Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Industry / Trade







Highest Standard Of Excellence

Ensured At Each Level Of Operation



CELEBI DELHI CARGO TERMINAL MANAGEMENT INDIA PVT. LTD.

Room No. CE – 05, First Floor, Import II Building, International Cargo Terminal, IGI Airport, New Delhi – 110037 Tel : +91 11 25601310, Fax : +91 11 25601320, Website : www.celebiaviation.com

contents

- 04 Editorial
 - ▶ Were The Vehicles Under-utilized All These Years?
- 06 Outlook
 - Recent Changes To GVW, NP Rules And Related Issues!
 - Let's Solve The Gross Vehicle Weight Equation For Transport Fraternity!
- 10 Cover Story
 - Impact Of Changes To Gross Vehicle Weight (GVW) And National Permit Rules!
- 19 Freight Index
- 20 Issue
 - Banks Not Funding Infra Projects Worth Rs. 2 Lakh Crore
- 22 Government Policies & Initiatives
 - Government Plans To Woo Investors For Second Tranche Of 8 TOT Road Projects
 - Government Aims To Build High-quality Roads At Low Cost
- 24 Technology
 - Automation To Give The Unceasable Source Of Energy To Transport Industry!
- 30 Golden Truck
 - Let's Find Out Who Has Joined The Golden Truck Race This Month!
- 34 Standing Committee Meeting
 - The Second Meeting Of The Standing Committee

36 AAICLAS Initiative

- AIR CARGO DEVELOPMENT END TO END LOGISTICS VALUE CHAIN AAICLAS
 2nd Workshop at Mayfair Convention Hall, Bhubaneswar
- New Initiative From Celebi / VECV Press Release
 - CELEBI CHARTER HANDLING PROJECT Announcement made on Nov. 16,'18
 - VE Commercial Vehicles, Records Growth Of 14.4% In October 2018
- 44 Events / Recent Activities
- 46 Government Policies & Initiatives
 - जीएसटी चोरी रोकने के लिए ई-वे बिल को फास्टैग, लाजिस्टिक्स डेटा बैंक से जोड़ने की तैयारी
 - प्रधानमंत्री मोदी ने वाराणसी में किया
 2413 करोड़ रूपये की परियोजनाओं का उद्घाटन
- 50 Newspaper Cutting
- 52 Statistics Air Freight
- 53 Statistics Ocean Freight
- **54** Corporate Profile
 - A Man For All Solutions

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

The All India Transporters Welfare Association, as a matter of policy, disclaims its responsibility for any views expressed by the authors/employees. The views expressed in this magazine are those of the authors and do not necessarily represent the views of either the organisation to which they belonger the All India Transport Welfare Association. This magazine is strictly for private circulation only. All India Transport Welfare Association, Website: www.aihwa.org. Email: aitwaho@gmail.com.info@aihwa.org

Were The Vehicles Under-utilized All These Years?

eaders! I recall an AITWA convention about 10 years ago in Delhi. I was given the task of hosting a panel discussion relating to the transport industry. Among the panelists, I had a young director from TCI and very highly experienced transport journalist Mr. Chittaranjan Das; I am forgetting others' names. In my list of issues - one was gross vehicle weight (GVW) of a vehicle. My contention was that the GVW which was practiced in the '50s, '60s and '70s of the previous century was continuing in this millennium also. The ground reality was that much stronger highways were built, much stronger vehicles had come into the market

The ground reality was
that much stronger highways
were built, much stronger
vehicles had come into the market
and the quality of fuel had
improved too

and the quality of fuel had improved too. Better radial tyres had replaced nylon tyres. With all these changes, was it not practical to increase the licensed GVW of the vehicles? As a transporter, we all knew in that convention, how vehicles used to carry the overload in general only to be harassed sometimes by RTO officers. The remedy was in economic terms or in simple words bribery. My panelists were skeptical to support my argument. I remember the veteran Mr. Das rejected my suggestion outright citing the international practice and the life of roads.

The Government at all times spent their energy on working against Overloading. It never thought of making the extra load official. Who else can better understand the



Mahendra Arya Editor-in-Chief

terms 'overload' and 'GVW' than transporters? For long, they have been suffering on Indian highways owing to the arbitrariness of transport officials related to overloading issues, including plying on roads with goods that surpasses the established GVW limit.

Recently, transporters in the Nagpur district narrated corrupt practices at the city and rural regional transport offices (RTOs) wherein RTO officials were underreporting the number of heavy carriage vehicles,

It was highlighted that they were pocketing money from truck drivers to allow them to pass even if the vehicles were overloaded

especially the ones transporting sand, thus, causing multicrore losses to the state exchequer. It was highlighted that they were pocketing money from truck drivers to allow them to pass even if the vehicles were overloaded.

While some don't bother, others get over caring. In its bid to check air pollution in the city, Delhi government's transport department started a special drive against overloaded trucks. The department stepped up action against overloaded trucks at all checkpoints in the city. As part of the drive, enforcement officials prosecuted overloaded trucks as these emit comparatively more effluents and also pose accidental hazards.

The subject had been addressed by the Supreme Court also and there have been strict orders against overloading. In reality, those orders were not practicable by RTO.

Notably, the Ministry of Road Transport and Highways (MoRTH) increased the maximum load carrying capacity of heavy vehicles by 20-25 percent and, hence, truck tonnage by 15 per cent. As per the notification, GVW of a two-axle truck was increased to 18.5 tonne from

The July 16 order also created a confusion related to its application, whether it is applicable for the existing vehicles or the new ones only. Such issues were accommodated by the government and another notification was released in the first week of August this year. It stated that vehicles which got Automotive Research Association of India (ARAI) approval before July 16 need not go for any new changes.

Further, experts were of the view that the impact of these norms would not be significant because around 60 per cent of truck usage is volume-based and a major portion of the remaining is already being overloaded. Owing to this,

they estimated that only a 4-5 per cent volume impact will be seen over FY19-20. Moreover, they feel that the move will further deteriorate the condition of Indian roads, which are already infamous across the world.

Not just this, some view this as the step to legalise overloading that was happening anyway. But, the government discards this by narrating the purpose of rolling out this order as bringing Indian load carrying standards

at par with the international ones. Well, this seems acceptable ahead of the BSVI deadline of April 2020. Besides clean fuel, there is a need to introduce tyres with improved technology that not only offers operational efficiency but are friendly to traditional Indian roads.

This kind of commentary will always be there irrespective of improvements in road and vehicle conditions. The main worry, however, is different. Will the truck owners and transport companies be able to retain some part of this extra capacity to improve their extremely lean profitability, or again the whole change will be blown up in the air out of fierce competition? The market has always its own trend. Sometimes it is suicidal too!!!



Notably, the Ministry of Road
Transport and Highways
(MoRTH) increased the
maximum load carrying
capacity of heavy vehicles by
20-25 percent and, hence, truck
tonnage by 15 per cent

16.2 tonne. In addition, GVW for a three-axle truck was increased to 28.5 tonne from 25 tonne, and for a five-axle truck, it was increased from 37 tonne to 43.5 tonne.

Recent Changes To GVW, NP Rules And Related Issues!

Dear Friends.

It is heartening to see that the government is proactively looking into the practical aspect of the transport and changing the laws required for the same. And, the recent changes in the gross vehicle weight (GVW) and the national permit (NP) rules are in the same direction.

The government has recently hiked the legal safe limit of the trucks by approximately 20 per cent, deepening upon the capacity. The same was accepted by the manufacturers with caution and worries about the safety of vehicle along

The government listened to the same and for clarification did the necessary amendments to make it for both old and new vehicles. The logic of the government was that overloading was going on, and they are just legalizing it

with the condition of roads. Transporters receive the same with a little apprehension because it was not clear in the beginning, if the same was applicable to the old vehicles also. The government listened to the same and for clarification did the necessary amendments to make it for both old and new vehicles. The logic of the government was that overloading was going on, and they are just legalizing it. While there may be some truth, but the overloading, in fact, is more prevalent in high-density cargo like steel, stone, cement, etc.



Pradeep Singal
National President, AITWA

With the introduction of multiple axle vehicles and strict fines at tolls and while in transit, the menace of overloading has been controlled to quite an extent over the



years. And, increasing the legal axle load will help control it further. But, what do the axle load changes mean to the truckers. All the transporters believe that due to high competition, the benefits of extra freight earned on each vehicle would be passed on to the customer while per vehicle earning will remain the same. Further, the cost per

All the transporters believe that due to high competition, the benefits of extra freight earned on each vehicle would be passed on to the customer while per vehicle earning will remain the same

ton per km for dense materials is expected to decrease, but it may increase for the voluminous goods. In the nutshell, the total transportation cost for the customer will decrease.

And, this coupled with higher capacity may lead to a shift in demand and supply. Thus, it will further decrease the prices for the customers. While this may be a good step for the total logistics cost but not so good for the truckers.

Also, increasing load axle means an increase in fuel

consumption and reduction in tyre longevity. However, the truckers have taken this in their stride in the national interest.

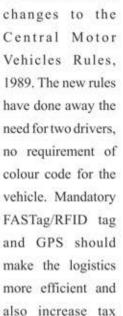
Notably, changes to the regulations governing 'axle loads' were last made in 1983. Also, the amendments are riding on the back of

improved automobile technology and road construction quality. Besides, the purpose behind this move was to harmonize the permissible axle load limit in India with international standards. Not just this, the government feels that this decision will help in reducing the logistics cost by 2 per cent as the carrying capacity of goods vehicles will increase by about 20 per cent to 25 per cent.

Moreover, the government said that the initiative will help in checking corruption and reducing transporters' woes.

Apart from amending the GVW and axle load limits, the July 16 order scrapped the mandatory annual renewal of fitness certificate for fitness carriers. Now, a fitness certificate needs to be renewed after every two years till vehicle gets 8-years-old, and after that, it needs to be generated annually. Also, no fitness certificate is required for the first two years in case purchase of a new vehicle with company made body.

Furthermore, the government has issued some significant



compliance. It is now allowed that the driver can have an electronic copy of the document like RC, license, etc.

This all should make the life of drivers and truck owners on road a little better as these are the main clauses, which the officers use to challan the truckers or ask for the bribe, All the above-mentioned changes may seem small but they are significant for the truckers as

they affect their daily operations and little practicality in rules make life a little easier. Hope the government shows the same maturity in dealing with other issues affecting road transporters and makes the Indian logistics industry a better place.

Jai Hind!



Now, a fitness certificate needs to be renewed after every two years till vehicle gets 8-years-old, and after that, it needs to be generated annually. Also, no fitness certificate is required for the first two years in case purchase of a new vehicle with company made body

Let's Solve The Gross Vehicle Weight Equation For Transport Fraternity!



Ashok Gupta, Hon. General Secretary, AITWA

From e-way bill teething issues to increasing fuel prices, 2018 has thrown many challenges at the transport fraternity in India. And, it is not over yet. The latest issue to cause pain to transporters is registering new vehicles at regional transport offices (RTOs) with the new gross

The latest issue to cause pain to transporters is registering new vehicles at regional transport offices (RTOs) with the new gross vehicle weight (GVW), which is the maximum operating weight of a vehicle as specified by the manufacturer and it includes the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, passengers and cargo, that was notified by the Ministry of Road Transport and Highways on July 16, 2018

vehicle weight (GVW), which is the maximum operating weight of a vehicle as specified by the manufacturer and it includes the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, passengers and cargo, that was notified by the Ministry of Road Transport and Highways on July 16, 2018.

Notably, the notification clearly states that GVW for a two-axle truck was increased to 18.5 tonne from 16.2 tonne. And for a three-axle truck, it was pushed to 28.5 tonne from 25 tonne. Further, the vehicle weight was



Moreover, these rules are applicable to the new fleet that would be manufactured after July 16 when amendments to the three-decade-old rule come into effect

increased from 37 tonne to 43.5 tonne for a five-axle truck. Also, it was documented that GVW in no case shall exceed 49 tonne for rigid vehicles, and 55 tonne for semi-articulated trailers and truck-trailers except modular hydraulic trailers. Moreover, these rules are applicable to the new fleet that would be manufactured after July 16

when amendments to the three-decade-old rule come into effect.

Despite this, increase has already been notified by the Centre, some state governments are yet to acknowledge this, which is adding to the woes of transporters who are trying to register their new commercial vehicles. Not just

this, many commercial vehicle manufacturers are not mentioning the revised GVW on the vehicles. If they document the revised GVW on vehicles, many issues would die their own death. And, there seems to be no issue in doing so, when they have already admitted that the July 16 statutory orders will not create the need to tweak the existing commercial vehicles as every vehicle is designed to carry about 25-30 per cent overload.

The trucking industry in India is unorganized where around 70

per cent of the truck operators own 1-5 trucks. In order to cut the fierce competition amongst operators, many truck owners resort to overloading to recover investments. It is

It is to be noted that the call to overload is taken owing to the insistence of the consignee, who by doing so tries to save the transportation cost

to be noted that the call to overload is taken owing to the insistence of the consignee, who by doing so tries to save the transportation cost.

Furthermore, transporters understand that a vehicle's GVW is an important number to know in order to avoid any accident and secure the lives of the ones driving the vehicles along with the others using the road. This weight limit is calculated after taking into account the base curb weight of the vehicle, and the weight of any optional accessory along with cargo and passengers.

Besides inching closer to the international freight norms for transport, the move is expected to offer a reduction of about 2 per cent in transportation cost, which will



consequently lower the commodity prices. In addition, this boost in the volume capacity of existing vehicles is helping meet the consumption demand, including industrial or consumer.

However, some people are of the view that legalizing overloading in this way may prove harmful to the health of Indian roads that are already in not-so-good condition. But, the government seems in no mood to compromise as it announces plans to build highways and expressways for higher loading limits. Along with improving the quality of roads, the government is determined to introduce upgraded tyres that would carry heavy load on vehicles. In any case, over the last couple of decades, improvement in the technology and quality of the commercial vehicles including the tyres have been upgraded substantially to be able to carry this extra load, thereby optimizing the vehicle carrying capacity as well as cost.

X

Impact Of Changes To Gross Vehicle Weight (GVW) And National Permit Rules!

t seems like the government is all geared up to redefine the transport and logistics landscape in India. Amendments to the Motor Vehicle act in the recent months well explain the intentions of the government. Read on to learn more about these...

The Ministry of Road Transport and Highways (MoRTH) increased the maximum cap of axle load limit by 20 to 25 percent across various categories to keep the limit "at par with international standards". As per the order, gross vehicle weight (GVW) of a two-axle truck was increased to 18.5 tonne from 16.2 tonne and GVW for a three-axle truck was increased to 28.5 tonne from 25 tonne. For a five-axle truck, the vehicle weight was increased from 37 tonne to 43.5 tonne. Notably, the amendment has been made after 35 years, which means the last amendments were made in 1983 that were implemented in 1988.

Further, the advisory issued by the ministry said, "The GVW shall not exceed the total permissible safe axle weight as above and in no case shall exceed (i) 49 tonne in case of rigid vehicles; and (ii) 55 tonne in case of semi-articulated trailers and truck-trailers except modular hydraulic trailers." It is to be noted that for safety's sake, the GVW should never surpass the gross vehicle weight rating (GVWR), which is offered by the manufacturer.

Before rolling out this order, Road Transport and Highways Minister Nitin Gadkari discussed this issue with all the private highway developers who admitted that the construction quality has improved and overloading up to 100 per cent is common. In addition, they mentioned that truckers often avoid stretches where road builders collect 10-fold toll from overloaded trucks. Further, officials, related to the matter, said that the transport ministry would introduce graded penalty linked to the scale of overloading.

The Government of India believes that this move will offer a big boost to the logistics and trucking industry as it is likely to reduce the transportation costs. Let's find out what people from the industry have to say about it.

S.P. Singh, senior fellow, Indian Foundation of Transport Research and Training (IFTRT), an autonomous research body, said, "Overloading is done to the extent of 15-20 tonne... So any relaxation of two to three tonne will not stop overloading... It's just that the person will have to pay a varied fine amount now...," reported MoneyControl, adding, "It's not a revolutionary step... There are a lot of factors affecting freight tariffs like fuel prices, vehicular demand, axle load, toll amount etc." Further, he stated, "Truck is not the only source of logistics... It's one of the components... Making trucks as the face of logistics sector is not correct... There are a number of things that have to be taken into account... Change in one component will not affect the sector."

Areef Patel, executive vice chairman, Patel Integrated Logistics, said, "The areas of hard core transportation segment like iron and steel, coal, cement and agriculture... All these industries can earn very good benefit and their profit margin will increase substantially... In addition, select transport segments that operate on a volumetric basis like consumer durables, car carriers et cetera would not be impacted by the increased axle load as their load carrying capability is constrained by loading deck... They were already facing capacity constraints on current axle weight." Further, he shared, "Along with 25 percent axle weight increase, if the government grants permission to extend the chaise or container size to 26 feet from current 24 and 36 feet from 32 feet, it may help parcel operator to get some benefit out of the move... As per our working experience, we hope that the additional 25 percent capacity may lead to negligible impact on diesel consumption and lead to a marginal increase in the area of tyre consumptions, minimum of 7 to 8 percent additional."

Harpreet Singh Malhotra, chairman and managing director, Tiger Logistics India, said, "The freight tariff rates will definitely get affected but in positive manner. This may result in a big boost to logistics and transportation industry and likely to reduce cost of goods transportation," adding, "This will have implications for commodity prices, road traffic and safety, besides truck sales and freight rates as per industry stakeholders... Freight rates will also come down, although not immediately, but subsequently in a short period of time." Further, he said, "I think it's a positive sign for road transportation industry and every trucker should take this

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.





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





CORPORATE OFFICE: IRC House, 846- Joshi Road, Karol Bagh, New Delhi-110 005, Phone: 011-41548000 (5 lines) • Fax: 011-41548005

Email: ircl@ircgroupglobal.com • www.ircgroupglobal.com

REGIONAL OFFICE: Chennai · Mumbai · Kolkata

JAPAN OFFICE: Mr. Yoshiharu Shimizu, Email: y.shimizu@ircgroupglobal.com, (M) +81 80 33051740

MEMBER OF:













in a positive way. Truck overloading has been a menace in India resulting in deterioration of roads and increasing number of accidents. Freight overloading up to 100

percent is a common thing, various transporters are doing the same from last too many years."

Here's the revised July 16, 2018, ruling:

No. RT11028/11/2017-MVL
Government of India
Ministry of Road Transport & Highways
(Transport Division)

Transport Bhawan, 1, Parliament Street, New Delhi - 110001

The gist of the notification dated 16th July, 2018, as amended by notification dated 6th August, 2018

The Ministry of Road Transport and Highways issued S.O. 3467 (E) dated 16th July 2018 in supersession of the earlier notification of the Government of India in the erstwhile Ministry of Surface Transport (Transport Wing), S.O. 728 (E), dated the 18th October, 1996, notifying the maximum safe axle weight of each axle type in relation to the transport vehicles (other than motor cabs), having regard to the size, nature and number of tyres. The Ministry further issued a notification S.O. 3881 (E) dated 6th August 2018 making some amendments in the notification issued on 16th of July 2018. Briefly the resultant effect of the two amendments, dated 16th July 2018 and 6th August 2018 is as under:

Maximum Safe Axle Weight					
Sr. No.	Axle Type	Maximum Safe Axle Weight			
1.	Single Axle				
1.1	Single Axle with single Tyre	3.0 tonnes			
1.2	Single Axle with two Tyres	7.0 tonnes**			
1.3	Single axle with four Tyres	11.5* tonnes			
2.	Tandem axles (Two axles) (where the distance between two axles is less than 1.8 m)				
2.1	Tandem axle for rigid vehicles, trailers and semi-trailers	21 tonnes*			
2.2	Tandem axle for Puller tractors for hydraulic and pneumatic trailers	28.5 tonnes			
3.	Tri – axles (Three axles) (where the distance between outer axles is less than 3 m)				
3.1	Tri-axle for rigid vehicles, trailers and semi-trailers:	27 tonnes*			
4.	Axle Row (two axles with four tyres each) in Modular Hydraulic Trailers (9 tonnes load shall be permissible for single axle)	18 tonnes			

2. The gross vehicle weight (GVW) shall not exceed the total permissible safe axle weight as above and in no case shall exceed

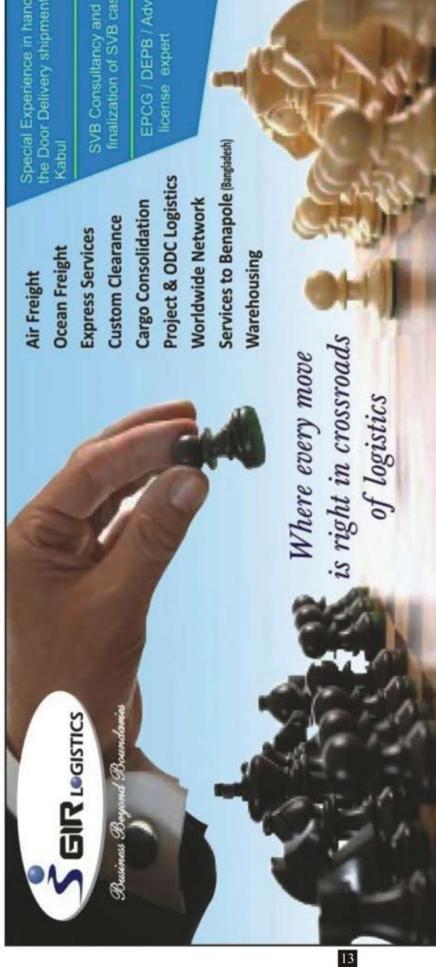
* Note: If the vehicle is fitted with pneumatic suspension, 1 tonne extra load is

- (i) 49 tonnes in case of rigid vehicles and
- (ii) 55 tonnes in case of semi articulated trailers and truck-trailers, except modular hydraulic trailers.
- 3. Modular hydraulic trailers can carry goods of indivisible nature of any load subject to the regulatory approvals as may be required.
- **4. The above maximum safe axle weight shall be considered for revising the Gross Vehicle Weight of the vehicles, subject to overall limits specified in paragraph 2 for the <u>existing vehicle models</u>, that are manufactured in accordance with the type approval certificate granted prior to 16th July, 2018.

Explanation- For the purposes of this notification, tolerance up to five percent in the gross vehicle weight shall be allowed for the purpose of compliance to sub-section (3) of Section 113 of the Motor Vehicle Act, 1988(59 of 1988).

permitted for each axle.

^{**} As modified by S.O. 3881 (E) dt. 6th August, 2018.



Special Experience in handling the Door Delivery shipment to

inalization of SVB case

EPCG / DEPB / Advance

GIR MOVERS ROAD TRANSPORTATION

GIT JUMBO ODC & PROJECTS

GIR EXDEL DOMESTIC CARGO

INTERNATIONAL CARGO

HIRD PARTY LOGISTICS **GIR** 3PL

701,Roots Tower, Laxmi Nagar District Centre, New Delhi-110092, Ph: +91-11-47670700, E-mail: gir@girlogistics.in

Delhi Office

Corporate Office

10, Qutab Road, Ram Nagar, New Delhi-110055, Ph:+91-11-23535357, Fax:+91-11-23627082, E-mail: importsdel@girlogistics.in

Regional Office

Bangalore: 080-28390075, Chennai: 044-25530045, Hyderabad: 040-24558639/649, Kolkata: 033-22680177, Mumbai: 022-40230849













Customer Care
Toll Free: 1800-111-447(GIR)
Customer Care: +91 11 47670700
E-mail: customercare@girlogistics.in

Furthermore, the government recently made some changes to the existing national permit rules, which asks to inscribe words "National Permit or N/P" in the front and rear of the vehicles in bold letters. Also, the necessity to paint the vehicles, except those carrying hazardous goods, in a particular fashion has been waived off. Now, trucks can carry advertisements that can help them earn a little more. Further, the need to employ two drivers has been suspended. Certainly, this will offer some respite to

transporters who have been struggling with the shortage of drivers. Moving ahead, the government has left the decision to allow transporters to make deliveries between two points within a state on the state authorities. Not just this, rules related to fitness certificates have been relaxed too. Now, fitness certificates need to be generated annually only for the vehicles that are over 8-year-old.

Here's the November 2, 2018, ruling:

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 2nd November, 2018

G.S.R. 1081(E).—Whereas the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R. 643(E), dated the 12th July, 2018 published in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) inviting objections and suggestions from all persons likely to be affected there by before the expiry of the period of thirty days from the date on which copies of the said notification containing the draft rules were made available to public;

Whereas, copies of the said Gazette notification were made available to the public on the 12th July, 2018;

And, whereas, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore, in exercise of the powers conferred by sub-section (14) of section 88 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely: —

- (1) These rules may be called the Central Motor Vehicles (Fourteenth Amendment) Rules, 2018.
 - (2) They shall come into force from the date of their publication in the Official Gazette.
- In the Central Motor Vehicles Rules, 1989(herein after referred to as the said rules), for rule 90, the following rule shall be substituted, namely: -

"Rule 90. Additional conditions for national permit. - The national permit issued under sub-section (12) of section 88 shall be subject to the following additional conditions, namely: -

- (1) The words "National Permit or N/P" shall be inscribed in the front and rear of the vehicles in bold letters. In case of trailers, the words "N/P" shall be inscribed on the rear and left side of the vehicle.
- (2) The body of a tanker carrying dangerous or hazardous goods shall be painted in white colour and shall display the class label, as specified in rule 137, on both the sides and rear of the tanker.
- (3) The vehicle shall be fitted with FASTag, as specified in rule 138A of the Central Motor Vehicles Rules, 1989 not later than 1st October, 2019.
- (4) Vehicle shall be affixed with reflective tapes at front and rear as specified under Rule 104.







Delhi (within 72 hrs.)

Kolkata (within 48 hrs.)

Ahemadabad (within 100 hrs.)

Mumbai/ Pune (within 100 hrs.)

Bengaluru/Chennai (within 120 hrs.)



9811681184 | 9811121630

nagi.prashant@omlogistics.co.in

rajat@omlogistics.co.in

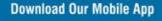




























- (5) Vehicle shall be fitted with a Vehicle Tracking System device as per AIS 140.
- (6) The vehicle shall not pick up or set down goods between two points in the same state, if restricted by the particular state.
- 3. In the said rule, in rule 62, in sub-rule (1),-
 - (i) for clause (b), the following clause shall be substituted, namely:-

"(b) renewal of certificate of fitness in respect of	Two years for vehicles up to eight years old and one year
transport vehicles	for vehicles older than eight years.";

- (ii) clause (c) and clause (d) shall be deleted;
- (iii) in the proviso, in the Table, after Sl. No. 17, and the entries relating thereto, the following Sl. and entries shall be inserted, namely:-

(18)	Fastag	Yes	No	Yes	No	No	To be affixed on the front wind screen
------	--------	-----	----	-----	----	----	--

(iv) In the fourth proviso, after the explanation, the following proviso shall be inserted, namely:-

"Provided further that no fitness certification shall be required at the time of registration for new transport vehicle sold as fully built vehicle and such vehicle shall be deemed to be having certificate of fitness for a period of two years from the date of registration."

- 4. In the said rule, after rule 138-A, the following rule shall be inserted, namely:-
 - "138 B. All goods carriage vehicles shall carry goods in a closed body of the vehicle or container:

Provided that if it is necessary to carry goods in open bodies, goods shall be covered by using appropriate cover like tarpaulin or any other suitable material:

Provided further that the goods of indivisible nature, not capable of being carried in a closed body or being covered as per the first proviso, may be carried without cover."

- 5. In the said rule, in rule 139,-
 - (i) after the words "the driver or a conductor of a motor vehicle shall produce certificates" the words "in physical or electronic form" shall be inserted;
 - (ii) after the words "of registration, insurance, fitness and permit, the driving licence" the words "certificate for Pollution Under Check" shall be inserted.

[F.No. RT-11028/15/2017-MVL]

PRIYANK BHARTI, Jt. Secy.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i) vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and last amended vide notification number G.S.R. 931(E) dated 27th September, 2018.



A leading transport company for its Mumbai office is looking for a senior person who can handle all activities of a transport company. Interested candidates may please send their resume at aitwaho@gmail.com or apply at www.aitwa.org. For more information, connect to: Mr JP Singla, CEO-AITWA over Phone at 9810267815







Dear CEO's & Logistic Heads

CAN YOU MOVE YOUR LTL (LESS THAN TRUCK LOAD)
WITH ZERO TRANSSHIPMENT?

- WE CAN -

APML model offers solution with it's unique concept of

"TRUCKING CUBE"

Exclusive cube even for part shipment with your own Lock and Key





Five months ago, our
Hon'ble Minister of
Road Transport & Highways
Shri Nitin Gadkari Ji
launched the mobile app
"APML Suvidha"
which has now attained a
distinguished position

APML Suvidha Moving App

Available on:

AGARWAL PACKERS AND MOVERS LTD.
World Book of Records (UK) Holder | Limca Book of Records Holder

9 300 300 300

www.agarwalpackers .com **

The government seems to be on a spree to offer relaxation to transporters. Through the notification released on November 19, 2018, the government has offered a big respite to transporters by validating the e-documents and discarding the need to carry hard copies.

Here's the November 19, 2018, ruling:



No. RT-11028/15/2017-MVL भारत सरकार Government of India

सड़क परिवहन और राजगार्ग मंत्रालय Ministry of Road Transport and Highways (MVL Section)

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated the, 19th November, 2018

To

(i). The Director General of Police.

(ii). The Principal Secretaries / The Secretaries, Department of Transport,

(iii). The Transport Commissioners. of all the States/UTs.

Subject: Production of transport related documents in an electronic form-reg.

Madam/Sir.

Your attention is drawn to the amendment in rule 139 of Central Motor Vehicles Rules, 1989 in regard to the production of licence and certificates of registration made through the Notification G.S.R. 1081(E) dated 2nd November, 2018.(copy attached)

- As per the amended provision, the citizen can produce the transport related documents such as registration, insurance, fitness and permit, the driving licence, certificate for pollution under check and any other relevant documents, if required, in physical or electronic form of on demand by any police officer in uniform or any other officer authorized by the State Government in this behalf.
- This would enable the use of digital platforms for carrying and verification of 3. the documents and is a step towards citizen facilitation. In view of the above, it is requested to ensure compliance of the amendments made to rule 139 of the Central Motor Vehicles Rules, 1989 and make the enforcement officers aware of the new provisions so that citizen are not harassed/ inconvenienced.

Encls: As above.

Yours faithfully,

(Dharkat R. Luikang) Under Secretary to the Govt. of India

X -

Email: dharkat@nic.in Tel: 011-23357125

Carriage By Road Cost Index (CRI) - September 2018

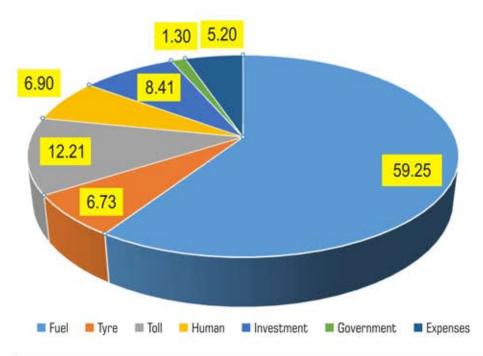
CRI September 2018 - 133.39

Data Updated upto September 1, 2018

Average Diesel Price as on September 1, 2018 - Rs. 73.22 per litre.

Cost Distribution Pie August 2018

CRI PIE Chart September 2018



Changes: Matrix - August 2018				
Diesel	3.70 %			
Change in Index	2.93			

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



Banks Not Funding Infra Projects Worth Rs. 2 Lakh Crore

nion Road Transport and Highway Minister Nitin Gadkari slammed the banks saying they are not making financial closures for infrastructure projects worth Rs. 2 lakh crore despite a "golden opportunity" and blamed the Reserve Bank for creating "more complications".

The minister said, "One problem presently I am facing is --We have at least 150 projects with cost involvement of Rs. 2 lakh crore. The financial closures in the banks is becoming a very tough thing for the investor," reported IANS.

He highlighted the funding problem a day before the Reserve Bank of India (RBI) is to hold its board meeting in the backdrop of a tiff with the central government on several issues including a liquidity crunch and placement of limits on the extension of loans on some banks.

"It is the appropriate time for the Reserve Bank to support infrastructure in the country as far as growth rate is concerned. But many times the circulars issued by the Reserve Bank are creating more complications," the minister said.

Gadkari said that there were 403 projects with a cost involvement of Rs. 3.85 lakh crore when he took charge as

the minister and his department, which had a good track record, alone saved the Indian bankers from nonperforming assets (NPA) of about Rs. 3 lakh crore.

Moreover, he stated that while bankers supported the contractors when they were not in a good position and there were several other problems like land acquisition and environment issues, they are not doing it now when things have improved and there is a good response.

He added, "The economic situation is good, the government is transparent, decision making process is fast and it is a golden opportunity for the investors and contractors. I don't know what is the reason that the banks are not making financial closures."

Gadkari said if the banks were to support the infrastructure projects, his department, which contributed 3 per cent to the country's GDP last fiscal, would account for 3.5 per cent.

"If the banks support me, I am giving the guarantee that my department will make 3.5 per cent of contribution in the GDP. All projects are economically viable, IRR (rate of return) is good but this (financial closure) is the problem," he said.







Aargus Global Logistics Pvt. Ltd. (INDIA) (AN ISO 9001-2015 CERTIFIED COMPANY)

An Award Winning International Freight Forwarding /3PL Company (INDIA)

SEASON'S GREETINGS

And Is Pleased To Announce 2 New Developments

We Are Now AUTHORISED ECONOMIC OPERATOR



The Indian Customs has granted us landing permission (Courier License) to handle export & imports of small parcels from EICI Terminal, IGI Airport.



Services Offered Include

(1) Ocean Imports / Exports. (2) Project Cargo. (3) DG Cargo. (4) Air Cargo Exports/Imports. (5) Temp. Control (Pharma/Fresh Products), Warehousing. (7) E-commerce- Last Mile Delivery. (8) Door to Door Xpress/Courier Services. (9) Removal Services. (10) Military & Defence Cargo Handling. (11) In House Custom Brokerage. (12) Trading Company-Importer/Exporter on Record Services. (13) Providing End to End Logistics Solutions to 700 Cities Across The Globe, etc. (14) Air / Vessel Chartering.

Recent Awards & Accolades

All Our 13 Offices are covered under

"WCA's Gold MEDALLION "Programme As Follows

Branches: ATQ, AMD, BLR, BOM, CCU, DEL, HYD, IDR, IXC, JAI, LDH, MAA, Mundra and Guangzhou / CAN (CHINA)



Won ' FIEO: GOLD TROPHY' in the 1st set of Northen region "EXPORT EXCELLENCE AWARD" in the category of service provider in 2016



Our MD Won "India Cargo Award " as a 'Mentor Cargo Industry' for North & East of India in 2015



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



Awarded 'BEST PARTNER FOR INDIAN SUB CONTINENT by WCA at WCA 9th Worldwide Conference in Singapore"in 2016



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



Suite 20 B, First Floor, Celebi Import-2 Building International Cargo Terminal, IGI Airport New Delhi-110037 Tel.: 91 11 46006500-01

E-mail: info@aargusglobal.com Web.: www.aargusglobal.com

Mahesh Trikha Mob. :+91 98100 36509 E-mail: mahesh.trikha@aargusglobal.com Saurabh Trikha Mob. :+ 91 98100 36508 E-mail : saurabh.trikha@aargusglobal.com

J.P. Singh Mob.: +91 98183 12783 E-mail: jp.singh@aargusglobal.com

ceo@aargusglobal.com, nitin.oberoi@express.aargusglobal.com, projectsindia@aargusglobal.com







Government Plans To Woo Investors For Second Tranche Of 8 TOT Road Projects

Union Road Transport and Highways Minister Nitin Gadkari was to attend a roadshow in Mumbai to attract investors for the second tranche of highway projects of 586 km under the toll-operate-transfer (TOT) basis, which is a model for monetising operational national highways projects where the investor makes a lump sum payment in return for long-term toll collection rights backed by a sound tolling system. The maiden bundle of nine highway projects under TOT was a huge success and had fetched NHAIRs. 9,681 crore.

The ministry said, "Nitin Gadkari, Union Minister for Road Transport & Highways, Shipping, Water Resources, River Development & Ganga Rejuvenation will attend a Road Show on the second bundle of TOT in Mumbai on the 15th of this month," reported PTI.

"The objective of the Road Show is to invite prospective investors to be a part of the TOT projects. NHAI has done successful Road Shows in New Delhi, New York and Toronto in August and September this year," it added.

"Upto 49 percent divestment is allowed till two years of the concession period. Upto 10 percent change in ownership is allowed after two years. The investor is



de-risked from undertaking any construction. If required, NHAI will conduct capacity augmentation at its own cost," the statement said.

Notably, the first TOT bundle of 9 projects, totalling approximately 681 km of roads in two states of Andhra Pradesh and Gujarat, was awarded in 2018. "The second bundle of over 586 kms is now offered spread over four States - Rajasthan, Gujarat, West Bengal and Bihar. The offer has 12 toll plazas across four highways," the statement said.

These stretches include Chittorgarh-Kota and Chittorgarh Bypass Swaroopganj-Pindwara and Pindwara-Udaipur, Palanpur/Khemana - Abu Road, Jetpur-Somnath, PurneaDalkhola, DalkholaIslampur, Islampur - Sonapur -Ghoshpukur and Salsalabari - West Bengal Assam Border Section.

Government Aims To Build High-quality Roads At Low Cost

Union Road Transport and Highways Minister Nitin Gadkari shared that the Government of India plans to build high-quality roads at low cost, reported PTI.

The road transport and highways minister also called upon experts to test innovative technology, make all possible use of indigenous raw material including waste material, and promote pre-cast technology.

In a video message to an international conference, he said the thrust of technological innovation should be on reducing cost and time for completion of projects without any compromise on quality, the Ministry of Road Transport and Highways said in a statement.

Notably, the objective of the two-day conference was to



deliberate upon advancements in pavement technology and road infrastructure engineering across the world, with special emphasis to the requirements of developing countries.

Experts will discuss issues related to design and construction of pavements, material characterisation, computational analysis and modelling, the statement read further.

· x

P₄D

PAY PER PALLET PER DAY

Now book Warehouse Space online @ www.p4d.pw



Everything in its Place And Place for Everything

An initiative of IndoArya

Salient Features

- Flexible Storage
- · Security Detposit Free
- Lock in Free
- Fumigated Warehouse
- Fire Protected
- 24 Hour Services
- 24/7 Power Backup
- 3- Layer Security
- Connectivity to Transport Hubs
- Online Order Management

We are Available at:

- Assam
- P Delhi NCR
- **♥** Goa
- ♥ Gujarat
- ♥ Haryana
- Karnataka
- Maharastra
- Madhya Pradesh
- **♀** Punjab
- ♥ Telengana
- West Bengal
- +91 9711203838
- +91 9711203888

Automation To Give The Unceasable Source Of Energy To Transport Industry!



ith more and more automobile giants venturing into autonomous vehicles, one thing is clear that 'automation' is the unceasable source of energy which will transform the logistics landscape in the years to come . And, this is supported by a 1000 per cent increment in the total funding for the cause, which stands at Not just this, experts from the transport industry address it as the unstoppable force because automation is likely to increase truck utilization to levels never before thought possible.

Being the first training grounds for possible automated technology, the logistics service providers have already employed robots and automated pallet movers in warehouses. And, the robots

are expected to get equipped with vision-guidance technologies including depth cameras and lasers to improve efficiency in the future. Besides, robots are expected to play more roles as researchers are Not just this, testing them to be used outdoors at shipyards, ports and airports in order to experts from the increase operational efficiency. transport industry

Moving ahead in this direction, \$1 billion annually, in recent years. address it as the unstoppable existing driver assistance systems will be enhanced to ensure vehicles force because automation is stay in their lanes, obey speed limits and eventually automate functions like overtaking and leaving a highway. Also, semi-automatic trucks will hit the roads sooner than the driverless trucks as they will be able to drive parts of a journey themselves. Certainly, automation will improve road safety and fuel efficiency and increase the economics of

likely to increase truck

utilization to levels

never before thought



AIR TRANSPORT CORPORATION (ASSAM) PVT. LTD.

We Carry TRUST ...



CORPORATE OFFICE:

Chandra Shekhar Bhawan, 13B, Rauz Avenue, 1st Floor,
Vishnu Digambar Marg, New Delhi - 110002
Board line(s): (011) 23234453, 23230650, 40108545/84, Mobile:(+91) 9953655343
E mail:admin.del@atclindia.com | www.atclindia.com

CIN: U74140DL2011PTC213799

the logistics chain.

Trucks, today, operate from 8-9 hours a day on an average because drivers are required to rest. But, automation holds

the potential to double or triple the productivity by having the wheels rolling throughout the day irrespective of an active driver.

Promoting a strong rationale for autonomous trucks, experts iterated that the self-driving technology will fundamentally change the capability of trucks and the economics surrounding their use. They predict that within 10 years there will be laws restricting live drivers,

including lanes dedicated to autonomous vehicles, or the length of hauls requiring autonomous trucks.

Further, they believe that the most likely scenario for the widespread adoption of automation involves local human

Further, they believe that the most likely scenario for the widespread adoption of automation involves local human drivers bringing trailers to autonomous truck ports (ATPs) from factories and warehouses, which are very likely to be located on the outskirts of cities next to major interstate exits

drivers bringing trailers to autonomous truck ports (ATPs) from factories and warehouses, which are very likely to be located on the outskirts of cities next to major interstate exits. And after swapping trailers to autonomous tractors, a human driver will then pick up the trailer at the ATP near the final destination.

Some studies in this field have highlighted that the strongest case for autonomous adoption seems to be the for-hire longhaul truckload sector. And, this is followed by



linehaul service in less-than-truckload and parcel operations. Drayage haulers are also likely to shift toward automation.

But, the complete adoption of autonomous vehicles is dependent on the manufacturing speed. In order to replace all human drivers in the United States alone, around 1.3 to 1.5 million self-driving trucks will be required. And, it will take at least 5 years to manufacture that many trucks assuming equivalent production capacity. In addition, international demand, availability of parts, and changing over manufacturing plants, will impact the ramp of self-driving truck delivery.

With these seismic technological shifts already beginning to take shape, experts warn of a looming downside - the impact on the labor pool. Many research papers show that autonomous trucks could replace as many as 294,000 long-distance drivers, including some of the best jobs in the industry, over the next 25 years. Further, these studies have highlighted the role of government and public policies to control the situation and strike a balance.

By and large, it is essential to remain realistic about technology this advanced even if it holds the potential to reduce operation costs, address the upcoming truck driving employment gap, and improve safety.



CONSOLIDATE YOUR WAREHOUSES Call The Logistics Experts

Lead The GST Revolution

GST gives you the opportunity to consolidate your warehouses, and set up a centralised distribution network. Now you can significantly reduce your warehousing and inventory costs by operating one central warehouse. Now is the time to call Safexpress, the Logistics Experts. Safexpress has India's largest Logistics Network, covering all 22,462 Pincodes of India.

SAFEXPRESS

Call: 1800 113 113 info@safexpress.com

www.safexpress.com

Distribution Redefined





Let's Find Out Who Has Joined The Golden Truck Race This Month!

In fact given

the spiralling fuel

the Blazo X, with

When it comes to humans, the desire for more and best never ends. And, that is why Parivahan Pragati in its every issue introduces new trucks that are all set to take the transport fraternity by storm. From higher powerto-weight ratio to modern comfortable cabins, and higher fuel efficiency to lower maintenance costs, the new trucks are better suited to carry additional loads prices, there wasn't a and make faster trips. And this time, better time to introduce it's not one but two trucks who are debuting in India. Let's read on to get through the details!

The first one to join the Golden truck the benefit of extra race is Blazo X. Recently, Mahindra mileage Truck and Bus (MTB) announced the launch of its new Blazo X range of heavy commercial vehicles (CVs), which is an upgrade to the automaker's Blazo range of trucks. Featuring the FuelSmart technology, the new Blazo X range provides better fuel efficiency with an updated air management system, and comes with rolling characteristics.

The President for Automotive Sector, Mahindra & Mahindra, said, "The Blazo pushed the boundaries for Mahindra since its launch on several fronts, be it volumes and market share or the industry first guarantees

which laid the foundation for a turnaround of the business. Today as we launch the new

Blazo X series of HCV trucks, we have further enhanced our customer value proposition of 'Har Cheez Guarantee Ke Saath' and will create higher benchmarks in performance and earnings. In fact given the spiralling fuel prices, there wasn't a better time to introduce the Blazo X, with the benefit of extra mileage. I firmly believe that the

Blazo X will reaffirm our customers' faith in

Mahindra's ability to create class-leading products and set higher standards for the Indian CV industry," reported CarAndBike.

Further, the CEO, Mahindra Truck and Bus Division, said, "The launch of the Blazo X will further strengthen our



SOUTH EASTERN CARRIERS PVT. LTD.









VISION

To be a national leader with international class of services in the goods transportation solutions.

MISSION

Achieving purposeful customer satisfaction through results and servies of international standards comparable with the leaders in the transportation industry.

SOUTH EASTERN CARRIERS PVT. LTD.

Corporate Office:

SCO 42, Old Judicial Complex, Civil Lines, Gurgaon-122 001 (Haryana) TELE: 0124-5067190 (10 lines) FAX: 0124-5067199

E-mail: delhi@secl.net

Registered Office:

42/2, 1st Floor, M C Garden Road, Kolkatta- 700 030

position in the market. With 21,000 Blazo trucks already on Indian roads, our BLAZO range of HCVs are well entrenched in important segments such as car carriers, tankers, cement bulkers and the coal industry, with their

proposition of best value for money brand, mileage superiority and low cost of ownership. Today, MTB is well on its way to becoming a formidable force in the Indian CV market, being the number 3 player in certain segments and markets. Going forward we intend to be the number 3 player in the overall HCV segment."

Moving ahead, the other debutant this month is FM380 by Volvo. To tap the

growing potential in the infrastructure development segment, Volvo Trucks has launched the FM380 8x4 truck in India. From offering lowest cost per tonne and higher productivity to carrying more loads per trip, the new FM380 is all set to serve Indian customers with the industry-leading technology.

Further, the aerodynamically-designed FM380 is a safe and efficient truck, with low repair and maintenance costs and high body-mounting ability. Not just this, it has an automated manual transmission - Volvo's superior l-Shift technology — that helps deliver higher fuel efficiency, lower maintenance and better driver comfort.

The managing director and CEO, VE Commercial Vehicles, said, "Customers now are more conscious about the cost per tonne and they care more about the total cost of the ownership over its lifecycle. With increased investments in infrastructure projects, there are more opportunities for Volvo trucks in India as customers are

willing to opt for highly productive and efficient transport solutions. That is important for us at Volvo Trucks; all our offerings emerge from customer needs and end with their satisfaction with a focus on customers' success," reported AutoCar Professional.

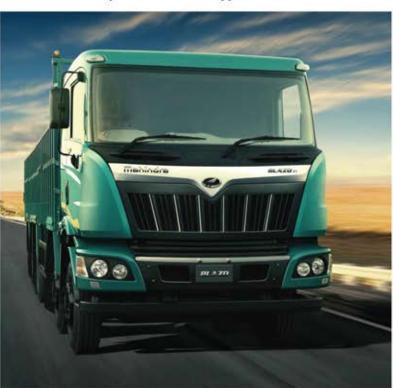
The executive added, "The world is changing at an ever-faster pace but the need for safety and efficiency will never change. The

demand for transport will grow and certainly in new forms and under different conditions. We will have to take our innovative powers and safety philosophy to new levels."

Moreover, the senior vicepresident, Sales, Marketing & Aftermarket, Volvo Trucks India, said, "With the launch of the FM380 8x4 and the first of

its kind FMX 460 8x4 19.5 Cu.M granite body, we are geared to raise the current standards of productivity, efficiency and reliability in the construction segment to support our customers in achieving higher operational efficiency and savings with timely delivery of projects."

Now, it is to be seen how far Blazo X and FM380 reach to meet the needs and demands of transport and logistics service providers in India.



Not just this, it has
an automated manual
transmission - Volvo's superior
l-Shift technology – that
helps deliver higher fuel
efficiency, lower maintenance
and better driver comfort



CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of ₹1898.27 Crores (2016-17) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

- C Freight Movement and Handling Services
 - * Full Truck Load
- * Multimodal Logistics
- * Last Mile Connectivity
- * Rail Freight Forwarding
- C Project Logistics & ODC Movement Service
 - * Turnkey Solutions
- * Over Dimensional Consignments
- * Heavy Lift Consignments
- * Route Mapping & Surveys
- C In-Plant Logistics and Handing Solutions
 - * Handling Services
- * In-plant Logistics
- **C** Container Train Operations
 - * Owned Train
- * Shared Train operations
- Global Freight Forwarding Services
 - * Ocean Import / Export freight Management services
 - * Air Import / Export freight Management services
 - * Custom Clearance services
- O Value Added Services
 - * Vehicle tracking through GPS
 - * Expedited Delivery
 - * Freight on Delivery

- * Safety & Transit Insurance
- * Reverse Logistics
- * Supply Chain Optimization
- C Transrail [RANJRAil]
 - * Full Truck Load
- * Parcel Train
- C Darci Nepal ODarci
 - * Full Truck Load
- C Fr8ology Private Limited Fr8ology
 - *Technology based Logistics Solution

CJ Darcl Logistics Limited

CIN No.: U60222HR1986PLC068818

Website: www.darcl.com

Registered cum Corporate Office:

Darcl House Plot No. 55P, Institutional Area, Sector - 44, Gurugram - 122003 Ph.: 9015202121, 25-26, Fax: 0124-4034162, E-mail: co@darcl.com, ro@darcl.com

Head Office: Hisar

19/3, Tilak Bazaar, Hisar (Haryana)

Ph.: 01662-241003-06, 321001-03 Fax: 01662-232269 Email : ho@darcl.com











The Second Meeting Of The Standing Committee

he NDA government has kept its promise to the transport community as assured once the Chakkajam on July 27, 2018, was called off. A high-level committee was formed to look into all their issues. The first meeting was very fruitful, as the panel discussed various points and suggestions from the transport fraternity were welcome.

The Second meeting of the Standing Committee was held on October 29, 2018. As usual, Sh. Abhay Damle, IRS, Joint Secretary to Government of India, Ministry of Road Transport & Highways presided over the meeting.

The meeting started with the discussion on issues related to the E-way Bill. During the course, Sh. S. K. Rahman, IRS Addl. DG-GST clarified that as discussed in the first meeting of the standing committee, the government has issued a circular to the respective departments to take care of small clerical errors with minor fines.

Sh. Pradeep Singal, representing the transport fraternity, suggested that there are other open issues with respect to E-way Bill and GST which need a specific address. It was suggested that the detention of the vehicles or the penalty thereof for tax evasion should only be on the basis of any corroborative evidence.

It was suggested by Addl DG-GST that specific adverse instances/situations of harassment in the normal course of business be tabulated and submitted to him for examination and resolution of the problem on merit.

Explaining about the TPP GST waive off Sh. S. K. Rahman said that he had recommended the issue to TRU (Tax Research Unit) of GST, which has further favourably recommended to Fitment Committee of GST. Adding on to his explanation, he said that once the Fitment Committee passes the same, it will be sent to GST Council for approval. It was told that the Chairman had taken up this matter with Finance Secretary also, who consented to consider the same.

Sh. Abhay Damle, the Chairman of the Committee raised the issue of Uttar Pradesh Government's initiative to come up with its own RFID Tag for E-way bill mapping. It was suggested that this issue be flagged as individual state-wise RFID Tag for all States / U.T. or it would be very cumbersome for the transport fraternity. The Finance Minister while addressing AIMTC officials in a meeting categorically suggested that only Fastag issued by NHAI will be used as RFID Tag for mapping E-way Bill. The Chairman asked Addl DG-GST to flag this issue appropriately so that there should be either Fastag or a single RFID Tag across all States / UTs.

Addl DG-GST further stated that the issue of Lakhanpur (J&K) Toll Entry Tax issue was flagged and GST Council took it very seriously and asked AIMTC to check up the present status and revert.

The matter regarding anomaly in Circular No 61/2018 regarding the recipient of taxable supplies declaring transporter's go-down as an additional place of business was also discussed. It was clarified that accountability of goods stored in transporter's go-down is of the recipient if he declares it as an additional place of business.

Speaking on the same issue, Sh. S. K. Mittal, President AITMC elaborated the situation of transporters when their
go-down is not declared as an additional place of business
and the E-way bill gets expired. He explained it with an
example where the recipient does not take delivery for 2-3
months and the e-way bill expires because the computer
system does not allow extension of validity without
vehicle number.

It was further clarified that if the goods are moved to the designated place of the recipient, as in old e-way bill, then Invoice and old E-way bill will suffice. But if the goods are moved to any place other than that designated in the E-way bill, then a fresh E-way bill will be required. It was also cited by the transporters that they could not make fresh e-way Bill in case of some error is inadvertently made while making it. During the discussion, it also came out that members have received notices from Haryana Government for mistakenly making multiple part B, instead of part A. Sh. Pradeep Singal also suggested that a study tour of transporters premises be conducted by GST officials at earliest to understand their practical working.

The meeting ended with lots of positives and the committee is hopeful for better results ahead.

Х







A Trusted Name in Transportation For Years Gone & Years to Come

ASSOCIATED ROAD CARRIERS LIMITED

NATION-WIDE 4500 DESTINATIONS AND 575 OUTLETS IN 375 CITIES EQUIPPED WITH ADEQUATE STORAGE. HANDLING & COMMUNICATION FACILITIES

Registered Office:

"OM TOWERS" 9th Floor, 32, Jawaharlal Nehru Road, Kolkata - 700 071, Ph.: 40253535, 22265795

Office Corporate:

Surya Towers, 3rd Floor, 105, S.P.Road, PB No.1661 Secunderabad - 500 003, (Telangana)

Ph.: 27845400, 27841603, Fax: 040-27848869

DELHI BOOKING OFFICE

Kashmiri Gate	÷	1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	:	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	÷	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-228354
Gurgaon	÷	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar		1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	:	WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	÷	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	ŧ	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	:	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naïwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	ŧ	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	i	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	÷	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	į.	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road		61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	:	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamaniai Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana		"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

DELHI REGIONAL OFFICE

1202A & 1203, D Mall, Netaji Subhash Place, Delhi-110 034 Ph.: 43590000 • Fax: 43590099 • Customer Care: 43590012 Email: dlh@arclimited.com • Visit us at: www.arclimited.com



AIR CARGO DEVELOPMENT – END TO END LOGISTICS VALUE CHAIN AAICLAS

2nd Workshop at Mayfair Convention Hall, Bhubaneswar



(L-R) Smt. Shubha Sharma, IAS, Commissioner-cum-Secretary – Handicrafts, Handlooms and Textiles, Government of Odisha (GoO): Dr. Saurabh Garg, IAS, Principal Secretary - Agriculture and Farmers Empowerments, GoO; Dr. Guruprasad Mohapatra, IAS, Chairman - AAI & AAICLAS; Shri L.N. Gupta, IAS, Additional Chief Secretary, MSME, GoO; Shri Ashok Meena, IAS, Principal Secretary – General Administration and Civil Aviation and Keku Gazder, CEO – AAICLAS

AAICLAS again organized a one-day workshop, this time in Mayfair Conventional Hall, in the temple city of Bhubaneswar, on October 5, 2018, its second after Guwahati, to deliberate issues facing Air Cargo Development in terms of infrastructure, opportunities and challenges. Bhubaneswar Airport has achieved remarkable growth in passenger traffic, with 42 departures per day. This workshop has been organized as the second in the series, to plan optimal utilization of the resources available and to examine what else is required to boost air cargo, especially perishables & allied business at Bhubaneswar Airport.

The model of the program followed the pattern set at the Guwahati workshop (refer Sept. '18 issue of Parivahan Pragati). Keku Gazder, CEO-AAICLAS, welcomed all the participants – ministry, farmers association, supply chain logisticians, freight forwarders, media, AAI, etc., who have congregated to discuss the best way forward. He spoke about the immense potential that exists in air cargo, considering growth in e-commerce and possibility of 12% growth per annum by 2020 and beyond. Air cargo

business is expected to double from 5915 tons in 2014-15 to reach about 11000 tons in 2018-19. Presently, there are 6 domestic airlines catering to 8 destinations inside India and one outside India. AAICLAS is operating in 26 airports with 23 domestic cargo terminals, 20 international terminals and 2 courier terminals. A new integrated cargo terminal building is planned at Bhubaneswar to facilitate Ease of Doing Business, (EODB).

Dr. Saurabh Garg, IAS, Principal Secretary - Agriculture and Farmers Empowerments, GoO, said that the gathering of different departments here underlines the importance given to exports, where marine exports has made good progress. He suggested a separate cold store chamber for fisheries and horticulture and toll-free number for small farmers and exporters.

Smt. Shubha Sharma, IAS, Commissioner-cum-Secretary

– Handicrafts, Handlooms and Textiles, GoO stated that
millennial generation do not mind paying extra for speed
delivery, hence instant delivery and air cargo will play
pivotal role in the effort at tripling the exports of
handlooms and handicrafts.



MAHAVEERA TRANSPORT PVT. LTD.

FLEET OWNERS & TRANSPORT CONTRACTORS

REGD. OFFICE: C-1/14, 2ND FLOOR, PRASHANT VIHAR, ROHINI, NEW DELHI-110085 PH.NO. 011-27557771-2-3 FAX: 011-27557775

Email: info@mahaveeratransport.com Visit us at: www.mahaveeratransport.com

Approved by Indian Bank Association, ISO 9001-2008 Certified Co.



Dedicated Countrywide Services Since 1985

Committed to Achieve Customers Satisfaction Economical Responsible Reliable, Fast, Safe

Honored With RASHTRIYA UDYOG AWARD BY SH. JAGDISH TITLAR

Honored With UDYOG RATTAN AWARD BY GOVERNOR OF KARNATKA MR. R.V. DESHPANDE

Rewarded A LIFE TIME ACHIEVEMENT AWARD FROM MARUTI SUZUKI INDIA LTD.

Honored With EFFICIENT TRANSPORT AWARD BY SH. Union Transport & Highway Minister Sh. Nitin Gadkari

Honored With BEST FLEET SUPPORT AWARD BY TRANSYSTEM LOGISTICS INTERNATIONAL PVT LTD.

North Zone

R.K.JAIN-Director-9811065955 Rajendra Singh-Sr.Manager-9811848228

South Zone

S.K.JAIN-Director- 9342815898 A.K.JAIN-Director-9341217288

West Zone

SANJAY JAIN-Director- 9821045349 Pratik Jain- Business Specialist-

Specialist in- Automobiles, Container Services, ODC, Clearing & Forwarding, & Warehousing

Shri Ashok Meena, IAS, Principal Secretary – General Administration and Civil Aviation in his address stated that Civil Aviation sector is doing extremely well and people are willing to pay a little extra for same day delivery. As entities like Amazon get ready to set up warehouses for speed delivery, they would look at air cargo for sufficient support. With Regional Connectivity Scheme (RCS) under UDAN of the government, bringing smaller airports like Utkela, Jharsuguda, Rourkela and Jeypore, air cargo will get a booster dose.

Shri L.N. Gupta, IAS, Additional Chief Secretary,

become operational.

Dr. Guruprasad Mohapatra, IAS, Chairman-AAI & AAICLAS, stated that air cargo plays a very important role globally, but only a miniscule role in India. He added that it is a misconception that air cargo is costly. He gave an example of banana – which is a low value and low volume item, yet is transported through air cargo. He stated that AAI & AAICLAS is willing to create and augment facilities and money is not a problem. However, we want to understand what exactly the stakeholder wants, for which full support is assured.



(L-R) Subhrendu Sekhar Dey, MD – APICOL; Smt. Geetashree Parhee, Asst. Director, Horticulture; Rajen Padhi - DG, Utkal Chamber of Commerce (UCC); Pranab Jyoti Nath - Director – Industries, GoO; Tariq Hussain Butt – Chief Commercial Officer, AAICLAS and Jaideep Raha – Regional Chairman, ACAAI.

MSME, GoO, stated that this workshop is very timely with all stakeholders under a single roof. He reminisced and narrated the journey of Civil Aviation sector and how this airport has grown from operation of one aircraft per day to present 42 flights a day. He disclosed that plans are afoot to commence direct operations from the city to USA. He stated that Odisha has bagged the title of Champion State in F.Y. 2016-17 from the Union Ministry of Commerce, for achieving the highest export growth rate of 114% over the previous year, in India (i.e. from 20,000 Crores to 42,000 Crores). The next year a further growth of 28% was achieved to 52,000 Crores. He summarized that the biggest issue in exports is facilitation and as a support, the State has set up Raptani Bhawan, where all the related agencies, namely Exports Promotion Dept., MPEDA, Exports Inspection Council, FIEO have their offices under one roof. Next objective is maintaining standards and accordingly two laboratories, one by MPEDA and other by Exports Inspection Council, have

1st Panel Discussion on "Air Cargo Development – Opportunities and Challenges"

Subhrendu Sekhar Dey, MD – APICOL stated that an office of APEDA in Odisha is very essential to handhold the exporters. He also added that a primary processing centre is a must, citing a recent example of a 10 ton order of chilli which could not be executed owing to this lacuna. Cluster production is the need of the hour and an integrated approach is essential, he added.

Rajen Padhi - DG, Utkal Chamber of Commerce (UCC) rued that there is no internationally qualified Clearing and Handling Agent available at Bhubaneswar.

Tariq Hussain Butt, Chief Commercial Officer, AAICLAS, stated that AAICLAS does not merely create infrastructure, but also initiates and coordinates dialogue with all stakeholders, including Airlines, Freight Forwarders, Government Authorities, Regulatory Agencies, etc., on a common platform to exchange views on the best way forward. He stated that the growth at



DHTC INDIA LIMITED

Ontime Everytime



Branches All Over India

Corporate Office

95,Sarat Bose Road, Kolkata-700026, 4th Floor Ph: 033-40054509,Fax - 22374509 info@dhtcindia.com Visit us @ www.dhtcindia.com

Regional Offices

Guwahati: Mr.J.P.Nain - +91-9435194659 Kolkata: Mr.S.A.Khan - +91-9331022998 Mumbai: Mr.Laxman - +91-9323247939 Delhi: Mr.Sharma - +91-9999652789

We are leading Tea carrier in India and specialize in North-East

Bhubaneswar is on a fast track, with most of the freight going as belly cargo. Hence, with every passenger flight, cargo capacity is added as well.

Pranab Jyoti Nath, Director – Industries said that we need to have a product specific approach as whatever is produced cannot be exported. He specified that while policies exist for each sector, awareness may be lacking, hence the need to have a follow up meeting within a month.

Jaideep Raha, Regional Chairman, ACAAI, stated that freight forwarding is an integral part of air cargo industry. It acts as catalyst for the industry, the exporter and the importer. It acts as the middleman between the airlines, the terminal operator, the statutory bodies and the revenue authorities. It connects exporters with the end users and vice versa for the importers. It is the main player to facilitate the entire transportation logistics.

The question of not having EDI facility, and the issue of exports of cashew nut, sweet potato, millets, etc., was raised. A cashew processor, informed that Odisha is the third largest State in cashew production and processing, yet must do with sending the produce to other states/places like Bangalore, thus Odisha is deprived of revenue in foreign currency because of various factors.

2nd Panel Discussion on "Infrastructure Development and Challenges"

Jaideep Raha, the moderator, commenced by recounting the genesis of Air Cargo Industry-how it was about creating wealth from waste. At the end of World War II, the unused fighter aircrafts were deployed as freighters for time-critical items. He added that for an efficient EXIM Trade, an efficient Customs System is imperative. He asked B K Malhotra, GM (Cargo), AAICLAS, about facilities AAICLAS presently provides and their future plans. Malhotra replied that the purpose of carving out the cargo division of AAI into a separate corporate entity 'AAICLAS' was meant to explore allied business and provide end to end solutions. He stressed on need to have packhouse adjacent to Airports, to ensure acceptability of our products internationally. He said that Tier-II and Tier-III cities have maximum potential and AAICLAS is focusing on these cities. An Integrated Cargo Terminal is in the pipeline, he informed.

The moderator turned to another panelist, Subrata Prusti, Director, MGM Agri-Tech (Floriculture & Horticulture), about impediments faced and his expectation of support system needed. Prusti narrated his pleasant experience of higher prices for his products in Delhi market, when he sent by air cargo. He also mentioned inability to export agricultural produce owing to lack of phyto-sanitary certification system in Bhubaneswar.

Thereafter, the moderator asked Ghanashyam Padhi, Mango exporter, about steps needed to take off from here. Padhi narrated his experience of sending Mango by road and rail—the result was 70% damage during transit, reemphasizing the critical role played by Air Cargo in perishable sector.

Key Action Items / Roadmap:

- Setting-up office of APEDA in Bhubaneswar is essential to boost export of perishables.
- Primary Processing Centre is an urgent need near Bhubaneswar Airport.
- Need to encourage Internationally Qualified Clearing and Handling Agent in Bhubaneswar, to support all exporter/farmers/producers.
- Need for raising awareness of State Government Policies regarding various schemes, incentives, etc., to promote export.
- AAICLAS to expedite Customs EDI Connectivity and other infrastructure to facilitate EXIM at Bhubaneswar Airport.
- Identify each product perishable or non-perishable for export from Bhubaneswar and its catchment area and engage all stakeholders such as MSME, Customs, Airlines, Freight Forwarders, etc.
- Creation of phyto-sanitary certification system at Bhubaneswar.
- Bi-monthly meeting to be chaired by Additional Chief Secretary – MSME, Govt. of Odisha with all stakeholders.

Summing up

It is wonderful to see AAICLAS go about ironing out the lacuna in the air cargo business in Tier-II & III cities, in a meticulous manner. Trust this streamlining effort will be maintained and the results of this effort will go a long way to integrate the development of air cargo in our country. The speed and efficiency of Air travel, whether for people or Cargo is no longer to be viewed as an elitist exercise. It is a default option, especially for perishables, which is the focus of AAICLAS.

Vinod Kaul

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

· X

_



- 6 DECADES OF EXPERIENCE IN THE LOGISTICS INDUSTRY
- TEAM OF 1000 + PEOPLE
- 200 OFFICES ACROSS THE SAARC REGION CONNECTED THROUGH ERP SYSTEMS
- 1 MILLION SQ.FT. OF MANAGED WAREHOUSING SPACE
- DEDICATED FLEET OF 500 + VEHICLES WITH GPS ENABLED DEVICES
- SPECIALISATION IN CUSTOMS & REGULATORY CLEARANCE
- WEB BASED TRACKING OF SHIPMENTS AND EXPORT DOCUMENTS
- DELIVERING 15 MILLION + PACKAGES ANNUALLY
- IBA APPROVED, GST READY AND CASHLESS TRANSACTIONS ACROSS THE BOARD

360 DEGREE SUPPLY CHAIN SOLUTIONS WITH A GLOBAL REACH







ROAD



OCEA



WAREHOUSING



CUSTOM



INVOICING



INTERNATIONAL TRADING

WWW.SUGAMGROUP.COM | INFO@SUGAMGROUP.COM | 1800112243, 011-23257581

CELEBI CHARTER HANDLING PROJECT Announcement made on Nov. 16,'18

The meeting started with a briefing from Arvind Aggarwal, Sr. Manager-Business Development, Celebi Cargo, who said that Celebi is trying to make Delhi as a

Charter Hub & Charter Transit Hub and also take it further into a Transhipment Hub. The idea is to create a Single point service connectivity, leveraging the one million (mn) metric tonnes (MT) capacity at the 80,000 sq. mtrs IGI Airport, Delhi (65% handled by Celebi and 35% by CSC).



Ramesh Mamidala, CEO-Celebi Cargo, detailed the genesis of their concept from 2017, when there was a significant jump in charter freight. Quite a few Freighters and some Airlines pulled back their flights then, to create this opportunity for Charter operators, whose first choice was to go to Shanghai, Hong Kong, etc. Others who were unable to get slots there came to India, Hanoi, etc. Charter operators find it a challenge to deal in India, as sometimes slots are not easily available at short notice. As other

approvals sometimes also take time, Celebi agreed to set up a dedicated Celebi Charter-Help Desk.

Meeting Non Scheduled

and Scheduled Airline Operators, DIAL Management, etc., Celebi informed them about these plans, a little prior to our briefing and had received an enthusiastic approval. Online booking will be possible in near future, on Cargo CEL Charter App. Added to the bonded trucking initiative started earlier,

this service can add value to complement the Freighter business. Reefer service will start shortly, first from Ahmedabad and Indore and later from other places in the network. They will consolidate all these initiatives in 2019.

Celebi estimates that 250,000 MT capacity utilisation is possible with this activity.

Vinod Kaul

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

VE Commercial Vehicles, Records Growth Of 14.4% In October 2018

VE Commercial Vehicles Ltd. (A Volvo Group and Eicher Motors joint venture) recorded sales of 5980 units in October 2018 as compared to 5228 units in October 2017, recording a growth of 14.4%. This includes 5826 units of Eicher brand and 154 units of Volvo brand.

Following are the key highlights for October 2018:

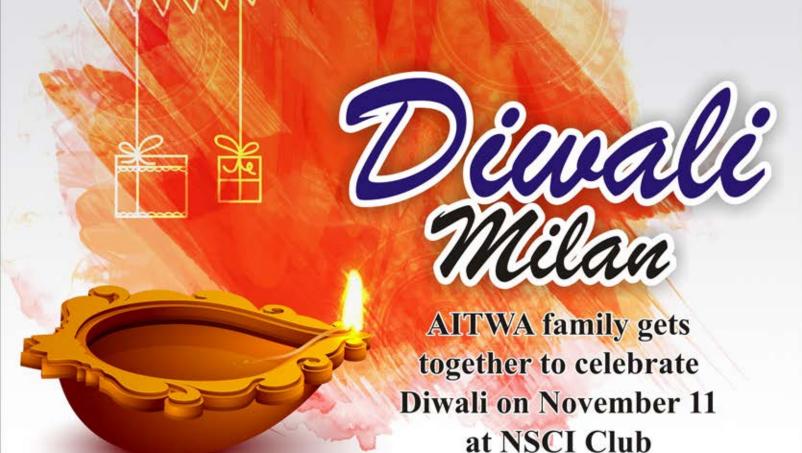
- Eicher branded trucks & buses have recorded sales of 5826 units in October 2018 (YTD 40407 units), as compared to 5166 units in October 2017 (LYTD 31442 units), representing a growth of 12.8%.
- · In the domestic CV market, Eicher branded trucks &

buses have recorded sales of 5121 units in October 2018 (YTD 34961 units), as compared to 4463 units in October 2017 (LYTD 26996 units) representing a growth of 14.7%.

- On the Exports front, Eicher branded trucks & buses have recorded sales of 705 units in October 2018 (YTD 5446 units), as compared to 703 units in October 2017 (LYTD 4446 units), representing a growth of 0.3%
- Volvo Trucks have recorded sales of 154 units in October 2018 (YTD 596 units), as compared to 62 units in October 2017 (LYTD 386 units), representing a growth of 148.4%.

X































जीएसटी चोरी रोकने के लिए ई-वे बिल को फास्टैग, लाजिस्टिक्स डेटा बैंक से जोड़ने की तैयारी

राजस्व विभाग ई-वे बिल को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण की फास्टैग प्रणाली और डीएमआईसीडीसी की लाजिस्टिक्स डेटा बैंक (एलडीबी) सिवर्सिज के साथ जोड़ने की योजना बना रही है। इससे जीएसीटी चोरी रोकने के साथ साथ माल परिवहन को और सुगम बनाया जा सकेगा।

अधिकारियों के अनुसार इस प्रस्ताव से देशभर में माल के आवागमन में और तेजी आयेगी और इससे जुड़ी तमाम सेवाओं (लाजिस्टिक्स) का कारोबार बढ़ेगा। वर्तमान में यह काम अलग अलग एजेंसियों द्वारा किया जा रहा है जिनके बीच में कोई तालमेल नहीं है। इससे कारोबार में सुगमता प्रभावित हो रही है साथ ही इसका कंपनियों की लाजिस्टिक्स लागत पर भी असर पड़ रहा है।

एक अधिकारी ने पीटीआई-भाषा को बताया, प्रस्ताव पर राजस्व विभाग काम कर रहा है। इस पर यदि अमल होता है तो जीएसटी चोरी पर अंकुश लगाने में मदद मिलेगी और ऐसे निहित स्वार्थी तत्वों पर लगाम लग सकेगी जो कि समूची आपूर्ति श्रंखला की खामियों का लाभ उठाते हैं।

जीएसटी व्यवस्था के अमल में आने के बाद देश में माल परिवहन के लिये ई-वे बिल व्यवस्था को एक अप्रैल 2018 से शुरू किया गया। इस व्यवस्था के तहत एक राज्य से दूसरे राज्य में पचास हजार रुपये से



अधिक का माल भेजने के लिये ई-वे बिल लेना जरूरी है। किसी एक राज्य के भीतर माल परिवहन के लिये ई-वे बिल को अनिवार्य बनाने की व्यवसथा 15 अप्रैल से विभिन्न चरणों में शुरू की गई।

एनएचएआई ने राष्ट्रीय राजमार्गो पर टोल संग्रहण के लिये फास्टैग इलेक्ट्रानिक प्रणाली स्थापित की है। इससे ट्रकों और दूसरे वाहनों को टोल प्लाजा पर शुल्क भुगतान के लिये रुकना नहीं पड़ता है। ई-वे बिल को फास्टैग प्रणाली के साथ जोड़ने के बाद राजस्व विभाग के लिये माल परिवहन की निगरानी और कर चोरी पर नजर रखना अधिक बेहतर हो जायेगा।



INDIA'S RELIABLE TRUCKING SERVICE



Book Your Truck Now

www.fr8.in or



NEW OLOG LOGISTICS PVT LTD

Chennai | Gurugram | Kolkata | Mumbai

प्रधानमंत्री मोदी ने वाराणसी में किया 2413 करोड़ रूपये की परियोजनाओं का उद्घाटन



2019 के लोकसभा चुनाव से पूर्व प्रधानमंत्री नरेन्द्र मोदी ने अपने लोकसभा क्षेत्र वाराणसी में विकास को एक नयी गति देते हुए यहां पहले मल्टी-मॉडल टर्मिनल समेत करीब 2413 करोड़ रूपये की विकास परियोजनाओं का उद्घाटन किया।

लोकार्पण एवं शिलान्यास करने के बाद आयोजित जनसभा को संबोधित करते हुए प्रधानमंत्री ने कहा कि तीर्थ नगरी काशी "प्रकृति, संस्कृति और साहस के संगम" की साक्षी बनेगी । उन्होंने साथ ही लोगों से अपील की कि वे "काशी के नए रूप का संरक्षण" करें । पिछली सरकारों पर परोक्ष हमला करते हुए मोदी ने कहा, "आज एक ऐतिहासिक दिन है। आज वाराणसी और देश एक ऐसे विकास का गवाह बन रहा है जो दशकों पहले होना चाहिए था। लेकिन ऐसा हुआ नहीं।"

उन्होंने कहा कि केन्द्र सरकार देश में 100 से ज्यादा राष्ट्रीय जलमार्गों पर काम कर रही है। आज लोकार्पित किया गया वाराणसी-हल्दिया भी उनमें से एक है। उन्होंने कहा "पिछले चार वर्षों में जितना इंफ्रास्ट्रक्चर का विकास हुआ, उतना पहले कभी नहीं हुआ। एक्सप्रेस-वे का जाल, अन्य अनेक योजनाएं हमारी सरकार की पहचान बन चुकी हैं।"

मुख्यमंत्री योगी आदित्यनाथ ने इस अवसर पर कहा कि आज से चार साल पहले काशी की गलियां, सड़कें और गंगा की स्थिति क्या थी? आज बाबतपुर से काशी की तरफ आएं तो फोरलेन का बेहतरीन मार्ग मिलेगा। इसका श्रेय प्रधानमंत्री को जाता है।

इसके पूर्व प्रधानमंत्री ने राष्ट्रीय राजमार्ग-56 के बाबतपुर से वाराणसी तक चार लेन चौड़ीकरण के कार्य, वाराणसी रिंग रोड फेज-1, आईडब्ल्यूटी, सीवरेज ट्रीटमेन्ट प्लाण्ट समेत विभिन्न परियोजनाओं का लोकार्पण किया। इसके अलावा उन्होंने इण्टरसेप्शन डाइवर्जन ऑफ ड्रेन एण्ड ट्रीटमेण्ट वर्क एट रामनगर-वाराणसी, किला कटरिया मार्ग पर आईआरक्यूपी का कार्य, पूर्व राष्ट्रीय मार्ग संख्या-7 पड़ाव रामनगर (टेगरा मोड़) मार्ग पर आईआरक्यूपी का कार्य, लहरतारा-काशी हिन्दू विश्वविद्यालय मार्ग पर उपरिगामी फुटपाथ का निर्माण, वाराणसी में हेलीपोर्ट का निर्माण, ड्राइवर प्रशिक्षण केन्द्र की स्थापना कार्य आदि परियोजनाओं का शिलान्यास किया। वाराणसी रिंग रोड के पहले चरण की करीब साढ़े 16 किलोमीटर लम्बी सड़क का निर्माण 759-36 करोड़ रुपये की लागत से हुआ है। वहीं, राष्ट्रीय राजमार्ग-56 पर 17-25 लम्बे फोरलेन बाबतपुर-वाराणसी मार्ग के निर्माण पर करीब 813 करोड़ रुपये खर्च किये गये हैं।



Agarwal Packers and Movers, Proud winner of LIMCA BOOK OF RECORDS for the first of its kind, Innovative "CHAPP VAN"

The New CHAPP VAN by Agarwal Packers and Movers

The shifting Experts
(Car Household Artifacts Plants Pets)





Enjoy our hallmark service in our unique CHAPP VAN guaranteed to give you tension free shifting

At Agarwal Packers and Movers we are constantly evolving and innovating solutions. Our priority is safe and on time service ensuring peace of mind to our customers. Another step towards this endeavor is the CHAPP VAN, one of its kind in the world and custom designed by our R&D centre. The CHAPP VAN facilitates shifting of all the belongings like 4 wheeler, 2 wheeler, entire household articles, special and precious artifacts, pets and plants - providing space for each item in a specific manner to ensure complete safety thus eliminating hassles of going through multiple vehicles like a car carrier or pets transfer service etc., and ofcourse we understand how much our customers value their plants.

Know More about the All in one Chapp Van at Agarwal Packers.in

Call: 93 6001 4001

Experience it for yourself, call us today.

For shifting call: 6001 4001 (Metro), 6001 400 (Non-Metros)

Agarwal Packers and Movers (DRS Group)

220, Kabra Complex, 61 M.G. Road, Secunderabad - 500 003.

Phone: +91-40-3981 8800/11 / Toll Free No: 1800 420 4321

E-mail: info@agarwalpackers.in















New policy may bring down toll rates across country

User Fee Only For Stretch Travelled Between 2 Tolls

#timesgroup.com

New Delhi: The government has started work to revamp the toll policy for national highways, primarily focussing on a new regime of making people pay the toll or user fee only for the stretch they travel and not for the entire corridor between two existing toll plazas, which is the practice now

The policy, which will be ready in three months, will also focus on building toll pla-

TO TAKE EFFECT IN 3 MONTHS

OLL PLAZA

- > Focus to be on building toll plazas outside cities to avoid protests
- Time frame to end tolling on all hig except four-lane and
- > Focus on electronic mode of collecting
- Permanent discount in fee for commuters using smart tag

end tolling on highways

zas outside cities to avoid pro Highways ministry sourctests and to set a time frame to

es said the policy will be dynamic and will focus on pushwhich are less than four-lane ing electronic mode of collecting user fee by setting up ing permanent discount in the fee that commuters pay using smart tag. According to tolling experts, congestion at toll plazas won't end unless 70% to 80% of vehicles opt for paying the fee through electronic mode

The highways ministry's move is in line with this budget announcement. In his budget speech, finance minister Arun Jaitley had said, "The government will come out with a policy to introduce toll system on 'pay as you use'." This is also known as closed tolling system, which has been implemented in the case of Eastern Peripheral Expressway and the same will be the norm for the Western Peripheral Exways have been built around Delhi and these have limited entry and exit points.

While it's easy to implement in the case of new greenfield roads, it would be tough in the case of existing roads which have unlimited entry and exit points and these are not regulated," said a ministry official. Currently, toll plazas are built at a distance of 60 kilometers and so even if a person travel only 20-30 kilometers, he has to pay the user fee for the entire stretch.

Officials also admitted that the the stated policy of not building a toll plaza within 10 km of municipal limit is also becoming a major contentious issue as municipal areas are growing.

मोबाइल में है गाड़ी के कागजात की कॉपी तो नहीं होगा चालान

and expressways

गाडी चलाने वालों को केन्द्र सरकार ने दी राहत



केन्द्रीय मोटर व्हीकल एक्ट में संशोधन

नर्ड दिल्ली

केन्द्र सरकार ने आम लोगों को बड़ी राहत देते हुए केन्द्रीय मोटर व्हीकल एक्ट के रूल नंबर 139 में संशोधन किया गया है। इसको लेकर सरकार नोटिफिकेशन भी जारी कर चकी है।

इस नोटिफिकेशन के बाद अब लोगों को ड्राइविंग लाइसेंस, पॉल्युशन सर्टिफिकेट, आरसी, इंश्योरेंस के ओरिजिनल कागज रखने की जरूरत नहीं होगी। अब आपके पास फोटो कॉपी या मोबाइल पर

इन कागजातों की डिजिटल कॉपी होगी मान्य

जिन कागजातों को मंत्रालय डिजिटल कॉपी के तौर पर मान्य कर दिया है उसमें गाडी की ड्राइविंग लाइसेंस, आरसी, बीमा और प्रदेषण नियंत्रण सर्टिफिकेट है।

इलेक्ट्रानिक कॉपी है तो आप उसे दिखा सकते हैं और आपका चालान नहीं कटेगा।

सड़क परिवहन और राजमार्ग मंत्रालय की तरफसे यह नोटिफ्केशन 19 नवंबर को जारी किया गया है। इसके मुताबिकए वर्दी में मौजूद कोई पलिसकर्मी या किसी अन्य अधिकारी की तरफ से गाड़ी से संबंधित कागजात मांगता है तो उसे इलेक्ट्रॉनिक कॉपी दिखा सकते हैं। इस नोटिफिकेशन के बाद अब वाहन लेकर चलने वाले लोगों का कोई अधिकारी शोषण नहीं कर पाएगा।

एक्सल के बढ़े लोड में दबे ट्रक ऑपरेटर, दलाल लूट रहे चांदी

- हर राज्य में अलग अलग दामों में हो रहा एक्सल लोड बढाने का खेल
- दलाल मर्जी अनुसार ले रहे हैं दाम, विभाग के अधिकारियों पर भी संदेह

अबोहर, टी.टी.एन.। सरकार ने भले ही एक पल में कॉमर्शियल वाहनों के एक्सल लोड में इजाफा



करने का फैसला ले लिया हो लेकिन ट्रक ऑपरेटरॉ के लिए अभी भी उस रात की सबह नहीं हुई है। 17 जलाई को सरकार ने सभी कॉमर्शियल वाहनों के

एक्सल लोड में 20 से 25 फीसदी तक की बढ़ोतरी कर दी थी। यानी ट्रांसपोर्टर पहले के मुकाबले ज्यादा माल लेकर जा सकेंगे। इसके लिए उन्हें सिर्फ अपनी रजिस्ट्रेशन सर्टिफिकेट(आरसी) में बदलाव कराना था। ये बदलाव कराना ही उनके लिए सबसे मुश्किल हो गया है। पहले तो उन्हें इसके लिए विभाग द्वारा चक्कर लगवाए जाते हैं और मजबुरन उन्हें दलालों से इस काम के लिए संपर्क करना पड़ता है। दलाल अपनी मर्जी के अनुसार पैसे लेकर इस काम को करा रहे हैं और ट्रांसपोर्टरों का परेशान होना अभी भी जारी है। आलम वें है कि हर राज्य में अलग दाम लेकर इस काम को



किया जा रहा है। पंजाब के अबोहर के रहने वाले एक ट्रांसपोर्टर चरणजीत शर्मा ने ट्रांसपोर्ट टाइम्स के साथ बातचीत में इसका खुलासा किया। उन्होंने कहा कि पंजाब में इस काम को करने के लिए 7000 रुपए प्रति गाडी के हिसाब से लिए जा रहे। वहीं हरियाणा में ये काम उन्होंने 1750 रुपए में कराया था और राजस्थान में 3000 रुपए में। लेकिन पंजाब में सबसे ज्यादा पैसे दलालों द्वारा वसले जा रहे हैं। उन्होंने कहा कि एक्सल लोड बढ़ाने से टांसपोर्टरों को फायदा कम और नुकसान ज्यादा हो रहा है। अगर वे एक एक गाड़ी का 7000 रुपए देंगे तो काम पर क्या फर्क पडेगा।

चरनजीत ने बताया कि उनके उनके पास हरियाणा की कई गाड़ियों हैं और सभी के लोड में बदलाव उन्होंने 1750 रुपए में करावा है। वहीं राजस्थान की उनके पास मौजूद 10 गाड़ियों का यही काम 3000 प्रति गाडी के हिसाब से हुआ है। जब सभी राज्य काम एक कर रहे हैं और एक ही आदेश के अनुसार कर रहे हैं तो पंजाब में इतना फर्क क्यों।...

LOGISTICS SOLUTIONS DRIVEN BY EXCELLENCE





Multimodal transport solutions

Specialist

End to End solutions for all Logistics and Supply chain needs Coastal container and bulk cargo movements

International

TCI Freight

TCI XPS

TCI Supply Chair

TCI Seaways

TCI Global

1400 fully computerized officers • 5000+ strong and dedicated team members • Over 9000 trucks in operations . Fleet of 4 cargo ships . 10.5 milion Sq. ft. of covered warehousing space . Moving 2.5% of India's GDP by value of cargo . Own offices in 4 countries . CHA License . ISO Certified

Corporate Office: TCI House, 69 Institutional Area, Sector 32, Gurgaon 122207 E-mail: corporate@tcil.com Website: www.tcil.com CIN: L70109TG1995PL19116

Find us on: E F



Transport Corporation of India Limited

AIR FREIGHT (INT'L+DOM.)

Freight (in MT.)

For The Period April To Sep. Airport For The Month 2018-19 2017-18 Sep. no. Sep. 2018 2017 Change Change (A) 20 International Airports 2.3 35412 35528 216669 211711 Chennai -0.3 13788 14764 83351 -1.8 Kolkata -6.6 84872 3 8298 8471 -2.0 47255 5.6 Ahmedabad 49888 4 358 445 -19.62423 2459 -1.5 Goa 1.8 5 Jaipur 1542 1515 8870 7592 16.8 Lucknow 484 566 -14.5 3541 3514 0.8 6 Guwahati 1955 1994 -2.011187 11463 -2.4 -22.1 15739 2212 -0.9 2193 12254 Trivandrum Bhubaneswar 732 861 17.6 4462 4118 8.4 10 Calicut 1421 1497 -5.1 7052 10056 -29.9 3899 11 Srinagar 584 463 26.1 4431 13.6 1233 923 6646 5109 12 Coimbatore 33.6 30.1 1030 13 Amritsar 93 168 44.6 860 -16.5 229 223 14 Mangalore 2047 1404 45.8 15 Varanasi 147.0 965 289 117 57.9 611 16 Portblair 457 389 17.5 2444 2470 -1.1 17 Trichy 609 499 22.0 3285 3294 -0.3 3052 2093 719 443 62.3 45.8 18 Imphal 19 Vijayawada 92 0 191 0 0 0 0 20 Tirupati Total 70617 70949 -0.5 423618 418689 1.2 (B) 6 JV International Airports 21 Delhi (DIAL) 90318 84900 6.4 511152 485028 5.4 Mumbai 75870 483557 440735 9.7 77259 (MIAL) Bangalore 32972 29957 10.1 201595 173010 16.5 (BIAL) 24 Hyderabad 12083 11732 3.0 72615 66962 8.4 (GHIAL) 6413 5901 32977 -17.6 25 Cochin(CIAL) 8.7 40030 26 Nagpur (MIPL) 840 841 -0.1 4747 3782 25.5 219885 209201 5.1 1306643 1209547 8.0 (C) 8 Custom Airports 27 Pune 4218 3878 8.8 27302 18824 45.0 28 Patna 1078 701 53.8 5789 4031 43.6 18.4 2823 2475 29 Visakhapatnam 380 321 14.1 30 Bagdogra 622 673 -7.6 3390 2731 24.1 31 Chandigarh 502 493 1.8 2719 3543 -23.3 2459 203 32 Madurai 493 142.9 1024 140.1 33 Aurangabad 180 187 -3.7 1145 845 35.5 34 Gaya 0 0 0 0 7473 6456 15.8 45627 33473 36.3 Total (D) 60 Domestic Airports 35 Indore 9.1 962 6032 5328 13.2 1050 36 Ranchi 544 378 43.9 2917 2558 14.0 37 Raipur 443 351 26.2 2273 2040 11.4 965 38 Jammu 153 7.2 961 -0.4 164 39 Agartala 565 467 21.0 2712 2873 -5.6 40 Udaipur 0 -50.0 94 135 24 -30.4 41 Dehradun 42 Vadodara 219 21.7 180 1302 989 31.6 43 Bhopal 177 65.4 44.3 107 788 546 -22.3 737 44 Leh 91 85 573 45 Surat 63 45 40.0 376 127 196.1 46 Jodhpur 1 1 0.0 4 4 0.0 89 371 321 47 Silchar 83 -6.7 15.6 48 Rajkot 13 23 -43.5 134 154 -13.0 49 Dibrugarh 75 93 -19.4 419 306 36.9 50 Rajahmundry 34

S.	Airport		The Mo		For The I	Period Apri	l To Sep.
no.	POMETON O	Sep.	Sep.	%	2018-19	2017-18	%
(T)	60 Domostic Air	2018	2017	Change			Change
-	60 Domestic Air		-			722	
51	Jabalpur	0	4	*	1	29	-96.6
52	Dimapur	34	64	-46.9	244	285	-14.4
53	Bhuj	3	3	0.0	15	15	0.0
54	Juhu	31	30	3.3	175	197	-11.2
55	Belgaum	0	0	-	0	0	
56	Guggal(kangra)	0	0	-	0	0	
57	Gorkhpur	0	0		0	0	- 1
58	Tuticorin	3	1		18	4	
59	Jorhat	3	5	-40.0	23	29	-20.7
60	Jamnagar	1	0	-	2	2	0.0
61	Khajuraho	0	0	-	0	0	
62	Hubli	0	0		0	0	
63	Allahabad	0	0	-	0	0	
64	Cuddapah	0	0	-	0	0	
65	Porbandar	0	0		0	3	
66	Agatti	2	1		11	7	57.1
67	Kandla	0	0	-	0	0	
68	Jaisalmer	0	0	-	0	0	
69	Bhavnagar	.0	0	*	0	0	
70	Pondicherry	0	0	-	0	0	
71	Bhuntar	0	0	-	0	0	
72	Gwalior	0	0		0	0	
73	Bikaner	0	0		0	0	1:
74	Diu	0	0		0	0	
75	Mysore	0	0	-	0	0	
76	Bhatinda	0	0	-	0	0	
77	Pantnagar	0	0	-	0	0	
78	Agra	0	0	-	0	0	
79	Lakhimpur	0	0	-	0	0	
00	(lilabari)	0	0	-	0	0	,
80	Barapani			101			92
0.1	(shillong) Ludhiana	0	0	- 2	0	0	-
81	1.7.00.7.7.7.7.7.	0	- 0		- 0	-	
83	Shimla	0	0	-	0	0	
84	Tezpur	0	0	-	0	0	-
85	Kanpur(chakeri) Kota	0	0	-	0	0	
86	Salem	0	0		0	0	
87	Jalgaon	0	0		0	0	-
88		0	0		0	0	-
89	Kishangarh Sholapur	0	0		0	0	
90	Kolhapur	0	0	-	0	0	
91	Adampur	0	0	-	0	0	
91	(Jalandhar)	0	0	- 5	0	0	
92	Pathankot	- 0	- 0	-	U	0	
93	Pakyong	0	0		0	0	
94	Jagdalpur	0	0		0	0	
-	Complete Com						
	0 Domestic Airports	3596	3061	17.5	19481	17659	10.3
(E)	7 St.Govt. / Pvt	Airports					
95	Lengpui(aizwal)	45	191	-76.4	280	461	-39.3
96	Nanded	0	0	-	0	0	
97	Shirdi	0	0	-	0	0	
98	Vijayanagar	0	0	-	0	0	
99	Durgapur	0	0	-	0	0	
100	Nasik(Hal ozar)	40	0	-	95	0	
	Mundra	0	0	-	0	0	
	St.Govt. / Pvt Airports	85	191	-55.5	375	461	-18.4
	Other Airports	0	0	-	0	0	
	nd Total			-			-
	B+C+D+E+F)	301656	289858	4.1	1795744	1679829 Sour	6.

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

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	Te le	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude	Liquids	Incl	KIN	RAW	Thermal	Coking	Tonnage TEUS	TELLS	Misc.		AGAINST
		Prod, LPG/ LNG)	Solid Market	Pellets	ĺ		& Steam	& Others			Cargo		2017-18
KOLKATA													
Kolkata Dock System	TRF APRIL-OCT, 2018	439	338	ě	49	25	6	1332	5886	390	2062	10155	
	TRF APRIL-OCT.2017	463	483	•	87	6	7	289	5655	368	2968	9961	1.95
Haldia Dock Complex	TRF APRIL-OCT, 2018	4865	2879	244	150	234	1323	8945	1812	106	4438	24890	
taidia Does Complex	TRF APRIL-OCT, 2017	4752	2922	982	256	195	1067	6419	1524	98	4177	22294	11.64
TOTAL: KOLKATA	TRF APRIL-OCT, 2018	5304	3217	244	214	259	1332	10277	2692	496	6500	35045	
	TRF APRIL-OCT.2017	5215	3405	982	343	204	1074	8029	7179	454	7145	32255	8.65
PARADIP	TRF APRIL-OCT.2018	21312	1028	6375	X	2470	18868	7345	111	8	4530	62039	
	TRF APRIL-OCT.2017	20159	910	6337	4	2505	14091	7154	46	60	4574	55780	11.22
VISAKHAPATNAM	TRF APRIL-OCT:2018	9371	1162	5136	1315	430	6239	3655	4664	266	5424	37736	
	TRF APRIL-OCT:2017	9477	1249	1209	1384	548	4564	3370	3821	221	5258	35742	5.58
KAMARAJAR(ENNORE)	TRF APRIL-OCT.2018	2819	99	*	. 1	,	13906	855	27	I	1813	19486	
	TRF APRIL-OCT:2017	2488	59		30	9	12347		_	. 1	1287	16182	20.42
CHENNAI	TRF APRIL-OCT, 2018	7641	892	*	A.	108	×		18807	975	3984	31432	
	TRF APRIL-OCT;2017	7909	955		10	92	33		17543	606	3986	30485	3.11
V.O.CHIDAMBARANAR	TRF APRIL-OCT, 2018	381	555	66	122	209	5330	2534	8706	430	2049	19985	
	TRF APRIL-OCT.'2017	424	477		155	569	4724	1474	7959	390	4424	20206	-1.09
COCHIN	TRF APRIL-OCT:2018	13020	274		15	126	43		4480	329	630	18588	
A POLICE OF THE PROPERTY OF TH	TRF APRIL-OCT:2017	11088	217		15	118	44		4387	319	581	16450	13.00
NEW MANGALORE	TRF APRIL-OCT.2018	14291	1145	2527	239	16	3344	926	1182	81	465	24260	
	TRF APRIL-OCT, 2017	13714	1124	2836	253	73	2476	1285	934	09	732	23427	3.56
MORMUGAO	TRF APRIL-OCT.2018	338	334	3357	149		740	3477	283	22	1978	10656	
	TRF APRIL-OCT:2017	345	349	4395	Ξ		1459	5741	243	18	2114	14757	-27.79
MUMBAI	TRF APRIL-OCT:2018	21571	1123	3398	119	83	1549	2149	206	17	4949	35147	
	TRF APRIL-OCT:2017	21605	1136	4107	66	30	1610	2407	359	27	5372	36725	-4.30
J.N.P.T.	TRF APRIL-OCT, 2018	2580	1615	•	6	10	0	153	35785	2942	567	40547	
	TRF APRIL-OCT.'2017	2636	1512		0				33279	2786	492	37919	6.93
DEENDAYAL	TRF APRIL-OCT.2018	36705	5845	812	2445	0	9424	398	1964	118	10878	68471	
	TRF APRIL-OCT.'2017	35449	6271	581	2557	63	6823	265	859	57	10263	63131	8.46
ALL PORTS	TRF APRIL-OCT.2018	135333	17256	21948	4618	3776	61115	31666	83913	5885	43767	403392	
	TRF APRIL-OCT.'2017	130509	17664	25309	4921	4202	49212	28404	76610	5244	46228	383059	5.31
% Variation from previous year	ear	3.70	-2.31	-13.28		-6.16 -10.14	24.19	11.48	9.53	8.41	-5.32	5.31	

Source: I.P.A.

A Man For All Solutions



Mr. Boben Anto Chemmannoor

Mr. Boben Anto Chemmannoor is known in his circles as an Innovative thinker with broad-based expertise in operations, finance and business development. He is an M.Tech from Indian Institute of Technology (IIT), Delhi and MBA in International Business from Global University.

Professional experience:

ExactSpace Solutions, from Dec 2017 - Onwards, as DIRECTOR.

India Uniper Power Services, from Sept 2016 - Dec 2017, as CHIEF OPERATING OFFICER.

STEAG Energy Services India Ltd (SESI), Noida, from Oct' 05 -Sept 2016, as EXECUTIVE DIRECTOR-PLANT SERVICES

National Thermal Power Corporation (NTPC) 1983 - 2005, as DY. GENERAL MANAGER.

Highlights of career:

Has provided consultancy on thermal power plants of BHEL, Donfang Electric and Chinese Suppliers, Siemens, GE, MHI, Alstom, ABB, LMZ in India, Singapore, Turkey and Bangladesh

- Member of technical committee for Central Electricity Authority and BEE for technical Specification finalization and new environmental guidelines.
- Member of PAT accreditation committee of Thermal Power plant.
- He is an accredited Valuer by Valuers Association.
- Well versed in using Analytics and Big Data for Power Plant maintenance.
- Have experience in consulting for Coal fired thermal power plants of Sub-critical as well as supercritical Technology, Gas-fired power plants, Desalination plants, Renewable power plants such as Wind turbines, Hydro plants, Solar plants, Bio-Mass plants, etc.
- Flexible Power generation and fuel mixing systems, Environmental Engineering to meet the Statutory norms and go ahead with Green Power Norms.
- Associated with CEA and BEE for formalizing the new initiatives as per Electricity act and Efficiency Improvement projects.
- Associated with Roof top PV in Different locations and 300 W in Delhi.
- Conducted Feasibility studies, Financing & Budget evaluation, Environment Impact analysis & Testing, consulting work on Inventory management and Store management.
- Team leader for World Bank, KfW re-engineering and improvement projects in power sector.
- Conducted PG test as per international standards, in PSEB, CSEB, Mahagenco, Lanco, Adani and WBPDCL.
- Re-engineered Bathinda power plant from 110MW to 120 MW by converting indirect firing system to direct firing system, first time in India.

- Directed 4 projects of O&M in SESA Sterlite Ltd-Vedanta Aluminium and Power-IPP 4x600MW (Orissa), HPL (Haldia), GSEG 500MW (Hazira) & HMEL 165 MW(Bathinda).
- Performed EPC evaluation for ESSAR, LANCO and GMR project.
- Administered performance testing & diagnostic services for World Bank assignments in Bandal, Koradi and Panipat as well as KfW & GTZ funded projects for power sectors in South Asia
- Conducted offline performance evaluation of coal fired power station at Satpura, Kota, Anpara, IB valley, Panipat, Nasik, Tuticorin, Bathinda, NLC for heat rate improvement programme.
- Coordinated Evonik Gmbh renovation projects of KfW Kolaghat, Nasik and Bokaro re-engineering and improvement in efficiency.
- Developed Solar system backup for Antha Gas station of NTPC and Others.
- Silver Medallist for NTPC EET eighth batch.

Questionnaire

· How long have you been in operation?

Last one Year, ExactSpace having started in December, 2017.

 What is the kind of business model does your organization follow? How many branches/employees do you have?

ExactSpace have developed a model to enhance the performance and reliability of the system based on the BIG data available in each organisation regarding its process, methodology and business model, providing a single platform for all your Data, (Business Intelligence (B I) and analytic needs. The power of data has grown. IIoT (Industrial Internet of Things) Analytics Solutions are a reality. ExactSpace uses Advanced Analytics and Artificial Intelligence to help the Industrial world make real-time data-driven business and operational decisions. Our solutions convert data from your Automation systems (DCS, PLC, etc.) and Enterprise Systems (ERP, CRM) into useful and timely insights help improve business operations. We have two offices, one each in Bengaluru and Delhi. With team 10 members.

 How can technology help in the growth of the Indian Logistics industry? Where is your organization positioned in the relevant technology?

It is possible to enhance the reliability by performance, as the process data will help us visualize the relationship using the Artificial Intelligence (AI).

Who are your present clients?

Hindalco, Arati Steel, Elgee, Power Distribution companies.

What are the special services offered by you?

System Improvement and Internet of Things (IOT) implementation, by correlation and BIG data utilization by machine learning.

 How do you see the Logistics industry in the coming year?

As GPS has taken a major role in logistics, BIG data available in the system will help us to make forecast and can be utilized by using the AI for enhanced utilization.

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





TRANSPORTATION & LOGISTICS ERP SOFTWARE SOLUTION

5

- Fleet Compliance
- Transport Operations
- Auto E-mail & SMS
- Integrated Accounting
- Trip Management
- Dashboard
- Customer Portal
- Cost Engine

- Mobile App
- Workshop & Stock
- Stationery Control
- Spares and Tyres

For further information and demonstration contact at:

BNG Infotech Private Limited

A-13, Naraina Industrial Area, Phase-1, New Delhi-110 028 Phone: +91-11-43 43 34 34 • Mail: info@bng.co.in

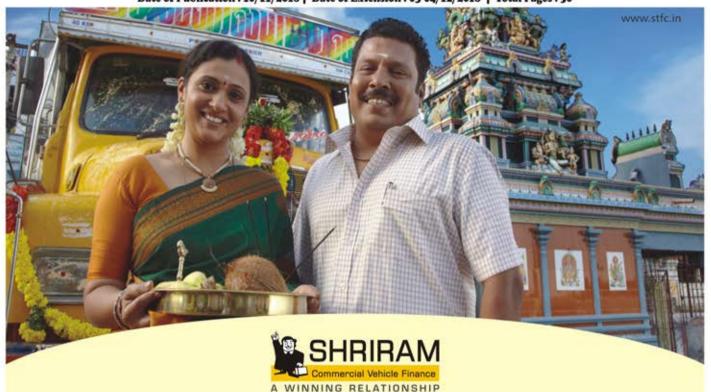
NEW DELHI | MUMBAI

www.bng.co.in

www.lozics.in

www.efacto.in

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: 10/11/2018 | Date of Extension: 03-04/12/2018 | Total Pages: 56



SHRIRAM TRANSPORT FINANCE COMPANY LIMITED

Vishwas jeet ka



CONSTRUCTION **EQUIPMENT FINANCE**

PASSENGER COMMERCIAL VEHICLE FINANCE

FARM EQUIPMENT FINANCE





BILL/CHALLAN





BUSINESS LOAN & WORKING CAPITAL LOAN

DISCOUNTING

TYRE FINANCE

FUEL LOAN





AUTOMALL



FAMILY PROTECTION PLAN



As on 30 September 2018 - AUM ₹1,04,380 Crore • 1301 Branches • 864 Rural Centres

Corporate Office: SHRIRAM TRANSPORT FINANCE CO. LTD., Wockhardt Towers, Level - 3, West Wing, C-2, G-Block, Bandra - Kurla Complex, Bandra (East), Mumbai - 400 051. Tel: +91 22 4095 9595, Fax: +91 22 4095 9597. Email: corpcom@stfc.co.in Toll-free: 1800 1034 959.

Registered Office: Mockambika Complex, 3rd Floor, No.4, Lady Desika Road, Mylapore, Chennai - 600 004. Tel: +91 44 2499 0356, Fax: +91 44 2499 3272 (Corporate Identity Number (CIN) - L65191TN1979PLC007874