime are correct.

 Only misdeclared goods should be detained and the other goods/vehicles should be released.

Having taken the trouble to go through the above



Currently, e-Way bill generation facility is through SMS & Android app and acknowledgement is provided to admin user ID only and not to the Sub-users

processes in great detail, why is there even some confusion in the manner of implementation? One is that there are ambiguities in the rules /regulations provided by the GST Council. Some of their work in progress must be clarified fast to ensure that the honest operators do

not lose trust in our systems. Heavy penalties in cases where it should be obvious that it was due to a clerical error and not intended fraud, is not the solution. There should be a clear demarcation between error and evasion.

Another is in the way our people think and perceive the situation, having spent years at toll gates with envelopes of cash as barrier openers out of any jam they may find themselves in and

by-passing government norms was seen as a badge of honour.

Now, the insistence on compliance is a new ball game some of our veterans have yet to master. In an industry which has seen its share of low standard operators, we hope will realise that this is the new reality. Orwell's 1984 has come legally into this sector a little late, but surely, Big Brother Is Watching You.

Vinod Kaul Mobile: 9711875283 | e-mail: v4kaul@gmail.com With inputs from J.P. Singla

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#### Government Plans 5 New Greenfield Highways On Major Routes

The Road Transport and Highways ministry has identified at least five greenfield road networks which will provide connectivity with major industrial and manufacturing hubs. Also, the road networks will reduce the existing distance on the identified stretches by up to 200 km, stated a Times of India report.

The new road networks include Bathinda-Kandla, Bathinda-Ajmer, Raipur-Visakhapatnam, Chennai-Salem and Ambala-Katputli routes. Besides, the ministry has also identified two more routes, including Durg-Aurang stretch in Chhattisgarh and Mangalore-Chitradurga stretch in Karnataka, to improve connectivity between important cities. Notably, the government recently announced that the work began on another greenfield expressway linking Gurgaon with Mumbai.

Further, the new network between Bathinda and Kandla passing through Hanumangarh, Jodhpur, Barmer, Bikaner and Sanchore in Rajasthan is likely to bring down the



current distance of 1,100 km to around 900 km. Similarly, the road network linking Bhatinda and Ajmer passing through Sirsa in Haryana and Sikar in Rajasthan will minimize the distance by around 120 km. According to sources quoted in the report, the greenfield highway connecting Chennai and Salem in Tamil Nadu will cut down the distance by 70 km.

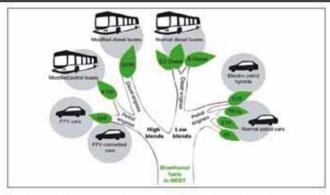
It seems like the Ministry of Road Transport and Highways has decided to construct more and more greenfield highways with straight alignment than expanding the existing ones as this will help them avoid delay in land acquisition, high cost for procuring land and removing encroachments.

# Government Pushes Bioethanol As Alternative Fuel

Road Transport and Highways Minister Nitin Gadkari shared that the central government is promoting the production of bioethanol as an alternative fuel to make farming a remunerative vocation. Also, bioethanol usage would save the country Rs. 8 lakh crore worth crude oil imports.

The minister further announced that the government would give permissions to automobile makers Bajaj and TVS for the production of auto-rickshaws which would run totally on bioethanol made of rice straw, reported The Hindu. He mentioned that already 55 air-conditioned buses in Nagpur are operating on bioethanol.

Moreover, he said that in states like Punjab and Haryana, the rice straw is burnt after the harvest. Instead, it could be used to produce ethanol. If the Centre's decision gets a cabinet nod, Telangana would be one of the states to benefit from this as it would house at least 100 bioethanol factories.



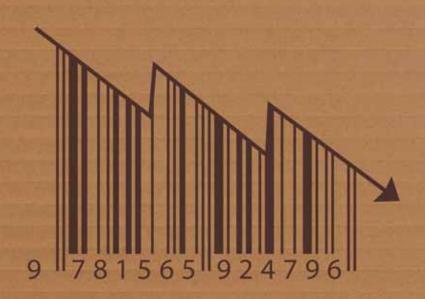
Besides, the government is also promoting bamboo growing through agro-forestry to cut down the import of wood, paper pulp and newsprint, which cost the country a total of Rs. 1 lakh crore.

Talking about other projects, the minister said that the Centre plans to link Indravati river with Godavari sub-basin, which would be linked to Nagarjuna Sagar and Penna at Somasila up to Cauvery. The move would prevent 800 TMC ft water from going into the sea, he said, urging States not to bicker over 15 TMC ft or 20 TMC ft of water.

- x -

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## SC Directs NHAI To Throw Open Eastern Peripheral Expressway Before May 31

The Supreme Court of India ordered the National Highways Authority Of India (NHAI) to ensure that the newly constructed Eastern Peripheral Expressway, which is aimed at decongesting Delhi, is inaugurated on or before May 31, reported PTI.

The apex court took exception to the 135-km expressway, which envisages signal-free connectivity between Ghaziabad, Faridabad, Gautam Budh Nagar (Greater Noida) and Palwal, not being thrown open to the public despite being informed earlier that it would be inaugurated by April 20.

A bench comprising justices Madan B. Lokur and Deepak Gupta made it clear that if the Eastern Peripheral Expressway was not inaugurated on or before May 31, it would be thrown open for public use as the national capital was already under traffic distress.

The NHAI counsel told the court that the expressway was scheduled to be inaugurated by Prime Minister Narendra Modi on April 29 but it could not be done due to his prior commitments.

Notably, the Eastern and Western Peripheral Expressways were planned in 2006 following the top court's 2005 order to build a ring road outside the national capital by 2016 for channelling non-Delhi bound traffic to decongest and "de-pollute" the national capital.



## Ministry Of Home Affairs Plans To Go Green

Following its gogreen 2022 roadmap, the union ministry of home affairs is planning to switch to electric vehicles and replace diesel-guzzling vehicles, including heavy-duty trucks and buses, and encourage the use of solar and wind energy instead of backup generators, reported Economic Times.

As per the gogreen 2022 roadmap, MHA seeks to reduce its dependency on oil and gas that annually costs seven central armed police forces (CAPFs) around Rs. 500 crores. Through these initiatives, the ministry officials believe they can cut down reliance on oil and gas by 10 per cent by 2022.

Further, representatives from CRPF, ITBP, BSF and other central armed protection forces (CAPFs) met the MHA joint secretary to prepare a blueprint for energy efficiency initiatives which are in sync with central government's push to look for alternative power consumption means.

Taking this mission forward, Power Minister RK Singh had recently reached out to the Centre agencies for the adoption of electric vehicles. The power ministry has offered to supply electric cars to central government departments, which can either lease or purchase them.

To realize this plan completely, the home affairs ministry will have to amend 'approved list of vehicles' to allow CAPFs to purchase electric vehicles. And for the acquisition of electric cars, there is a need to revise net dealer price (NDP) ceiling of Rs. 4.75 lakh fixed by the ministry of finance for purchase of any car.

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#### Government Warns Contractors To Work Properly

The minister of road transport and highways, Nitin Gadkari said that he has warned contractors of working properly else be ready to "find themselves under a bulldozer."

Gadkari said, "Yahan jitne bhi thekedar kaam kar rahein hai, ek Delhi se nahi aata. Ek rupaye ka brashtachar nahi. In rastonke malik aap hai. Kaam theek hua hai ya nahi ye dekhna aapka kaam hai. Agar gadbad karenge to maine thekedaron ko bolke rakha hai bulldozer ke neeche gitti ki jagah aapko dal dunga (none of the contractors working here comes to Delhi. You are the owner of these roads. It's your job to see if constructions work is good or bad. If there is any shortcoming, I have told contractors that I will put them under a bulldozer in place of crushed stones)," quoted Indian Express.

On the occasion, Madhya Pradesh Chief Minister Shivraj Singh Chouhan was also present. The Union minister said that there was no shortage of funds in the country, and he



will not tolerate corruption. He added that the money does not belong to contractors but "the poor of this country."

Additionally, Gadkari said that a road safety bill passed in the Lok Sabha to curb road accidents has been pending in the Rajya Sabha for over a year now. The legislation is currently being scrutinised by a standing committee. He further shared that his secretary went to meet the panel on nine occasions while he personally called on them three times. "I asked them to help me get the bill passed as people were dying," said Gadkari, adding, "I couldn't do much, and I accept it. There is just one year left now, and it's a black spot on me. But I am trying my best," reported Hindustan Times.

# Demand More Axle Load Use Hammer When Iron Is Hot

Rajasthan wishto have 20% more Axle load so the good quality of road & Vehicle in the country. Axle load was fixed in the year 1983 long back. We should not waste even a day in putting our demand for higher Axle load in TDC & at all Govt, level to grab this opportunity.

We use to request for 5% or 7% more Axle load with the Excuse of tarpoline weight etc. during rainy season to save our self from heavy penalties of overload. It is the suggestion coming from Govt. side which we should reciprocate carefully & should got our will & wish implemented as nicely as possible. Our demand should not be less than 30% more Axle load at least.

We should usehammer wheniron is hot. This is the right time we should take up this issue. Long back our AIMTC have asked Govt. ofIndia for 30% more RLW in the best interest of our Truck transport industry. It took twenty year when authority have to think on our line of demand. We should not miss this opportunity & should raise our voice as loudly as possible at all platform in Govt.

Sometime even our accident claims are rejected because of overload, all such situations can be saved and sorted out nicely just by having official more payload in the country. More official carrying capacity will give boost to our Trucking Industry. It will be easier to have good income to truck owners without spending much. Long back Indian railway increase their wagon carrying Capacity by 17% and give good viability to Indian railway. Same thing will happen in trucking also and whole industry will be benefitted.

Our industry leadership should try to avail this chance in the best interest of our industry. This will reduce overall logistic cost& save our truckers from now & often penalties of overload & at tool plazas, which is unbearable these days.

Regards,

Ishwar Chand Goel - Advisor & Chairman Insurance Committee - AITWA

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# Mack Trucks Employs Geofencing Technology For Electric Vehicles



ith each passing day air pollution is strengthening its ground on the blue planet, Earth. And, transportation is the The largest single source of air pollution across American the world. But, it's high time to blow the whistle and take a U-turn to save truck-manufacturing human race. Thankfully, we have a solution, not an easy one though. called geofencing, which Clean fuel or green fuel technologies can significantly employs GPS and radioreduce air pollution. And, this has frequency identification promoted many to invest in the research for the fuel of future. technology that creates

So far, we have heard about bioethanol fuel and electric vehicles. But what's a virtual geographic percent. coming next is surely new and pleasing at the boundary same time. Mack Trucks is deploying a highly whether there is a boundary intelligent GPS that tells a plug-in hybrid truck when to run in electric mode and when to revert to diesel in a pilot trucks, com. He added. "Trucks, com. He added."

program. Notably, geofencing and plug-in hybrid technologies are not new, but the uniqueness lies in their combination. Now, there seems some real potential to reduce pollution and diesel consumption.

truck-manufacturing company is using a method called geofencing, which employs GPS and radio-frequency identification technology that creates full technology that creates the column technology that creates are powerful to the company is using a method and radio-frequency identification technology that creates are powerful to swap powerful to swap powerful to swap powerful technology that creates are powerful to swap powerful to

whether there is a business case, but we are trying to design this as if we will build it one day," quoted Trucks.com. He added, "We are still refining and we need







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to get more prototypes into operation." Further, commenting on the new solution by Mack Trucks, an industry expert addressed the GPS-guided, diesel-electric truck as "an interim solution" at best.

According to the industry expert, Mack Trucks "are

moving step by step" along with most other truck and engine manufacturers to develop trucks that can operate economically in "the zero emissions environment." He also believed, "This project is a n effort to use technologies they are familiar with to further the move toward [full] electrification. Plug-in hybrids are just an interim step."

Notably, Mack's project began in 2012 when Volvo Group decided to test the

plug-in hybrid system in its European transit buses. And, the first truck was built and put into service in 2016. A second truck, designed to take advantage of things learned during the initial phase of the program, was put into service in the late 2017.

The Mack Trucks official also shared, "We were almost too conservative with the first truck." But, the new truck is programmed to decide for itself where it can run in all-

The official added, "It identifies areas [on the truck's route] where only electric power is needed, and it decides when to turn the diesel power on and off, and it's seamless to the driver"

electric mode. The official added, "It identifies areas [on the truck's route] where only electric power is needed, and it decides when to turn the diesel power on and off, and it's seamless to the driver." Further, he stated, "If traffic slows and the truck can handle the speed in electric mode, then it will switch to zero-emission operation until speeds pick up again."



Also, the official shared that combining the smaller diesel with the truck's all-electric mode has resulted in 25 to 30 percent fuel savings and substantial emissions reductions over the trucks' full operating cycles.

While speaking about the remaining challenges, he said that the project team is all focused on reducing NOx in diesel exhaust

Besides Mack Trucks, a Cummins Westport Inc. venture is testing low NOx natural gas engines, and Toyota is testing a fuel cell electric drayage truck. In addition, Kenworth is developing both a fuel cell electric drayage truck and a port truck using a natural gas generator to extend the range of its battery-electric powertrain. Not to forget, Tesla Inc. is working on a battery-electric Class 8 truck with drayage capabilities. Moreover, Ricardo - a British engineering and engine development firm - recently began development work on a liquid nitrogen enhanced diesel engine that promises very low production of smogproducing nitrogen oxides, or Nox.



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### Does This Truck Hold The Potential To Be The Golden Truck?



Preserve issue of Parivahan Pragati introduces its readers to the newly launched commercial vehicles in the market. And, this time it's no different! So, presenting the Ultra range of trucks by Tata Motors, which is India's biggest commercial vehicle maker by sales.

The Ultra range has been especially introduced to defend and consolidate its overall market share from losing to rivals, such as Ashok Leyland, Mahindra and Mahindra and Eicher, among others. Also, Ultra trucks hold applications for cement, tipper, water tanker, poultry, compacter, among others.

Notably, the company had announced its aggressive growth game-plan to regain 5 per cent market share in August 2017. Also, the company sold a total of 376,456 commercial vehicles in FY2018, growing its market share to 43.96 per cent from 42.80 per cent in FY2017. Further, owing to surging demand for inter-city and last-mile transportation across multiple applications, Tata Motors has target the light commercial vehicle segment for growth.

Considering the booming intermediate and light commercial vehicles (ILCVs) market, the Mumbai-based auto major has introduced Ultra trucks ranging from 7-16 tonne capacity. Also, these nextgen ILCVs carry a price tag between Rs. 10 lakh and Rs. 25 lakh depending on various application and models.

Further, the Ultra range of trucks is powered by an indigenously-developed 3-litre and 5-litre Turbotron series of engines, which will have the peak power of 125-210 hp. There will be 14 Ultra models having 50 applications. Moreover, the trucks come with spacious car-like cabins for driver comfort, longer deck lengths, and higher payload capabilities.

CEO and MD at Tata Motors said, "The launch of Tata Ultra brand range of truck today is part of our turnaround 2.0 strategy with durable and new product portfolio for the future," quoted Financial Chronicle. Though the executive refused to divulge details of investments on producing the new Ultra range, he shared that the company has been investing Rs. 1,500 crore in the overall commercial vehicles segment annually.

The president, commercial vehicles at Tata Motors, said, "The new range of trucks provides competitive cost of operations, reliability and superior safety features." He also informed that the company increased its market share by 2.7 per cent in this segment in 2017-18. The official added that this emerging market grew 24 per cent to 105,000 units last year from 85,000 units in 2016-17. However, Tata Motors clocked a robust growth at 37 per cent to 46,200 units last year.

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#### WINDS OF POSITIVE CHANGE

Past few weeks I have been approached by young bright minds of consulting agencies to get a hang of Indian trucking ecosystem particularly with specific reference to long-haul truck drivers in India.

By the way, these young bright minds are working for India's top HCV manufacturers.

Driver welfare is no longer a one-off item in the laundry list of HCV OEMs. But a critical one, it appears at the boarder level. Indeed punch pleased. No longer one day drama enacted to gain extra brand traction.

The hiring of top-notch consulting firms by again top HCV OEMS signals a positive mindset change.

Driver welfare is fast emerging as an integral part of sales strategy of these big boys. Plus possibly two alarming signals: 22% driver shortage which may raise primarily due to truck driving is not an aspirational career option. Reasons? Many. Primarily, lack of respect by the entire society towards them.

Secondly, rising road safety failures involving trucks again due to poor, rather lack of adequate driver training in our country. Whatever been taught at existing DTIs is below par.

Nonetheless, the renewed and fresh interest by HCV OEMs truly heartwarming.

One pertinent query to me by these young bright minds:

"Share your laundry list of what ought to be done to make drivers happy." Simply put, their focus is bang on what I am also hitched upon...

How to improve the working and living conditions of long-haul truck drivers.

These bright young minds certainly are preparing for truck trips: Mumbai-Delhi, of course, one of the busiest routes. Or Mumbai-Bangalore, another key Golden Quadrilateral route component.

Fine but comfortable routes.

My suggestion to them is to try Mumbai-Kolkota via Nagpur-Raipur-Sambalpur - crossing a tough and rough terrain with hungrier Highway vultures hovering around multiple states.

When we should do these trips, being asked. Right now, under the scorching Indian summer of 2018.

To gain the first-hand knowledge of the wear and tear of Indian long-haul truck drivers, not vehicles.

Glad, young bright minds are being pushed to step out of their air-conditioned cabins to understand the pain points of trucking scenario.

Tinkering with excel sheets is fine. Add a dash of ground experience to gain a better perspective before chalking out a blueprint to improve sales of trucks. That's the ultimate objective. Fine.

Yes, these bright young minds "Googled" hundreds of hours. Am sure one long trip in Indian trucks would open their eyes to what Google \*does not\* show up. They will be a lot wiser post-trip, am sure.

One last thing I told them: be ready to pick a bottle filled with water to go behind bushes every morning.

You and they know what for.

Prime Minister Narendra Modi may not approve of that. Can't help it. Free fertilisation of Mother Earth will continue till the so-called \*wayside amenities for truck drivers\* becomes a reality. On paper, they exist even today.

Advised them to impress upon their HCV OEM clients to create restroom facilities outside their own manufacturing plants, to begin with.

Adopting villages at far off places under the CSR funding can wait.

By the way, today am glad that there is a lot of discussions as well as driver welfare activities across India.

Circa 2010 when I began my driver-focused research, I was in deep pain looking at the shabby treatment meted out to this weakest supply chain element.

Winds of positive change highly visible today. Happy for sure.

By Ramesh Kumar - Driver Duniya

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#### Celebi Broadens RFS With Launch Of Cargo CEL TRUCK App



elebi held a pre-launch Press Conference on April 30, 2018, on the occasion of the launch of Çelebi Cargo CEL TRUCK booking application on 1st May 2018. The launch event was attended by Sanjiv Edward - CCO, DIAL, Ramesh Mamidala - CEO, Çelebi Delhi Cargo Terminal Management India (Celebi), Arvind Aggarwal – Sr. Manager Business Development, Celebi, Akash Bansal – ED, Om Logistics and gentlemen from the Press, among others.

This is the first time that any terminal operator has operated Road Feeder Service, to support their endeavor to make Delhi into a Transshipment Hub. The booking portal is the first phase in this move. Two more phases are to follow. By September, 2018, 10 stations are expected to become operational. Reefer trucks will be introduced later. The new service application will allow customers to book trucks online for PAN India destinations, offering real-time visibility of the shipment.

Ramesh Mamidala said that their customers can now book online the bonded and non-bonded trucks for their cargo by logging on to www.cargoceltruck.in. This app will facilitate customers to smartly organize their bookings, save cost, real time visibility and in future pay online too. Ramesh Mamidala added that currently Celebi is operating bonded trucks from Kanpur and Ludhiana and

plan to increase it to ten stations by end of this year. He expressed happiness to launch this app to benefit the trade. Sanjiv Edward said that DIAL is keen and positive about this model of Celebi booking app for trucks. The initiative of Celebi to consolidate customers on a single platform for a reliable bonded / non bonded booking for trucks is highly appreciated and DIAL will fully support to make it a success.

Akash Bansal said that they were long term partners with Celebi for any trucking requirements they wish to offer to their customers anywhere in the country and are willing to provide a customized solution to make it a value proposition for all stakeholders in business.

#### Arvind Aggarwal added that the Key Features of this app are:

- 1. User friendly interface
- 2. Instant online booking and confirmation
- 3. Track and Trace
- 4. First mile and Last mile services available
- 5. A comprehensive call free solution
- Alerts by SMS and E mails
- 7. Real time visibility of the shipments

The first booking came in at 1200 hrs on May 1, 2018.

Vinod Kaul

Mobile: 9711875283 | e-mail: v4kaul@gmail.com

#### सरकार कर रही है पेट्रोल-डीजल को जीएसटी के दायरे में लाने की तैयारी, राज्यों से मांगेगी सहमति

काफी समय से पेट्रोल-डीजल को जीएसटी के दायरे में लाने तैयारी चल रही है। और अब इस पर केंद्रीय वित्त राज्यमंत्री शिवप्रताप शुक्ला ने कहा है, "कच्चा तेल आयातित होता है। विदेशी कंपनियां कीमतें बढ़ा रही हैं। पेट्रोलियम मंत्रालय कह चुका है कि पेट्रोल तथा डीजल को जीएसटी के दायरे में लाया जाना चाहिए, लेकिन मुद्दा यह है कि इस प्रस्ताव को जीएसटी काउंसिल के समक्ष तब तक नहीं लाया जा सकता, जब तक सभी राज्यों के वित्त मंत्रालय इसे मंजूरी न दें," एनडीटीवी खबर में छपी एक रिपोर्ट के अनुसार।

बता दे कि देश में पेट्रोल के दाम पिछले 4-5 महीनों से लगातार बढ़ते जा रहे हैं। लोगों में इस बात से नाराजगी है कि उन्हें राहत देने के लिए सरकार कोई

कदम नहीं उठा रही है। वहीं दूसरी ओर, विपक्ष सरकार इस पूरे मुद्दे को लेकर केंद्र पर निशाना साधे हुए है। और रोजाना बीजेपी के मंत्रियों के पुराने बयान साझा कर सफाई मांग रही है। व्यापारियों के साथ-साथ विपक्ष भी साफ तौर पर कह चुकी है कि सरकार को पेट्रोलियम उत्पादों को जीएसटी के दायरे में लाना चाहिए।



जानकारों का मानना है कि पेट्रोलियम उत्पादों को जीएसटी के दायरे में लाने से पेट्रोल के दाम वर्तमान की दर से करीब 30 रुपये प्रतिलीटर सस्ते हो जाएंगे। जीएसटी में अधिकतम दर यानी 28 फीसदी की दर से भी यदि टैक्स लगेगा तब भी लोगों को इसका फायदा मिलेगा। वर्तमान में पेट्रोल की कीमत जो आम आदमी चुकाता है उस पर करीब आधा कर के रूप में दिया जाता है। जीएसटी लागू हो जाने पर यह 50 फीसदी से सीधे 28 फीसदी रह जाएगा। जिससे कीमत कम हो जाएगी और आम आदमी को रहत मिलेगी। ऐसा सुनने में आया है कि पेट्रोल और डीजल की बढ़ती कीमतों से आम आदमी को राहत पहुंचाने के लिये सरकार जल्द ही कोई कदम उठा सकती है। बताना चाहेंगे कि पिछले कई महीनों से अंतरराष्ट्रीय बाजार में कच्चे तेल की लगातार बढ़ती कीमतों की वजह से देश में पेट्रोल और डीजल के दाम रिकार्ड स्तर पर पहुंच गये हैं।

एक वरिष्ठ सरकारी अधिकारी ने यह सूचना देते हुए कहा है कि सरकार इस

मामले में केवल उत्पाद शुल्क कटौती पर ही निर्भर नहीं करेगी क्युंकि पेट्रोल और डीजल के दाम में उत्पाद शुल्क का हिस्सा मात्र एक चौथाई ही है। इसकी पूरी संभावना है कि सरकार आम आदमी को रहत देने के लिए कुछ और कदम भी उठाये। हालांकि, अधिकारी ने इस बारे में विस्तार से कुछ नहीं बताया पर यह जरूर कहा कि सरकार को कोई भी कदम उठाते समय अपने वित्तीय गणित को ध्यान में रखना होगा।

उन्होंने कहा, ''ईंधनों के बढ़ते दाम सरकार के लिये संकट वाली स्थिति है। इस मामले में कुछ दूसरे उपायों को भी शामिल करना होगा। वित्त मंत्रालय इस संबंध में पेट्रोलियम मंत्रालय के साथ विचार विमर्श कर रहा है।''

ध्यान दे कि पेट्रोलियम कंपनियों ने पिछले कुछ दिनों के दौरान पेट्रोल और

डीजल की कीमत में अंतरराष्ट्रीय बाजार के बढ़ते दाम के मुताबिक वृद्धि की है। इसके चलते दिल्ली में पेट्रोल 76.87 रुपये प्रति लीटर पहुंच गया है तो वही डीजल के दाम भी 68.08 रुपये प्रति लीटर तक पहुंच गये हैं। बता दें कि कर्नाटक विधानसभा चुनाव के दौरान 19 दिन तक तेल कंपनियों ने पेट्रोल और

डीजल के दाम में रोजाना होना वाला फेरबदल नहीं किया।

टकेन्द्र सरकार पेटोल पर 19.48 रुपये प्रति लीटर उत्पाद शल्क लगाती है जबिक डीजल पर 15.33 रुपये लीटर की दर से उत्पाद शुल्क लगता है। जहां उत्पाद शुल्क की दर प्रति लीटर निर्धारित है वहीं दूसरी ओर राज्यों में वैट की दर मुल्यानुसार लगती है। और ऐसी सुरत में दाम बढ़ने पर वैट प्राप्ति भी बढ़ती है। दिल्ली में अप्रैल माह में पेट्रोल पर प्रति लीटर वैट 15.84 रुपये जबिक डीजल पर यह 9.68 रुपये प्रति लीटर था लेकिन मई माह में यह पेट्रोल पर 16.34 रुपये और डीजल पर 10.02 रुपये प्रति लीटर है।

ध्यान दें कि उत्पाद शुल्क में प्रत्येक एक रुपये की कटौती से सरकारी खजाने को 13,000 करोड़ रुपये का नुकसान होता है। इससे पहले नवंबर 2014 से लेकर जनवरी 2016 अंतरराष्ट्रीय बाजार में कच्चे तेल के दाम नीचे चलने के बावजूद भी सरकार ने उत्पाद शुल्क में नौ बार वृद्धि की थी। जिसकी वजह से सरकरी खजाने में इस दौरान 2,42,000 करोड़ रुपये की प्राप्ति हुई थी।



भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय राज्य सभा

अतारांकित प्रश्न सं, 3930

सोमवार, 2 अप्रैल,2018/11 चौत्र, 1940 (शक) राष्ट्रीय राजमार्गों के पास स्थित गांवों के लिए भू-उपयोग में बदलाव 3930. श्रीमती विजिला सत्यानंत:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या ऐसे किसान, जिनकी राष्ट्रीय राजमार्गों के पास दो से पांच एकड़ जमीन है, निर्धारित सेवाओं के साथ अपने भूखण्डों को हाईवे नेस्ट गांवों के रूप में विकसित कर सकते हैं जिसमें यात्रियों के लिए गुणवत्तायुक्त भोजन से लेकर स्वच्छ शौचालय और आराम से बैठने की सुविधाएं होंगी;
- (ख) क्या भारतीय राष्ट्रीय राजमार्ग प्राधिकरण राजमार्गों से इन सुविधाएं तक पहुंच की अनुमित देगा और भूस्वामियों को अपनी भूमि का उपयोग कृषि से वाणिज्यिक उपयोग में बदलने में मदद करेगा;
- (ग) क्या रुचि रखने वाले किसानों को अपनी भूमि के क्षेत्रफल के आधार पर अपना विकल्प देना होगा; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

#### उत्तर

#### सड़क परिवहन और राजमार्ग मंत्रालय में राज्ध्य मंत्री (श्री मनसुख एल, मांडविया)

- (क) एवं (ख): जी, हां। ऐसे भू-स्वामी/उद्यमी/व्यक्ति को-ब्रांडिंग साझेदार के रूप में मार्गस्थ्य सुविधाओं के विकास के लिए भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआइ) के साथ मिलकर कार्य कर सकते हैं। इन निजी भू-स्वामियों/उद्यमियों को भूमि उपयोग परिवर्तन आदि, ब्रांडिंग, लोगो और साइनेज में सुविधा सहायता के लिए निशुल्क अभिगम्यता अनुमित प्रदान करने में मदद की जाएगी तथा उनके द्वारा एनएचएआइ के साथ सर्विस लेवल करार पर हस्ताक्षर किए जाने होंगे।
- (ग) एवं (घ): जी, हां। राष्ट्रीय राजमार्गों से सटे हुए 02 (दो) हेक्टेअर से अधिक भूखंड वाले निजी भू-स्वामियों द्वारा मार्गस्थ सुविधाओं के विकास के लिए एनएचएआइ द्वारा रूचि अभिव्यक्ति के संबंध में संबंधित राज्य के एनएचएआइ के क्षेत्रीय कार्यालय में अपना प्रस्ताव प्रस्तुत करना होगा। आज की तिथि के अनुसार संबंधित क्षेत्रीय कार्यालयों में 35 निविदाएं ऑनलाइन प्राप्त हुई हैं।

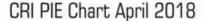
Carriage By Road Cost Index (CRI) - April 2018

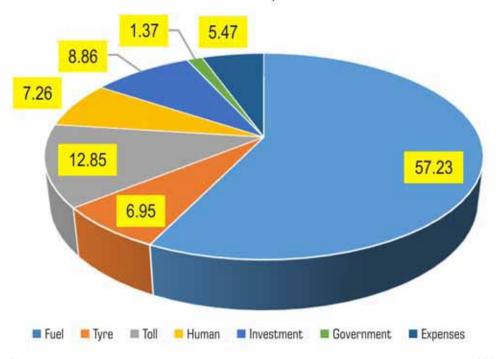
#### CRI April 2018 - 126.71

Data Updated upto April 1, 2018

Average Diesel Price as on April 1, 2018 - Rs. 67.19 per litre.

Cost Distribution Pie APRIL 2018





Cha	nges: Matrix - March 2018	
Diesel	3.72%	
Change in Index	2.94	

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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#### बरमाणाः ट्रकों की हड़ताल जारी

ट्रक ऑपरेटरों ने एसीसी प्रबंधन के खिलाफ की जोरदार नारेबाजी

बरमाणा, टी.टी.एन.। ट्रक ऑपरेटर यूनियन बरमाणा च भूतपूर्व सैनिक यूनियन बरमाणा के सदस्यों की हड़ताल आठवें दिन भी जा-री रही। कोई भी गाड़ी सीमेंट से लोड़ नहीं हो सकी। सभा के पुकार हाल में हजारों की संख्या में ट्रक ऑपरेटरों ने अपनी मांगों को लेकर एसीसी प्रबंधन के खिलाफ नारेबाजी की। ट्रक ऑपरेटरों ने पुकार हाल में फैसला लिया कि जब तक एसीसी प्रबंधन उनकी मांगों को पुरा

#### LOGISTICS

# protest

नहीं करता है तब तक ऑपरेटरों का एसीसी प्रबंधन के खिलाफ संधर्ष जारी रहेगा। सभा के महासचिव कुलदीप गौतम ने बताया कि एसीसी प्रबंधन की ओर से फोन आया।

सभा के प्रधान रमेश ठाकुर, महासचिव कुलदीप गौतम की अध्यक्षता में मंदिर दुर्गा माता के परिसर में मांगों व समस्याओं पर एक घंटा तक मंत्रणा हुई। सभी सदस्यों ने वर्ष 2016 के पूर्व किरायें की बहाली के लिए एकमत से सहमति जगाई। बैठक के बाद एसीसी प्रबंधन को टेलीफोन कर सूच्ति किया गया कि वर्ष 2016 के 6, 8, 10 अनुपात के अनुसार ही किराये की बहाली चाहते हैं। सभा महासचिव कुलदीप गौतम को टेलीफोन पर एसीसी प्रबंधन की ओर से पिछले किराये की बहाली की सहमति नहीं जताई गई। इसके चलते ट्रक ऑपरेटर को अपना संधर्ष आठवें दिन भी जारी रखना पडा।

बैठक में वरिष्ठ उपप्रधान चंदु राम ठाकुर, सभा चेयरमैन पवन कौशल, कोषाध्यक्ष राजेश ठाकुर, उपप्रधान प्रदीप ठाकुर, पूर्व महासचिव एवं सदस्य रजनीश ठाकुर, मुख्य संरक्षक सु-रेश चौधरी, मुख्य सलाहकार जयसिंह ठाकुर, सलाहकार संतोष कुमार, सहसचिव विनय कुमार वर्मा, प्रवक्ता कमल किशोर, सदस्य गंगा सिंह ठाकुर, राकेश कुमार ठाकुर, जीतराम गीतम, राम कुमार शर्मा, कश्मीर सिंह, राजेश कुमार, हरविंद्र सिंह व रोशन लाल मौजूद रहे।

#### Digital copy of E-way bill enough to give transporters right of way: Court

Tax authorities cannot seize goods just because they-'re not accompanied by a physical copy of the electronic way bill (eway bill), the Allahabad High Court said in the first ruling on documents required to transport goods under the goods and services tax (GST) regime, thus setting a precedent. E-way bills can also be stored in electronic form on a mobile phone or other device. Under GST, which was put in place on July 1 last year, goods being transported across state lines above a threshold value and beyond a minimum distance within a state need to have e-way bills. The system was implemented nationally for interstate movement on April 1. Intrastate e-way bills are being rolled out in phases, with some states having adopted them on April 15.

Industry Concerns

The court said in a recent ruling that goods cannot be seized if an e-way bill has been generated and a hard copy isn't available. The ruling will ensure that tax authorities don't penalise transporters not carrying printouts and make sure that e-way bill stored in electronic format are recognised. Industry has raised concerns that eway bill inspections could lead to frequent checking and delays in cargo movement, defeating the purpose behind GST. The high court was disposing of a case in which tax authorities had seized goods of the assessee (seller) on the grounds that they were being transported without an e-way bill and the tax invoice was kept in a sealed envelope. However, the invoice indicated tax had beer charged and that the eway bill had been downloader much before the seizure. Blumila Enterpreises had files the petition against seizure of goods by UP authorities "This is perhaps the first decision after introduction of e way bills," said Pratik Jain, indirect tax leader, PsrC.

The GST Council introduced e-way bills to address evasion concerns emanating from the movement of goods without invoices.

An e-way hill is required for movement of goods worth more than Rs 50,000 across state borders. Trucks caught without €-way bills can be levied a penalty of up to Rs 10,000 besides which the cargo can be inspected to ascertain tax evasion. A penalty to the tune of 100% of the tax being evaded can be levied along with the tax itself. Both the vehicle and the goods can be impounded as well.



#### Kerala objects to Centre's proposal for uniform road tax

The state government has raised strong objection to a proposal by the Centre to introduce uniform, one-time road tax for motor vehicles across the country, citing it as a blatant encroachment on the state's domain.

The state government has raised strong objection to a proposal by the Centre to introduce uniform, one-time road tax for motor vehicles across the country, citing it as a blatant encroachment on the state's domain.

Transport minister A K Saseendran raised the objection at the seventh extended empowered group of ministers (cGoM) on transportation issues that was held at Guwahati in the past two days.

While most states welcomed the idea, Kerala and Purlucherry opposed the proposed change that would be based on tax alabs on the basis of vehicle value.

\*Road tax is an exclusive domain of the states as per the Constitution. The Centre is limiting the powers of the states that have been provided to them under the federal

system. The matter of road tax needs to be finalized after discussing with the states and ironing out the issues," Suscendran said.

The proposal submitted in the eGoM suggested a slab system based on the value of vehicles, in which vehicles priced up to Rs 10 lakh should remit 8% of the vehicle value as tax, those priced in the range from Rs 10 lakh to Rs 20 lakh should pay 10% of the purchase value as road tax and those above Rs 20 lakh should temit 12% as road tax. While the proposal suggested an

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additional 2% for diesel vehicles, it offered a rebate of 2% for electric vehicles.

At present the state follows a slab-based taxation system, but at a higher tax slab. If the proposal is agreed to, the state would stand to lose revesue as it is one of the few avenues left for the state to earn revenue after the implementation of GST. The state also argues that uniform road tax is not a logical idea as the topographical conditions, type of roads and the vehicles being used are different in different states.

"It is not a practical solution as road conditions and transportation issues differ from state to state. We raised our objection citing this factor," transport



May 10, 2018 -1

#### गाड़ियों की पासिंग-फिटनेस का काम लेने नहीं आई कोई एजेंसी

शिमला, टी.टी.एन. । ट्रांसपोर्ट डिपार्टमेंट गाड़ियों के फिटनेस सर्टिफिकेट और पासिंग करवाने का काम भी ठेके पर दे रहा है। जबिक हैरानी की बात यह है कि विभाग के पास कोई भी निजी एजेंसी आवेदन नहीं कर रही है। ऐसे में मजबूरन विभाग को आवेदन करने की आखिरी तिथि बढ़ाकर 31 मई करनी पड़ी है। इस फैसले के मुताबिक अब आरटीओ ऑफिस के साथ प्राइवेट टेस्टिंग

#### GOVT POLICIES

# fitness

स्टेशन से भी बाहनों की पासिंग हो पाएगी। ट्रांसपोर्ट डिपार्टमेंट ने इस संबंध में नोटिफिकेशन जारी कर दी है। वाहनों को फिटनेस सर्टिफिकेट भी इन प्रा-इवेट टेस्टिंग स्टेशनों से हासिल हो सकेंगे।

आवेदन करने की तिथि इससे पहले 28 अप्रैल आखिरी तिथि रखी गई थी। निजी व कॉमर्शियल वाहनों की पासिंग अभी आरटीओ कार्यालय में होती हैं। इसमें वाहनों की पूरी जांच की जाती है, उसके बाद ही संबंधित एमवीआई वाहन को पास करता हैं। खासकर निजी बसों की पासिंग अहम हैं, क्योंकि दुर्घटना से बचने के लिए लिए वाहनों की फिटनेस जरूरी है। वाहन के ब्रेक, बॉडी, लाइट, रेडियम पट्टी, टायर इत्यादि सचारू रूप से चलने जरूरी हैं।

प्रदेश सरकार के आदेश के बाद परिवहन विभाग ने प्रदेश भर में आँथोराइज्ड टेस्टिंग स्टेशन खोलने के लिए आवेदन मांगें हैं। इन टेस्टिंग स्टेशन को खोलने वाला ही वाहनों की पासिंग और फिटनेस सर्टिंफिकेट जारी करेगा। यानी अब आरटीओ कार्यालय के चक्कर लगाने से छुटका-रा तो मिलेगा, लेकिन इन प्राइवेट टेस्टिंग स्टेशनों से जारी होने वाले सर्टिंफिकेट की विश्वसनीयता पर सवाल है कि आखिर ये कैसे सर्टिंफिकेट देंग। परिवहन विभाग के निदेशक बीसी बढ़ालिया का कहना है कि सर्विस स्टेशन के लिए आवेदन करने की तिथि को 31 मई तक बढ़ा दी गई है। इससे पहले यह 28 अप्रैल रखी गई थी।

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Transport Corporation of India Limited

#### AIR FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

				Freight			
S.	Airport		The Mo			Period Apri	
no.		March	March	%		2016-17	%
(A)	20 International	2018	2017	Change			Change
-			2/720		112202	250212	163
1	Chennai	38785	36730	5.6	417787	359217	16.3
2	Kolkata	13014	14328	-9.2	163323	152415	7.2
3	Ahmedabad	7883	7791	1.2	91633	76602	19.6
4	Goa	344	354	-2.8	4372	4103	6.6
5	Lucknow	366	449	-18.5	6329	4843	30.7
7	Trivandrum Guwahati	2474 1880	2696 1382	-8.2 36.0	28715 22345	28450 17286	29.3
8	Jaipur	1744	1289	35.3	16304	16126	1.1
9	Calicut	1593	1497	6.4	18866	14023	34.5
10	Bhubaneswar	764	825	-7.4	7843	8239	-4.8
II	Coimbatore	968	823	17.6	10461	10139	3.2
12	Srinagar	526	536	-1.9	7226	4882	48.0
13	Varanasi	91	83	9,6	1190	1052	13.1
14	Mangalore	201	160	25.6	2527	1242	103.5
15	Amritsar	174	115	51.3	1676	1355	23.7
16	Trichy	595	596	-0.2	6541	6867	-4.7
17	Portblair	505	457	10.5	5682	4655	22.1
18	Imphal	417	494	-15.6	4306	4720	-8.8
19	Vijayawada	0	0		0	2	
20	Tirupati	0	0		0	0	
Tota		72324	70605	2.4	817126	716218	14.1
	6 JV Internation			2	017120	710210	
21	Delhi (DIAL)	81579	82932	-1.6	963032	857419	12.3
22	Mumbai	86155	81166	6.1	906321	782289	15.9
	(MIAL)	22722	0.7100		300021	100000	340.0
23	Bangalore (BIAL)	31996	28698	11.5	348403	319344	9.1
24	Hyderabad (GHIAL)	12496	11939	4.7	134141	121882	10.1
25	Cochin(CIAL)	7378	6828	8.1	76274	81485	-6.4
26	Nagpur (MIPL)	657	618	6.3	7854	7145	9.9
Fota		220261	212181	3.8	2436025	2169564	12.3
A COR	8 Custom Airpo	0.775					
27	Pune	4169	2713	53.7	41566	34645	20.0
28	Visakhapatnam	777	583	33.3	4847	4708	3.0
29	Patna	533	638	-16.5	6879	6591	4.4
30	Chandigarh - JV Airport	278	432	-35.6	5650	5697	-0.8
31	Bagdogra	349	282	23.8	4986	4312	15.6
32	Madurai	308	109	182,6	2485	1031	141.0
33	Aurangabad	127	135	-5.9	1729	1436	20.4
34	Gaya	0	0	*	0	0	
Tota	the state of the s	6541	4892	33.7	68142	58420	16.6
(D)	48 Domestic Air	ports					
35	Indore	969	797	21.6	10851	7668	41.5
36	Raipur	365	401	-9.0	4093	4561	-10.3
37	Agartala	364	562	-35.2	5322	6057	-12.1
38	Jammu	132	243	-45.7	1813	2242	-19.1
39	Vadodara	249	221	12.7	2308	2973	-22.4
40	Udaipur	0	8		13	26	-50.0
41	Ranchi	428	409	4.6	4743	4841	-2.0

				Freight (			
S.	Airport	For	The Mo	nth		eriod Apri	
no.		March	March	%	2017-18	2016-17	%
(T)\	48 Domestic Air	2018	2017	Change			Change
-						17	7.88
42	Dehradun	13	24	-45.8	219	268	-18.3
43	Bhopal	96	89	7.9	1153	904	27.5
44	Leh	198	230	-13.9	1622	1665	-2.6
45	Rajkot	27	31	-12.9	289	244	18.4
46	Jodhpur	1	1	0.0	. 11	8	37.5
47	Dibrugarh	73	39	87.2	665	543	22.5
48	Rajahmundry	5	0		24	0	1100
49.	Silchar	34	25	36.0	522	312	67.3
50	Surat	.0	2		212	2	
51	Bhuj	2	3	-33.3	29	30	-3.3
52	Juhu	31	34	-8.8	382	372	2.7
53	Jabalpur-	3	1		54	20	170.0
54	Dimapur	46	44	4.5	567	398	42.5
55	Guggal(kangra)	0	0	-	0	0	
56	Tuticorin	4	1	-	25	58	-56.9
57	Belgaum	0	0		0	0	- 34
58	Jamnagar	0	2		- 4	48	- 8
59	Khajuraho	0	0	-	0	0	
60	Jorhat	3	5	-40.0	50	66	-24.2
61	Gorkhpur	0	0	- 10.0	0	0	
62	Allahabad	0	0	-	0	0	
63	Agatti	1	0	-	13	2	
64	Hubli	0	0	-	0	0	
65	Bhuntar	0	0	-	0	0	
66	Bhavnagar	0	0	-	0	0	
67	Diu	0	0		0	0	
68	Gwalior	0	0	-	0	0	- 2
69		0	0	-	0	0	- 2
09	Barapani (shillong)	0	0	-	0	0	
70	Pantnagar	0	0	-	0	0	
71	Lakhimpur (lilabari)	0	0	-	0	0	
72	Agra	- 0				0	
73	Tezpur	0	0	-	0	0	-
74	Bhatinda	0	- 0	-	0	0	-
75	Porbandar	0	0		0	0	-
76	Kanpur(chakeri)	-0	0	-	- 5	1	-
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		0	- 0	-	- 0	.0.	-
	Kolhapur Shimla	- 0	0	-	0	.0	-
82		2014	2172	4.0	34989	33309	5.0
	8Domestic Airports	3044	3172	-4,0	34989	33309	5.0
_	St.Govt. / Pvt A						
83	Lengpui(aizwal)	43	49	-12.2	746	730	2.2
84	Durgapur	0	0	-	0	0	2
85	Nanded	0	0	-	0	0	
86	Mundra	0	0		0	0	2
(E) S	St.Govt. / Pvt Airports	43	49	-12.2	746	730	2.5
	Other Airports	0	0	-	0	0	
Gra	nd Total						
(A	B+C+D+E+F)	302213	290899	3.9	3357028	2978241	12.7 ce: A.A.

Source: A.A.I.

# OCEAN FREIGHT TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL'2018\* VIS-A-VIS APRIL'2017)

(\*) TENTATIVE

(IN '000 TONNES)

Tana	TDACETC	100	Othor	Ivon One	Post	Contilizone	Cool		Containone	9400	Othor	TOTAL	TAI % VAD
OKI	IKAFFIC	1.0.1		Iron Ore	reru	IIZELS	200	=	Contan	such	Cuner	DIAL	70 VAR.
	PERIOD	(Crude, Prod., LPG/L NG)	Liquids	Incl. Pellets	E.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2017-18
KOLKATA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					100				1			
Vollette Dool, Section	TRF APRIL'2018	70	46	*	4.	43	. 4	100	835	54	266	1360	
Olkala DOCK Sysicili	TRF APRIL'2017	84	70	14.5	S	7		15	200	50	450	1397	-2.65
Haldio Dook Complex	TRF APRIL'2018	707	368	89	20	40	249	1151	254	15	629	3487	
aidia Doca Compres	TRF APRIL'2017	516	414	217	21	20	159	807	244	13	511	2909	19.87
TOTAL: KOLKATA	TRF APRIL'2018	777	414	59	20	43	249	1251	1089	69	945	4847	
	TRF APRIL'2017	009	484	217	26	27	159	822	1010	63	196	4306	12.56
PARADIP	TRF APRIL'2018	2047	141	708	-1	452	3026	953	14	_	810	8151	
	TRF APRIL'2017	2173	131	797	- 1	305	2256	849	3		821	7335	11.12
VISAKHAPATNAM	TRF APRIL'2018	1117	167	823	194	*	2776	527	595	33	932	5131	
	TRF APRIL'2017	1369	138	1134	82	110	490	414	491	29	693	4921	4.27
KAMARAJAR(ENNORE)	TRF APRIL'2018	370	9		1	S*	2248	110		*	861	2931	
	TRF APRIL'2017	259	15		1	9	2103	,	2.	)	238	2615	12.08
CHENNAI	TRF APRIL'2018	1112	165	52	*	4	200	*	2477	128	479	4233	
A CANADA	TRF APRIL'2017	908	128	1		6	2(0		2533	131	460	3936	7.55
V.O.CHIDAMBARANAR	TRF APRIL'2018	54	64	45	4	334	880	220	1282	62	485	3034	
DO WISS WITH THE TANK THE TANK OF PARTY OF THE TANK OF	TRF APRIL'2017	58	55	£8*	0.4	59	648	693	1001	52	622	3196	-5.07
COCHIN	TRF APRIL'2018	1633	40			•	200	٠	664	47	65	2402	
	TRF APRIL'2017	1531	20			i i	100		641	43	77	2269	5.86
NEW MANGALORE	TRF APRIL'2018	1734	182	365	36	12	699	320	153	10	92	3563	
	TRF APRIL'2017	1751	129	342	48	10)	260	479	92	9	46	3198	11.41
MORMUGAO	TRF APRIL'2018	35	22	1273	15	E.	105	421	35	m	420	2326	
	TRF APRIL'2017	50	48	2133	-		199	778	32	2	389	3630	-35.92
MUMBAI	TRF APRIL'2018	2985	186	898	13	63	238	326	22	CI	639	4977	
	TRF APRIL'2017	2842	150	723	1	1	242	909	50	4	823	5336	-6.73
J.N.P.T.	TRF APRIL'2018	309	265	*	C	6	*	*	5210	432	110	5894	
	TRF APRIL'2017	408	227		•	*		*	5034	416	98	5755	2.42
KANDLA	TRF APRIL'2018	3907	784	123	298	72	1500	84	319	20	2308	9323	
	TRF APRIL'2017	4243	937	26	204		1437	6	97	9	2368	9322	0.01
ALL PORTS	TRF APRIL'2018	16080	2435	3964	580	507	1696	4212	11860	807	7483	56812	
	TRF APRIL'2017	16090	2462	5372	361	511	7794	4550	11044	752	7635	55819	1.78
% Variation from previous year	ar	-0.06	-1.10	-26,21	99.09	-0.78	24.34	-7.43	7.39	7.31	-1.99	1.78	

Source: I.P.A.

#### VECV Celebrates A Decade Of Successful JV Plans For Many More Laurels



Vinod Aggarwal is the Managing Director and Chief Executive Officer of VE Commercial Vehicles Ltd (VECV), a Joint Venture Company between AB Volvo of Sweden and Eicher Motors Limited.

Mr. Aggarwal has over 34 years of experience. He joined Eicher in the year 1983 and since then has

handled various assignments across the Tractor, Trucks, Buses, Gears and Engines businesses. He took over the role of the Group CFO in 2006; President of Eicher Trucks and Buses in 2009 and CEO of VECV in July 2010. He was appointed as the Managing Director of VE Commercial Vehicles in October 2016.

In his illustrious career with VE Commercial Vehicles, Mr. Aggarwal has played a variety of financial leadership and commercial roles over the last three plus decades. During his tenure at the helm, VECV has grown to become one of the most formidable players in the CV (Commercial Vehicles) segment equipped with a strong product portfolio and cutting edge technology. He has played a crucial role in collectively taking the joint venture's technological advancements to the market. Packed with his vast knowledge of the Indian ecosystem, Mr. Aggarwal has been instrumental in bringing the best of commercial vehicles to the Indian roads, which support all the nation building initiatives of the government.

He was conferred the 'CV Man of the Year Award' at the annual Apollo CV Awards 2014, felicitated with the 'Hall of Fame Award' at the 4th Annual Manufacturing Today Excellence Summit & Awards 2015 and awarded as the 'Best CEO' in the Medium & Heavy (CV) Makers category in 2016 by World Auto Forum.

#### QUESTIONNAIRE

#### 1. How long has VECV been in operation?

VECV started in 2008 as a joint venture between Volvo Group and Eicher Motors. It's a partnership that brings together global leadership in technology, quality, safety and environmental care, along with the deep knowledge and understanding of the Indian Commercial Vehicle market. VECV owes its inception to the compelling intent of driving modernization in commercial transportation in India and other developing markets. This is the 10th year of this successful collaboration between the two entities.

The company has grown from annual turnover of Rs. 2000 crores in 2008 to Rs. 10000 crores in FY 2018.

#### 2. What is the kind of business model your organization follows?

Our business model is to create value for our customers and earn profits for our stakeholders, a Win: Win situation for both. In operation since July 2008, the company includes the complete range of Eicher branded trucks and buses, VE Powertrain, Eicher's components and engineering design services businesses, the sales and distribution business of Volvo Trucks as well as aftermarket support to Volvo Buses in India. We have seven plants in and around Indore. We also have one facility in Thane and a Volvo truck manufacturing unit near Bengaluru.

#### 3. How can technology help in the growth of the Indian logistics industry? Where is VEVC positioned in the relevant technology?

The automotive industry is at the cusp of a revolution, owing to emerging trends like digitization, increasing automation and newer business models.

In recent years, the automotive industry has worked handin-hand with major technology companies to deliver the most advanced, safest and comfortable vehicles out there. Going ahead, the automotive industry is expected to progress even further, taking us one step closer to a more connected and digitized environment.

To drive this modernization, telematics is becoming an important aspect of the industry and it could soon become the standard norm / default setting for heavy trucks. It is important not only for the health and performance of the trucks, but also for ensuring well-being and efficiencies of the business. The growth of telematics, globally, has been in the logistics and supply chain segment in domains such as- information, navigation, safety, and remote diagnostics. VECV has also integrated telematics to monitor vehicle performance and ensure vehicle and

passenger security. Especially with our services like Eicher Live, Eicher is ready to keep pace with the Government agenda towards modernizing the commercial vehicle industry.

Eicher Live, enables proactive maintenance of the truck. Eicher Live services gives the owner and our aftermarket teams a thorough view of vehicle performance, utilization and uptime. Further, the uptime services enable service teams to proactively schedule and plan for the repairs and maintenance activities on the vehicle. In this way the truck spends more time generating revenues. In the event of breakdown, the service team is well prepared with the right parts, tools and the right technician to address the repairs and minimize the downtime.

Another driving trend is electrification and connectivity which are leading the industry towards disruption. Though it is in the evolutionary stage, the industry is responsive to electric needs and moving rapidly towards electrification.

In commercial vehicles, public transportation has already begun transition towards electrification. In India, many state transport undertakings (Tamil Nadu, Punjab, etc.) are conducting trials for electric buses as the future for transportation. Instead of buying diesel or CNG-fired buses, these STUs are investing in buying electric buses. Manufacturers are now, additionally, focusing on building vehicles' platforms that will effectively meet the much stricter BS-VI emission standard set to come into effect on April 1, 2020.

#### 4. Who are your present clients?

Eicher touches the lives of customers today through our wide range of Haulage, Tippers, LMD and Buses. Our customers operate in varied segments like perishables (fish, milk, vegetables, fruits, etc.), E-Commerce to bulk transportation like cement, grains & commodities (steel, coal, etc.) & ISO containers. We also cater to specialized applications such as reefer trucks & tankers, as well as construction and mining tippers.

In the bus segment, we extend safety features to our customers through our school buses and comfort through our staff buses, Route Permit buses and State Transport Undertakings (STUs).

#### 5. What are the special services offered by you?

Our Eicher service network includes a host of Lifetime Support Solutions such as Eicher Promise, Eicher Freedom, Eicher Financial solutions, Eicher Secure, Eicher Sure, Eicher Live Telematics, Competence development for customer drivers & technicians complete the range of comprehensive service offerings to maximize productivity and output, as well as provide a differentiated and premium customer experience.

#### 6. How do you see the logistics industry in the coming year? What are your plans for 2020?

The CV industry is expected to remain bullish for the next couple of years driven by the following factors:

- Strong replacement demand due to restrictions on overloading of trucks in various states. This will get further fillip if scrapping policy for old trucks is announced.
- More and more focus on efficiencies and productivity in the transport sector leading to higher standards.
- Successful migration from BS III to BS IV. Customers are now fully used to BS IV technology trucks, whether these are with SCR technology or EGR technology engines.
- Successful implementation of GST, increased relevance of Hub and Spoke model and optimization of warehouses across the country.
- Huge focus on infrastructure in the country.
   Specifically, we are witnessing a lot of traction in road construction, irrigation projects, metro rail projects, modernization of Railway infrastructure, etc.
- Strong growth potential in Coal mining.

With this kind of buoyancy in the CV industry, we will have a lot of good opportunities in the market to grow in all our segments.

We anticipate a good run for the industry in the coming months. The government push towards infrastructural upgradation and the rural economy initiatives, present a massive growth opportunity for us. We are future aligned and already manufacturing Euro VI compliant engines and exporting them to Volvo since 2013. We already have the technology to prepare for Bharat Stage VI compliant engines for the Indian market that comes into effect in 2020.

Vinod Kaul

Mobile: 9711875283 | e-mail: v4kaul@gmail.com

#### **Enough Sleep For truck Drivers... One Man Is Ensuring That!**

"It all began in Istanbul." Sh. Ramesh Agarwal, Mentor Agarwal Packers and Movers Limited, recalls, where
from the idea of Nidra Daan Center or Driver Service
Center came to his mind. He further shared, "I was there
for a conference and listening to a presentation on
transport when I heard the speaker say 'India is world's
number one'. Like any Indian, my automatic response was

to clap and welcome the praise and so I did. But to my utter surprise, there was no other clap and everyone was gazing at me with astonishment. Then I immediately realized my English has landed me in a wrong situation."

So, then, the actual message conveyed by the presenter was that India was leading the number of road deaths in the world. Once, he knew that the first thing he did after coming back to India was to do a lot of research and what he found was

mindboggling. He learned that out of the 1,39,000 people died in road accidents in India, 26,678 died due to the lack of sleep. And, those commercial vehicle drivers were the most to meet this fate. Sh. Agarwal says that after learning about the statistics he felt like, "I got an electric shock. I felt so guilty." He decided to meet truck drivers in Uttar Pradesh, Haryana, Andhra Pradesh and Rajasthan, and asked them the reason for their lack of sleep.

"All of them laughed at my question and asked me where I thought they could sleep?" he said, this was the reply of drivers. The truck drivers in India lead a life that involves them sleeping for only 2-3 hours a day or taking pills to stay awake. Most of these pills (or as called by them - kali golis) are opium based and addictive.

And that is when, together with the All India Transport

Welfare Association (AITWA), Sh. Ramesh Agarwal set up the Nidra Daan Center or Driver Service Center.

The aim is to provide truck drivers rest, sleep and other facilities, so that road accidents can be avoided. The Driver Service Center, has the capacity to fit in 250 trucks at a time, and has 500 cots for drivers to sleep and get rest.



In addition to that, clean bathrooms, barber services, and small repair shops are available, all free of cost. Not just that, drivers are welcomed to the center by washing their feet, which in India is a sign of great respect.

One driver said, "In my 18 years of professional life I have never seen someone wash a driver's feet. I have seen and experienced it firsthand, today. Drivers are also respected."

Today, the entire logistics fraternity holds highest regards for Sh. Ramesh Agarwal, who single handedly, incepted a movement. This not only infuses confidence in the drivers but also make them believe that there is someone taking care of them as well.

Source: Agarwal Packers and Movers Limited

Х





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## One Organization Multiple Solutions

As a multi-faceted organization, our prime objective is to deliver your expectations, no matter what comes our way. Reaching you safe and on time remain our top priority. After all, our journey is not about covering miles, it is also about discovering your smiles - then only will we know, you are satisfied with our services.

#### RNI. No. DEL BIL/2004/13482

Postal Regn. No. DL (C)-14/1378/2017-2019
Posted at S.R.T. Nagar P.O. ND-55 on 28/29th of Every Month
Date of Publication: 10/05/2018
Total Pages: 56





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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