# aitwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragat

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

# National **Convention, AITWA -Highway Heroes The Drivers Of The Economy**



Souvenir



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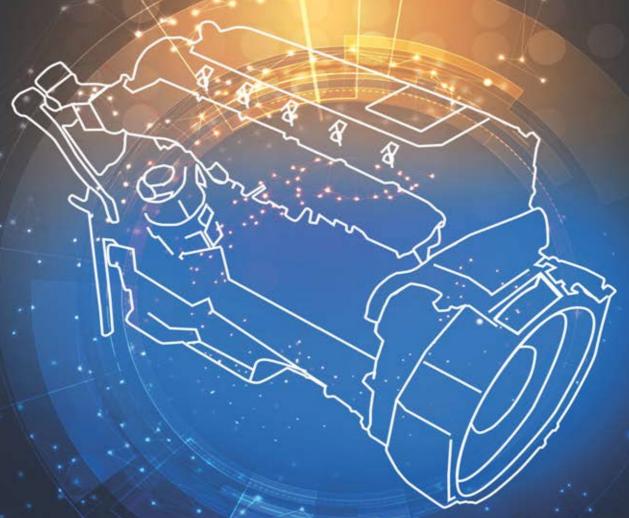








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# They Are Highway Heroes, Not Just Drivers!





Ashok Gupta

### Friends,

There is a piece of good news to reveal in this edition. All India Transporters' Welfare Association (AITWA) is organizing a convention on November 12, 2019. The theme of the convention is 'Highway Heroes' – the drivers of the economy.

We all know how hard the life of a truck driver is and what it takes to keep driving hours after hours and at times day after day. No doubt, hard work, determination, patience and perseverance make it possible for them. The life of a truck driver is full of adventure but then how many likes to be a truck driver? The poor remunerations; unlimited working hours; unsafe environment; no job security; no PF, ESI, leave structure, gratuity, pension and risk cover; unavailable healthcare facilities and above all the missing respect from the

society is compelling drivers to hunt for better job options. Needless to say, all these cumulatively have impacted to the shortage of drivers in India. While there were 75 drivers for every 100 truck two years back, it has come down to 65 drivers for the same no of trucks today. Further, the unwillingness of the younger generation to not take up commercial driving is adding to the woes. But the reason is crystal clear - they don't see a better life for them and their families while working as

'Highway Heroes' is not just a campaign now, in fact, it has become a mission for AITWA, to offer drivers what they deserve and due respect in the society. AITWA believes that drivers are the real heroes of highways who even risk their life to meet the delivery

drivers.

deadlines and to keep the economy moving. A highway truck driver is under constant threats of a road accident, being attacked by highway gangs, theft of loaded cargo, harassment by police and tax inspectors, safety and security of his family in his absence due to long separations and falling sick due to constantly eating roadside food. And, AITWA wants to offer this community a better life with the help of the government and the corporate world.

Is the corporate world listening? This is an opportunity to be a part of Corporate Social Responsibility (CSR) program. The leading international and national companies will actually be doing themselves a favour by contributing towards the noble cause. Well-wishers have sent

AITWA believes that drivers are the real heroes of highways who even risk their life to meet the delivery deadlines and to keep the economy moving

their messages (a few are pasted in the magazine as well) and we too hope it becomes a success.

Don't miss this month's issue, as it extensively covers the various perspectives of 'Highway Heroes'. Know why they are Highway Heroes and not just drivers!

Regards

- X

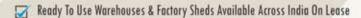


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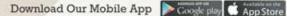






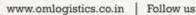




















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# MESSAGE

The Hon'ble Vice President of India is happy to know that All India Transporters Welfare Association (AITWA), New Delhi, is launching its "Highways Heroes Project" on November 12, 2019 at NDMC Auditorium, New Delhi and publishing a souvenir on this occasion.

The Hon'ble Vice President extends his greetings and congratulations to the organizers and the participants and wishes the event all success.

(D. Prasanth Kumar Reddy)

New Delhi 23<sup>rd</sup> October, 2019.









# नितिन गडकरी NITIN GADKARI





मंत्री सड़क परिवहन एवं राजमार्ग; सूक्ष्म, लघु एवं मध्यम उद्यम भारत सरकार Minister

Road Transport and Highways; Micro, Small and Medium Enterprises Government of India

### MESSAGE

I am happy to learn that All India Transporters Welfare Association (AITWA) is organising its National Convention and launching of the Highway Heroes Project on 12th November, 2019 at New Delhi.

Transport segment being the life line of trade, commerce and industry and also the linkage to consumers necessity, lot more is required to be done for the welfare of the drivers, cleaners, employees and other workers in the Industry.

The concerted efforts and initiatives by the related corporate and automobile sector can play pivotal role for the betterment and benefits of unorganized employees in transport industry.

My good wishes to the members of AITWA for best outcome of the event. I also wish the Convention a grand success.

(Nitin Gadkari)

Morallo

Date: 31st October, 2019 Place: New Delhi

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# संतोष कुमार गंगवार Santosh Kumar Gangwar



श्रम एवं रोजगार राज्य मंत्री (स्वतंत्र प्रभार) भारत सरकार Minister of State Labour & Employment (Independent Charge) Government of India



# MESSAGE

I am Happy to know that the All India Transporters Welfare Association (AITWA), an organisation established in year 2000 for the welfare of Road Transport Industry in the country, is launching "Highway Heroes Project" at New Delhi on 12<sup>th</sup> November, 2019 for the welfare of truck drivers who ply vehicles on highways.

I understand that the AITWA plays key role in representing India's Transport Industry before the Central Govt.; State Governments different Industrial & Commerce Association, i.e., ASSOCAHM, FICCI, etc.. AITWA also initiated welfare schemes for Truck Drivers and now with presentation of Highways Heroes Card to truck drivers I hope AITWA will provide Highway truck drivers a distinct identity and respect.

I convey my best wishes for the convention and success to launch of Card – "Highway Heroes Card".

(Santosh Kumar Gangwar)

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अनुराग सिंह ठाकुर Anurag Singh Thakur



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# MESSAGE

It is wonderful to note that the All India Transporters Welfare Association - AITWA is organizing "Highway Heroes" National Convention on November 12, 2019 at NDMC Convention Centre, New Delhi.

I am sure that the Convention will provide useful information to the transporters, which is essential to help the trade and thereby our economy. The launch of the Flagship project, Highway Heroes – Social Welfare Schemes, at the same time is a very strong reminder about our social responsibilities. CSR plays a paramount role in providing equitable social justice to the underprivileged in our society.

I congratulate AITWA and wish them great success on the occasion of their forthcoming National Convention.

(Anurag Singh Thakur)

New Delhi 22.10.2019

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### Message

I am delighted to extend my warmest greetings to the Members of the All India Transporters' Welfare Association (AITWA) for organizing "AITWA - HIGHWAY HEROES" National Convention - 2019, for Transporters, on November 12th, 2019 at NDMC Convention Centre, New Delhi.

It is really commendable that, AITWA has been supporting and safeguarding the transporters through education, networking and job market awareness for nearly two decades. It is heartening to note that the theme of the Convention "Highway Heroes", will concentrate on the wellbeing, welfare and livelihoods of the Drivers who are the backbone of the Transport Trade.

'Highway Heroes' are indeed the drivers of the Nation. Their contribution has impacted favourably not only individual businesses but also the economy as a whole.

I commend the organizing committee for identifying the issues of concern and making a serious attempt to address them. Our collective effort will surely contribute to elevating the societal status of the 'Highway Heroes' through making truck driving an aspirational career and entrepreneurial option.

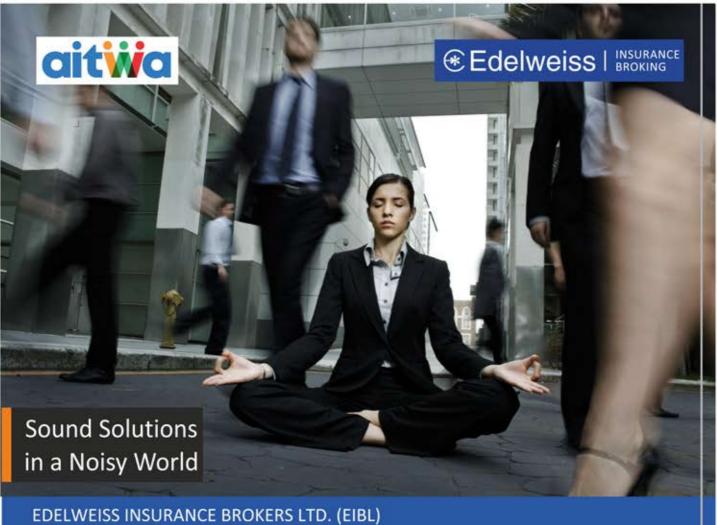
Please accept my best wishes for a successful, productive and memorable "AITWA - HIGHWAY HEROES" National Convention - 2019.

> m. fuellana (N. Sivasailam)

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# Highway Hero A Victim Of Misperception!



Mahendra Arya National President, AITWA

was invited to address an urban social group in a hotel. My audience included a mixed crowd of men and women in the age group of 25 to 45. I decided to play a quiz with them.

I asked them - friends, have you ever met any truck driver?

There was silence. No one raised a hand. It was obvious that no one had.

My next question was - what thought comes to your mind when I say - a truck driver!

There was a bit of murmur in the audience; then the hands started to rise.

One young man said - Aids! Another young lady said - Dirty! An elderly person exclaimed - they are thieves; they steal. Another lady said- they are ruthless, they kill people. Someone said- they speak the foul language. A girl said - more so because they drink while driving. An elderly person said-they get away easily by bribing the police. A middle-aged lady said- I am scared of them when travelling by road

66

All negatives for a truck driver! All positives for a soldier! What creates such varied impression when a common person not even knows them closely! Why so much negative response for a truck driver and such great positive reaction for a soldier!



on highways.

I kept on noting down all the attributes in a vertical column. It read like this:

Aids

Dirty

Thief

Ruthless

Abusive

Killers

Drink and drive

Pay bribes

Scary

I threw another question - have you ever met a soldier?

There was excitement. One lady said - one of my first cousins is a Captain in the army. I adore him. A young girl said - actually I want to meet one. One elderly gentleman said - there is an army camp close to my house; I love to watch their activities.

My next question was - what comes in your mind when we think of a soldier?

There was an immediate rush of attributes. I listed them as follows:

Proud of them

Fight for nation

Brave

Honest

Sacrifice

Stay away from family

Save country

Kill the enemy

We depend on them

Great respect

Take risk

Want to marry a soldier

This is the problem area. Perception! A



common man has a perception about a truck driver and a soldier - completely adverse to each other. All negatives for a truck driver! All positives for a soldier! What creates such varied impression when a common person not even knows them closely! Why so much negative response for a truck

driver and such great positive reaction for a soldier!

I continued my speech by comparing the two on different main attributes which I summarize here as below-

A Truck Driver and a Soldier-both:

- Stay away from their home & family. A soldier during the war but a truck driver almost always!
- 2. Both serve the nation. A soldier by securing the country's borders and a truck driver by securing the economy of the country. No truck movement will mean
- no industry, no mining, no agriculture, no trade!
- 3. Both face risk of life. A soldier during the war but a truck driver does always while he is on the highway. A soldier may be killed by an enemy only; whereas a truck driver may be killed in a road accident, by criminals on highways or even due to natural calamities. He may fall sick due to poor food on the highway or due to lack of sleep.
- Both are dirty when on duty. Foul language is an outcome of frustration for both.
- A soldier is given a respectable life by Government while a truck driver lives in misery throughout his life
- 6. All road accidents are attributed to

drivers' faults or drunk driving; while the reality of most of the accidents arefatigue, lack of sleep, the sudden appearance of an animal on-road or very bad weather. Urban drivers are more used to drink and drive than highway drivers. mindset of people towards truck drivers. The media and the film industry should highlight the sacrifices of a truck driver in the same away as they show the army. Every citizen should realize how he depends upon the contribution of a truck driver in his



- A soldier is given respect across all citizens, while a truck driver is disliked for no reasons.
- 8. A soldier is given medals for his bravery; but a truck driver is subject to harassment, abuses and even manhandling by police and tax inspectors on road.
- Soldiers and truck drivers both are family men; they stay away from family and they miss them when they are away.
- 10. Unsafe sex or aids are prevalent in all societies; truck drivers are highlighted by certain campaigners.
- 11. A soldier is definitely a national hero, but a truck driver is no less than that. He is our Highway Hero.

It is the duty of all transporters and truck owners to change this oblique life! His daily needs like food, milk, vegetables, medicines, clothes, petrol, newspaper - in short everything physical is brought to his doorstep courtesy a truck driver.

The government should give a truck driver his due by recognizing his role in the nation-building. A truck driver killed in Jammu & Kashmir by terrorists while helping the economy of J &K by carrying the apples to different parts of the country is no less than a martyr. Truck drivers reaching out to people trapped in floods or landslides to supply or to save are angels. Let us give a Medal for Bravery to a truck driver for a change. Let us change the perception of people about a truck driver.

Jai Jawan Jai Kisan! Jai Saarthi,



# Truck Drivers - Our Heroes On Highways Deserve Their Due, Respect In The Society!

he Indian trucking industry throws extreme challenges at drivers. It demands physical fitness and mental strength to meet them. Until a few years back, they have carried the burden and comfortably placed the Indian transport industry at par with all the major industries. However, of late, the

things are not on the same page and the industry is witnessing an acute shortage of truck drivers.

With over 5.6 million vehicles on the road, the Indian transport industry requires between 700,000 to 800,000 new truck drivers every year to be operational. But, today nobody wants to be a truck driver. Rather, those who are in the industry want to give up the profession for a better opportunity, leave aside inspiring their children to take up the same profession.

Many studies finger at the goods transport industry's unorganized way of running the business. Poor remunerations; unlimited working hours; unsafe environment; no job security; no PF, ESI, leave structure, gratuity, pension and risk cover; unavailable healthcare facilities and above all no respectable place in the society has led the existing members to leave truck driving or are responsible

for keeping the new and young drivers at bay.

Don't they deserve something better? How long will they be debarred from their due? Why the suffering continues even after risking their lives to ensure common people get everything on time? They are our 'Highway Heroes' who drive the nation's economy and yet they have become social outcasts in their own villages. A truck driving job



is costing young men no less than their marriage, as girls are shunning them as potential bridegrooms.

Things do not stop here. Truck drivers have to cross several checkpoints during their journey towards the destination. The authorities, at these checkpoints, are often discriminatory in certain cases and this isn't helped by the fact that corruption is prevalent as well. The authorities not only harass them on a regular basis but also attack



S. K. Kedia National Treasurer, AITWA

their personalities with foul language. The disparity in the laws of various states makes life even difficult for drivers, if they are unaware of even one state-specific law. The authorities have enough leverage to haggle with them while stopping the freight movement altogether.

In a world, when the government has banned the word black to address black people; scheduled castes cannot

addressed in similar way, how can the authorities and police be physical and use foul language for a community who has done so much for the nation's growth? The government should take all the necessary steps to bring the house in order and do justice to the Highway Heroes.

The All India Transporters' Welfare Association (AITWA) decided to bring forth the sacrifices of the community through the project 'Highway Heroes' to

let the whole nation know the true side of a driver. It is this reason that AITWA expects international and leading national corporate houses to come forward and invest some portion of their CSR funds in the project 'Highway Heroes'. There is no better way to bring smiles to the people who have done so much for your business and the nation as a whole. For sure, they do deserve this much from you!

- x -

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# Highway Heroes – The Drivers Of The Economy



e call it a style statement when a celebrity rides a bicycle but when the same is done by a commoner it is tabooed as a necessity. Similarly, the life of long-distance truckers in India is a daring adventure in more ways than one. Yet there is hardly one who is willing to become a driver, these days. In fact, the acute shortage of truck drivers has given an alarming message to the trucking industry in India. While introspection for finding the root cause is on, the prevailing social stigma to not choose

Similarly, the life of long-distance truckers in India is a daring adventure in more ways than one. Yet there is hardly one who is willing to become a driver, these days

certain jobs among the educated folks seems one of the reasons. Trucking is one of the low profile jobs with which the educated generation does not want to associate with, though a large pool of college degree holders is still unemployed.

Question is, when will commercial driving become a dignified profession or worthy of some respect?

The idea of a campaign 'Highway Heroes' came straight from this question, when it struck the mind.

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Pradeep Singal Chairman, AITWA

66

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99

the US and Germany (which is about 8 per cent). Almost 60% of freight transport in India happens by road. 3500 MMT (Million Metric Tonnes), which is a rough data to unveil the cargo transported every year in India, by road.

No doubt, the trucking industry plays an integral role in driving the growth of India. But aren't the truck drivers the real heroes behind this accomplishment? The drivers, who ensure that the consignments reach their destinations on time without any damage even while risking their lives at times. They know if the trucks do not reach the scheduled place on time the businesses will suffer and hence will affect the overall economy. For All India Transporters' Welfare Association (AITWA) they are the real heroes of highways and hence the name 'Highway Heroes'.

# Why 'Highway Heroes'?

'Highway Heroes' is not just a campaign. It is a mission to recognize and commemorate the sacrifices of a community for the nation's well being. Through this project, we would like to focus on the hardship and unnecessary sufferings of truck drivers. However, we will also take this opportunity count for people across all verticals to realize what truck drivers have been doing for them. It is at this very moment, we would also like to urge and appeal to the international and leading national corporate houses to march forward and be a part of this Nobel mission. If it is not now, it will be never again. 'Highway Heroes' offers the platform to give something back to the people who have done so much for the nation and particularly for the business community.

You will be astonished to hear that over 50 per cent of Indian truck drivers are facing driving-related health issues. The stressful and demanding nature of their work profile their physical and mental well-being is impacted badly. A survey conducted by Kantar IMRB in association Castrol India revealed this. For this study, over 1,000 truckers were consulted and their health issues were studied. And, the findings were not very surprising, most truck drivers have a high rate of occupation-related injury and have among the highest rates of on-job fatality, yet, for 63 per cent of the truck drivers, health does not feature amongst their top three priorities in life, as per the survey.

# What are the issues that impact the life of a truck driver?

# How many believe that truckers drive our Economy?

It is not an exaggeration to say that the truckers are the movers and shakers of the India's economy. Undoubtedly they are the backbone of the freight transportation sector. Still, they do not get what they deserve, as the industry is a



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highly unorganized sector. From being paid paltry sums to unrealistic delivery schedules to poor sanitation, they brave it day in and day out to make our economy reach greater heights!

# They are expected to brave their lives.

Safety is a major concern in India. Though the advance technologies have boosted the truck features there is still a long way to go. Today, trucks come with cabins, from the manufacturer itself, having basic safety features such as seat belts. But the trucks with cabin built by the body-builders, lack even the basic safety features. Not to forget the poor cabin ergonomics.

# Deadline is the key for truckers, not drivers' life.

Drivers are under constant pressure to deliver the cargo on time, without any damage. All most all of the truckers are overworked and tired. There is no designated driving time. Stressed to meet the deadline, drivers often have to do extra work. A normal duty turns to a 12 to 16 hours duty per day, leaving them tired and prone to drowsiness, which eventually results in deadly accidents.

# They too deserve proper rest.

Continuous sleepless nights for days result in accidents. Unlike the west, there are no proper truck stops, for them to stop over and have a good night's sleep.

# They face extreme harsh working conditions.

Be it heavy rain or scorching sun, come what may, they have got a delivery to make and they ought to do it on time. Generally the Indian road conditions are not per with Europe or America.

# How long will they control their emotions?

Staying away from family for weeks and at times for months together is not easy. Emotions evoke and can distract concentration.

# Conditions of the trucks are not good enough.

The Indian trucks lack basic safety

It's a nightmare to drive these trucks on our roads. The truckers driving these poorly maintained trucks pose a potential safety threat to other road users as well. When will we match up to the standards of the western world? Seems a very long way to go!

features like reflector stickers, working headlight/tail lights, underrun bars etc., The owners bother to have them repaired only when the trucks go for FC. It's a nightmare to drive these trucks on our roads. The truckers driving these poorly maintained trucks pose a potential safety threat to other road users as well. When will we match up to the standards of the western world? Seems a very long way to go!

# Are their salary package justified?

In India, a truck driver is paid anywhere between Rs. 15, 000 to 25, 000 a month. Moreover, the salary comes in instalments. Is it fair? The employers should think about whether it is enough to take care of his and his families' well-being?

# The highway is their home, wherefrom health and hygiene are miles away.

Do the truck drivers have proper access to food, sanitation or rest? The answer comes straight – No. Most of the time they eat on highway dhabas and sleep in their trucks. So, where is the place with proper sanitation facility?

# Is it right on the part of police and other government personnel to ill treat truck drivers?

The third-degree method of handling routine investigations by police and habitual way of treating them as petty criminals by Toll-Tax authorities, tax evaders and the like are torture and unequal means to treat drivers.

# Unkindness behaviour of their own employers.

Drivers are handed a truck worth Rs. 25,00,000/=, loaded with goods of equal value, which means his employer is trusting him to deliver material worth half a crore. But when it comes to sharing a faction of benefit, say worth an Rs. 500/=) with him he is being debarred. Point to make here is that the drivers do not get swayed by money but little the respect they get.

# Lack of knowledge makes them HIV/AIDS victim.

A number of studies across India have reported a high vulnerability of truckers to HIV transmission. National Aids Control Organization estimated in 2010-11 that 2.59% of the

"Act as if what you do makes a difference. It does." - William James















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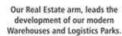














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# **KEY FACTS**

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

### Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001 E-mail: corporate@tcil.com Web: www.tcil.com | CIN: L70109TG1995PLC019116















two million truckers in India are living with HIV. Lack of proper sex education and physical urge lands them in this place. For this, the society looks down at the entire drivers community and social stigma is attached with them.

# How large business or corporate houses can make a driver's life easy?

When a truck driver reaches his destination along with his customers' load the first thing he wants to do is to get rid of the truck's as well as his mind's load. So that, he may attend to nature's call, take a bath, and serve himself some hot tea and snacks; followed by maybe a small nap, until he gets his next order from his employer. On the contrary, what happens in almost 80 per cent locations is the other way around. His arrival is not even noticed. He is asked to remain outside the main gate; maybe on-road itself. This wait can vary from a few hours to a few days, at times. No one takes the responsibility of the consignment which still remains in the custody of driver. Leave aside

giving him some relief; no one bothers to offer him a cup of tea or a glass of water. During this wait, his life becomes more miserable than while driving. He had an objective while driving - to reach the destination safely with the consignment; but what happens on reaching makes his heart bitter and sulky. Such treatment to a driver is not intentional but as he is not a part of the customer's organization they show little or no concern about him. The routine of daily handling such arrivals and process of receiving consignments hardens people who are at the job. They are in no position to step into the shoes of the driver and try to feel his misery. This realization is the whole basis of our thought process in the third dimension of our project Highway Heroes!

My sincere request to all the officials on the roads to treat our driver brothers with respect. They are important instruments in moving the wheels and have no reason or inertia of doing any wrong. Please co-operate to makes the life of drivers dignified. Combined with the above problems they have other problems to deal with like overloading of the trucks by transporters, poor driving infrastructure and highway robberies too. AITWA believes if these problems are sorted out there will be surely an inclination to pick up the driving profession once again. This way, not only will we better the standard of living of drivers but also solve the problem of shortage of drivers. Of course, the Government will have to step in first to do something really remarkable for them. The corporate world also cannot stay behind. In fact, their role in accomplish ing the mission 'Highway Heroes' will be significant. The transport industry too cannot leave everything to the government and other bodies, their role, perhaps, will be more critical. And then, there is AITWA to put its force behind with ideation and strategy to make the project a success. Come on, let's work towards this goal and create a benchmark for ourselves!

- x

"The key to success is to start before you are ready." - Marie Forleo



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सीमा पर सिपाही लड़ता है युद्ध के समय उसके अलावा आराम करता है फिर भी सिपाही लोगों के लिए श्रद्धेय है क्योंकि वो जान की बाजी लगाता है युद्ध के समय !

मैं भी तो सिपाही हूँ मेरा सेठ कहता है कि माल कह सेरी तो सीमा भी अंतहीन है ट्रांसपोर्टर कहता है कि सवाल और समय भी माल इसी ने ही बेच खाया है हमको इसने एक किरसा बताय कड़कती सर्दी में, मैं क्या करूँ में बात केरा वुबक के सोते हैं गरम रजाई में मैं सीता मैंय्या तो नहीं कि अग्नि परीक्षा दे दूँ मेरे जब आदमी तो क्या जानवर भी छुप जाता है — उस वक्त जब देश का प्रधानमंत्री उन तमाम विपरीत परिस्थितियों में में होता हूँ सड़क पर की हमने आर्थिक तरक्की की है मेरा घर, मेरी रजाई, मेरी सुरक्षा तो उस तरक्की की रीढ़ हूँ मैं सब होता है मेरा टक

जब लोग खाते हैं, माँ के हाथ के पराठे बीवी के हाथ का पुलाव मैं धूल फांकता हूँ सड़कों की ढाबों की खटिया पर लेट कर

प्राणों पर बादल हर समय छाये रहते हैं क्यों की कुछ मेरे पेशे के पागल गाडी चलाते वक्त दारू चढ़ाये रहते हैं

सिपाही के प्राण को खतरा है दुश्मन की गोली का लेकिन मैं घिरा होता हूँ
दुश्मनों से अपने ही देश में
हर दुश्मन अलग अलग वेश में
कोई पुलिस की वर्दी में हफ्ता लेने को
कोई सरकारी अफसर बन कर गालियाँ देने को
कभी सड़कों के गैंग मेरा माल लूटने को
थाने के अफसर मुझे ही कूटने को
मेरा सेठ कहता है कि माल कहाँ है
ट्रांसपोर्टर कहता है कि सवाल कहाँ है
माल इसी ने ही बेच खाया है
हमको इसने एक किस्सा बताया है
मैं क्या करूँ
मैं सीता मैय्या तो नहीं
कि अग्नि परीक्षा दे दूँ
मेरे सच्चे होने की समीक्षा दे दूं

जब देश का प्रधानमंत्री
गर्व से कहता है
की हमने आर्थिक तरक्की की है
तो उस तरक्की की रीढ़ हूँ मैं
देश का उत्पादन, क्रय विक्रय
लेन देन, आयात निर्यात,
शांति के समय की जरूरतें
युद्ध के समय के उपाय
हर चीज ही तो है गति के साथ
और गति है हर समय मेरे साथ

फिर क्यों एक सिपाही पूज्य है सबका और क्यों मैं एक ट्रक ड्राइवर इतना घृणित उसकी कुरबानी कुरबानी है मेरी कुरबानी महज एक एक्सीडेंट उसका जीवन है जीवन शहादत का मेरा जीवन है – एक अभिशप्त जीवन!

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# 



Carriage By Road Cost Index (CRI) - June 2019

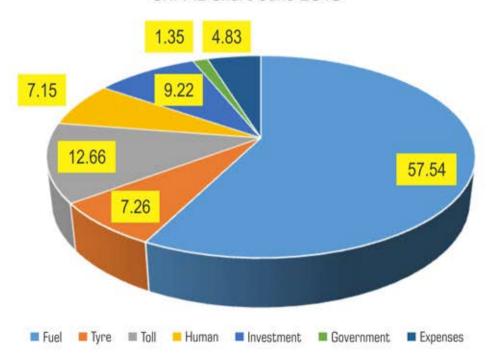
# CRI June 2019 - 128.67

Data Updated upto June 1, 2019

Average Diesel Price as on June 1, 2019 - Rs. 68.59 per litre.

Cost Distribution Pie June 2019





Changes: Matrix - June 2019		
Diesel	-0.27%	
Change in Index	-0.21	

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

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# PRIDE of INDIA - CJ Darcl Logistics



Mr. K. K. Agarwal
CMD, CJ Darcl Logistics Limited

This organization was created by the father of Mr. KK Agarwal and his three brothers. It has gone through a winding history, since 1963, when it was a plain Transportation company going through a precarious existence for the next seven years, when it was closed. Soon after, the resilient Agarwal clan went back to the drawing board to re-work on the corrective features. The re-structuring done, business re-started and over the 1970's, the four brothers, starting with Krishan Kumar, with the others, Darshan Kumar, Roshan Lal and Narendra Kumar following suit one after another, joined the organization and stabilized the operations. To further organise the set-up, they incorporated the company as Delhi, Assam Roadways Corporation Private Limited in 1986. There was no looking back after that.

With an eye on diversification, they went into Liquid Bulk transportation with the Jindal Group in 1989. They brought in a Volvo fleet for Trailer Loads, using Hydraulic Axles, in 2000. Subsequently, in 2006, they acquired the license to operate container trains and started to focus on multi-modal transportation. A new subsidiary company, Transrail Logistics was incorporated in 2008 and they started to purchase rakes, which begin operations in 2009, with an eye on synergy with CONCOR for Containerised transportation business. The company's name was changed to DARCL Logistics Ltd in 2010. In 2013, they extended their business operation formally in Nepal by creating a wholly owned subsidiary. The rail business got demerged back into the Parent Company DARCL in 2014. C J Logistics (Samsung group company) headquartered in South Korea acquired 50% Equity stake in 2017 in DARCL, for purposes of diversification of logistics business in India and acquiring technical know how. The name of the new entity was then changed to CJ Darel Logistics Limited.



The Top Management at CJ Darcl Logistics - The Agarwal Brothers: (sitting I to r) Krishan Kumar and Darshan Kumar, (standing I to r) Roshan Lal and Narendra Kumar

While talking to Krishan Kumar Agarwal, the eldest brother and the standard bearer of the group, as their CMD, the stress on meeting ethical standards and business commitments get top spot in his scheme of things. Ensuring that each brother has ample scope to perform his duties, without others trespassing on his jurisdiction, is also important for him.

This attitude has enhanced mutual respect for each other and kept the brothers together as a business entity for all these years, leading to the phenomenal growth recorded by the group.

The CMD believes that Transport Industry must have Transparency, that will help it become more trustworthy in the customer's eyes.



CJ Darcl is one of India's premier end to end Transport and Logistics Companies, performing diligently with an expertise built well over three decades. The philosophy driving their efforts is a sincere commitment to fulfil the logistical requirements of their customers, which they believe differentiates them in the market.



CJ Darcl Registered cum Corporate office in Gurugram

We are happy to be involved in the logistics success of over a couple of thousand companies across the country, including leading private and public sector entities. These businesses span across many important verticals such as iron and steel, minerals and ores, petroleum and chemicals, FMCG and retail, engineering and construction, agro-products, etc. Their customers are among the largest businesses, as well as MSMEs, in the country.

A network of approx. 200 branches across major industrial towns and port cities all over India, have been set up to support this effort. A team of over 3500 employees man these offices, controlling a fleet of over 1 lac trucks, either owned by them, accessed through associates or contracted, for specialized requirements which encompasses Prime Movers, Multi-Axles (for ODC's), Trailers, Tank Trucks, Containers and Tippers, etc. CJ Darcl also owns four container rakes and over 600 containers.

In terms of capabilities, we have evolved expertise across domains. We command leadership in the segment of Bulk and FTL transportation, and manage over 1500 FTL consignments across India every day. This capability is driven by more than 8000 trucks plying on the country's roads at any given point in time. The consignments carried by CJ Darcl translated to transportation business of over 11 million tonnes during FY 2013-14, combining multiple modes of transportation. Strengths also exist in the domain of over dimensional consignments (ODC) and project cargo.

CJ Darcl strongly feels that their success is a reflection of robust infrastructure, state-of-the-art technology, customer centric, ethical approach and professional management. The optimal blend delivers customized and integrated solutions, venturing further towards enabling logistical success for their customers. Thus enabled, they are trusted solution providers for a gamut of businesses today.

Over the last four decades, Darcl has evolved to develop a range of capabilities. Today, they extend a host of services which include Freight Forwarding, Project Logistics, In-Plant Transportation and Rail Transportation, amongst others.





Roll-On Roll-Off

**Double Stack Container** 

# Rail Freight Rakes

Development of dedicated divisions with clear focus areas, Darcl has thus established itself as an active operator across these logistics domains. Appreciating the difference in capabilities demanded, each of these divisions are led by people with the right set of experiences and acumen. At the same time, these divisions share some very useful synergies in terms of fleet arrangements, network and best practices, thus tying them together to form a very strong and unified organisation.

They believe that sustainable success is built on a sound foundation. Hence, they invest in acquiring strategic resources which are capable of delivering value not just currently, but are also geared up for the future. With a trained and ever growing talent pool, a highly scalable fleet, proactive use of technology and an extensively integrated network, this company believes that good resources management precedes the success of its customers.

Darcl as a group, along with its subsidiaries is conscious of corporate responsibilities towards all regulations, which are strictly complied with.



# Interview with Mr. K.K. Agarwal CMD, CJ Darcl Logistics

## (1) How long have you been in operation?

My father started this Transportation business in 1963. By 1970, he had closed this business. During the next few years in the 1970's he and I got inspired and restructured from scratch with entrepreneurial skill. There was a firm resolve in mind to organize this, as Logistics businesses were highly unorganized, at that time. By the early 1980's my three brothers and I had entered the business. In 1986 we incorporated the business as Delhi Assam Roadways Corporation Private Limited. Further down the line, in 2010, the Company's name was modified, using the acronym of the name as existing at the time, to DARCL. Later, in 2017, CJ Logistics of South Korea acquired 50% equity in DARCL. The new equity was named CJ Darcl Logistics Limited (CJ Darcl), which is identified with the company, even today. The total journey, so far, has been for well over five and a half decades.

# (2) What is the kind of business model your organization follows? How many branches/employees do you have?

This started with humble beginnings as a road transportation company, which, over the years, evolved into a well-diversified multi-modal operator, with serious interests in Rail, with acquisition of rakes. Since then, it is an end to end logistics operator.

Presently, CJ Darcl has PAN India presence with 200+ Branches and 3500+ employees in the Company.

(3)

	VITA	LSTATIS	FICS	
Name of Comp	any: CJ Dare	el Logistics	Limited	
No. Years In Operation	Last Turnover	Owned Vehicles		Manpower
33 yrs after incorp.(1986)	Rs. 2261 Crores	650+	200 approx	3500+

# (4) What are your strengths? What percentage of your investment went to building up these strengths?

We have spent a lot of time in organising the various aspects of our business, to remain true to our motto, of being a trusted and reliable logistics solution provider with the aim to reduce 100% in transportation cost for the Logistics industry, by way of rational working and elimination of middle-men and other unorganized players who fleece Customers.

My three brothers have been huge pillars of strength This Company has grown exponentially with aggressive setting of Rs. 1000 Crores as the annual business turnover target with PAN India presence, at the time when average annual business turnover used to be at around 100 Crores. We successfully achieved this milestone in the year 2009. Currently, I am Chairman & Managing Director and my three brothers namely Darshan Kumar Agarwal, Roshan Lal Agarwal and Narender Kumar Agarwal are Joint Managing Directors of the Company.

With our joining hands with CJ Logistics Corporation of South Korea, which is currently among Top 15 global Logistics companies and has vision to be among top 5 ranked global logistics companies by 2020, CJ Darcl is now within reach of achieving the position of India's Leading Total Logistics Service Provider.

# (5) How can technology help in the growth of the Indian logistics industry?

With technology developing in a big way, business execution and control has been very easy as compared to manual tracking and control. There has been a paradigm shift in business approach in last over two decades, as businesses have been powered by Information Technology (IT). Management skill-sets have also been innovated to suit various business processes, over a period of time, which was not clear when we started as Logistics Entrepreneurs. Time has come where IT is the enabler for business houses. IT will have pivotal role in business control over next 10 years.

# (6) Where is your organization positioned in the relevant technology?

Company has switched to SAP ERP in 2010, being among the first ever logistics companies in India adopting SAP. It has been a continuous and conscious effort to adopt various IT applications to power this business. Our Company has technological advantage and has embraced new business opportunities through IT based control & automation, for example, through GPS technology, all consignments can be tracked online.

# (7) What certifications / accreditations do you hold? Certifications: - Quality:- ISO9001:2015; Health & Safety-ISO45001:2018

Multimodal Transport Operators License • Indian Banks'
 Association License • Food Safety and Standards
 Authority of India License • Legal Entity Identifier
 License • Import Export Code License • Custom Housing
 Agent License • I3ms License

Accreditations:- Company has Membership of ASSOCHAM/PHDCCI.

Company has received work appreciation certificates from JSW / SAIL / JSL / Jindal Power / Jindal Steel /Jayaswal Neco Industries, etc.



# (8) Who are your present clients?

All major business houses are our clients in almost all sectors say Iron & Steel, Metals, FMCG, Petroleum, Chemicals, Fertilizers, Food grains, Engineering products, Construction materials, etc. Company is proud to be associated with Oil Companies since 1980's.,



Jindal groups since 1990's, Tata group since 1992 and many more.

## (9a) What are the special services offered by you?

CJ Darcl provides integrated logistics service comprising (1) FTL Transportation, (2) Rail transportation, (3) Project Cargo (4) Freight Forwarding (5) Barge movement (6) Warehousing & Distribution (7) 3PL business (8) Automotive business (9) In-plant Logistics (10) Multi-modal transportation, etc.



# (9b) What is the current experience with GST regulations?

The answer to this question could be more political than economic. But its benefits are indisputable. As Logistics industry undergoes a sea change, the transport industry is likely to benefit substantially. Lesser interstate compliance regulation and reduced paper work will result in faster turnaround time for trucks, which directly adds to the bottom-line of the transporter. GST will also lead to the transport industry getting more specialized. No major issues now, but One Nation One Tax is still a dream. Streamlining of the structure is still to be done.

# (10) How do you see your company's growth in the coming year?

Logistics industry in India is evolving rapidly, consolidating its position as the backbone of the economy. Government is also introducing various policies from time to time to strengthen our logistics sector. CJ Darcl is also looking for new opportunities to expand its business globally and following our strategic JV with CJ Logistics, the Company is planning to set up presence in more locations in the near future.

# (11) Is Product / Business diversification being considered in your organisation?

Yes, Company is diversifying by starting of new business verticals namely, Warehousing & Distribution, Freight Forwarding, Automotive division, etc.

# (12) Are you working on a Succession plan for the next generation?

Based on strategic equity acquisition C J Logistics Corporation in August 2017, Company has started new business verticals as mentioned earlier. This has helped to accommodate some high fliers in the middle management to senior positions with a lot of independent responsibility, to give them an opportunity to hone their skills, for even greater responsibilities in the future. The Top Management is still in their prime.

# (13) What would you advise youngsters planning to join this industry?

Since 2000, the industry has become more professional

and transparent. HR practices are more evolved and humane, inculcating a sense of participation and belongingness. It is also far greater incentivised than earlier. All this contributes to making it worthwhile to join this industry to learn and earn an honourable living.

# (14) What are the CSR activities you prefer to involve in?

Corporate Social Responsibility (CSR) activity at CJ Darcl Logistics Limited is recognized as integrating social, environmental and ethical responsibility into the governance of businesses. The main objective of CSR policy is to make it a key business process for sustainable development of the society. The Company is majorly spending CSR amount on Food welfare of animals, particularly Cows, Contribution towards education of underprivileged children, development of schools and other allied activities.

# (15) Could you elaborate on some awards / honours that have come your way?

Strategic tie-up with CJ Logistics in August 2017 enhanced our business capabilities by offering the full gamut of logistics services to our esteemed customers and paved the way for speedy growth of this organisation. Company has received many awards and accolades from its Customers / Stakeholders and a few are as under:-

Name of the Award	Governing Body	Year 1999	
Transport Ratna Award	All India Motor Transport Congress		
Parivahan Shrestha Award	All India Transport Welfare Association	2004	
Excellent Multimodal Transporter of the Year	India Global Logistics Vision	2008	
Largest Fleet Operator Award	Apollo Commercial Vehicles	2011	
Best Corporate Excellence in Logistics	NCCI Chamber	2015	
Most Valued Transportation Partner	JCAPCPL, a JV of Tata Steels Ltd & Nippon Steel & Sumitomo	2017	
Fleet Management Award	Automotive Tyres Manufacturer Association with Ceat Tyre Ltd.	2018	
Certificate of Appreciation	Hyderabad Industries Limited	2018	
Indian Achievers' Award for Business Excellence	INDIAN ACHIEVERS FORUM	2019	
Best Supply Chain Company of the Year	Alden Global	2019	

# (16) What is your view on AITWA's role as a facilitator for transporters?

In our point of view, AITWA have been sincerely working as a powerful pillar for the economy from the past 18+ years and representing nearly 65% of the organized Indian Road Transport Business. They are also representing our issues related to transport industry with Central & State Governments and other authorities including Planning Commission from time to time. They also interact with various other trade associations like CII, FICCI, ASSOCHAM, PHDCCI, CAIT, etc. to help formulate the best system and policies for our purposes.

Vinod Kaul

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

- X -



# Several States Sign MoUs To Join FASTag, Paving Way For A Common Electronic Tolling System Across Country

nion Minister for Road Transport & Highways and Micro, Small and Medium Enterprises Nitin Gadkari inaugurated a conference on 'One Nation One Tag - FASTag' in New Delhi, to roll out the process for having a unified electronic system

across the country, reported PIB. The Minister of State for Road Transport and Highways Gen. (Retd.) V.K Singh and ministers and senior officials from several states were also present on the occasion.

Under the National Electronic Toll Collection programme of the Ministry, toll collection at national highways toll plazas is done through RFID based FASTags. However, collection at state highways toll plazas is done either manually or through other tags. This leads to inconvenience for the road users. The Ministry is therefore encouraging states to come onboard FASTag, so that seamless movement of transport can be assured across the nation. For this, Scheme Guidelines for Inclusion of Sate/ City Toll Plaza under NETC programme (FASTag) was circulated to all states by Indian Highways Management Corp Ltd (IHMCL). The Scheme offers participating state authorities/agencies shorter turnaround time by allowing them to be a part of the robust FASTag solution architecture which already supports approx. 6 million tags with approximately daily 10 lakh transactions. Under the scheme IHMCL is providing financial assistance for 50% of the CAPEX cost of installation of ETC infrastructure at two lanes on each toll plaza subject to a maximum of Rs 20 lakh and also bear part of the ETC programme management fee.

IHMCL exchanged MoUs with several states/ authorities for integrating with FASTag. The move assumes special significance due to the fact that from 1st of December this year, toll collections on all National Highways will mandatorily be done through FASTag only.

Another MoU was signed between IHMCL and GST Network (GSTN) for integrating E-Way Bill system with FASTag. This has been done with a view to overcoming the existing challenge in track and trace mechanism for GST E-Way Bill (EWB) System and enhance the efficiency in its monitoring. This integration would become mandatory on an all India basis from April 2020. This will allow for more efficient track and trace system for the GST E-Way Bill System, and check the leakage of revenue at the toll plazas. With this integration revenue authorities will be able to track the goods vehicles to see whether they are actually travelling to the specified destination. The supplier/ transporter will also be able to track their vehicles through SMS alerts generated at each toll plaza.

Speaking on the occasion, Gadkari said that Prime Minister Narendra Modi has been giving a lot of emphasis on large scale transport reforms. He said the unified and nation-wide inter-operable RFID-based tag for vehicles is a major step in this direction. Under this system the same FASTag affixed on the windscreen of a vehicle can be used to pay toll across all toll plazas in the country. This initiative will remove bottlenecks and ensure seamless movement of traffic and efficient collection of user fee. He said, this is likely to reduce the nation's GDP loss by bringing down loss of fuel while waiting at toll plazas. This measure is both time saving, as also controls pollution substantially. The Minister announced that very soon, nobody will be required to wait at toll plazas anywhere in the country.

The Minister further said that efforts are being carried out to enable usage of FASTag for making various vehicle related payments apart from toll payments, such as fuel payment, parking charges, etc. He said that the FASTag is being positioned as the 'Aadhaar' for a vehicle.

Minister of State for Road Transport and Highways Gen. (Retd.) V.K Singh underlined the benefits of 'One Nation One Tag - FASTag' scheme. He said, seamless travelling at toll plazas will lead to ease of travelling. He complimented all stake holders for introducing this revolutionary idea, which he said, is going to prove very important in the overall national highways development plan.

At present, National Payments Corporation of India (NPCI) is functioning as the Central Clearing House and 23 Public and Private sector banks are issuing FASTag. A cashback of 2.5% is being offered for the FY 2019-20 in order to incentivize road users for usage of FASTag. FASTag is acceptable across over 490 National Highways toll plazas and selected 39+ State highways toll plazas. More than 6 Million FASTag were issued till last month, with overall cumulative ETC collection of over Rs 12,850 Crore since inception. The total cumulative number of successful ETC transactions carried out is over 5540.67 lakhs as in September 2019.

IHMCL and NHAI have developed the My FASTag mobile App to provide a single one-stop solution to FASTag customers. The App helps linking of bank neutral FASTag to bank account of customer's choice. An NHAI Prepaid Wallet was also launched, giving customers the choice of not linking their FASTag to their bank accounts. Other features of the App include UPI recharge of bank specific FASTag More than 80% of FASTag issued can be recharged with this facility, single portal for customer login page for issuer banks, Search for nearby Point-of-Sale location by various banks and IHMCL, List of Operational Toll Plazas under NETC programme, and Customer Support Toll-Free numbers.

- X



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# Vimal Tiwari's Story An Eye Opener

# by Abhishak Gupta

ate night, on 9th
August 2019, Vimal
Tiwari, a truck
driver, drove past the
MCD toll booth on
the new Yamuna

Bridge (also known as the Kalindi Kunj Toll Gate). He missed paying the toll amount of Rs 1,400 which was applicable to his vehicle type on that toll.

Bouncers appointed by the toll operator stopped his vehicle and

demanded ten times penalty for non-payment of the toll fee. As he was not having that much amount, he pleaded them to accept the toll fee but they insisted on Rs. 14,600 to be paid. He called his vehicle owner and informed who asked him to request for the

lower amount. Next morning, when his brother and vehicle owner reached the toll gate they found his vehicle abandoned and Vimal lying a few meters away on the side of the road!!

The bouncers had brutally beaten Vimal and left him to die on the side of the road. And, all this for a mere Rs. 14,600?

They rushed him to the nearest hospital but he was declared dead on arrival. Shocking, isn't it? Thereafter begins the regular fight for justice! The police took note of the case and after a lot of persuasions agreed to register an FIR. The bouncers from the toll company were arrested and enquiry began.

We, at AITWA, realized that had this driver been part of our Highway Heroes, his family would have benefitted from the insurance package

We are happy to inform you that within 10 days of this campaign we were able to collect Rs. 5 lacs for the family from over 250 donors, which consist of large corporations and several truck drivers, who donated in between Rs. 5000 to Rs. 11000 for the bereaved family

and got some immediate relief. His wife and three small school going children lived over 1000 km away from him in a village named Baliya in Bihar. Instead of leaving this there, we decided to start a crowdfunding campaign and collect an amount of Rs. 5 lacs for the family of the brave driver - Vimal Tiwari.

We are happy to inform you that within

10 days of this campaign we were able to collect Rs. 5 lacs for the family from over 250 donors, which consist of large corporations and several truck drivers, who donated in between Rs. 5000 to Rs. 11000 for the bereaved family.

September end, All India Transporters'
Welfare Association (AITWA)
representatives from Delhi, visited the
family in their hometown. We handed
over a DD of Rs 1 lac to them at that

time for their immediate needs. We would like to handover the balance amount to them on the convention day (November 12) through the hands of our Chief Guest and Minister for Road Transport - Shri Nitin Gadkari Ji. Also, we are happy to inform that members of the road

transport fraternity have come forward and voluntarily offered to sponsor one of the children's education, books and schooling requirements so that the family doesn't find it a burden.

AITWA will continue its work for the welfare of highway drivers under the flagship project 'Highway Heroes'.

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Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017



# राष्ट्रीय आपातकालीन हेल्पलाइन -हाईवे हीरोज़ के लिए जीवन रेखा!

# by Rajinder Agarwal Ji

राष्ट्र स्तर : आज हमें इसकी जरूरत क्यों है ? क्योंकि इसकी मदत से हम अपने ड्राईवर भाइयों को ज़्यादा से ज़्यादा सुरिक्ठत रख सकते है। हमारे इस प्रयास से कई जिन्दगी कई परिवार को बिखरने से बचाया जा सकता है। और ड्राईवर भाई रास्ते में गाडी चलाने में रोजमर्रा जिन समस्याओ से जूझते है उन पर भी कार्य किया जायेगा। ताकि आने वाले दिन में ड्राईवर गर्व से कह सके '' मैं हाईवे हीरो हूँ।''

इस सेवा से उन्हें अपनेपन का एहसास होगा। और कोई उनकी सहायता के लिए हर समय तत्पर बैठा है। इस भावनात्मक विचारों से समाज में और इस कार्यक्रेत्र में काफी परिवर्तन होगा।

APML, पहले से ही इस विषय पर कार्यरत है, और हमारे Control Room / Helpine (24x7, 365 Days working) इस सेवा के माध्यम से हमारे पास चल रहे सारे ड्राईवर भाइयों को तत्काल सारी सेवायें प्रदान कर रही है। हमने बहोत सारे ड्राईवर भाइयों के अमुल्य जीवन के साथ साथ उनके परिवार और उनके आत्मसम्मान को बचाया है। और आगे भी बचाते रहेंगे, ऐसा हमारा APML परिवार का प्रयास है। हमारे साथ हुई कुछ घटनाओं को और उनसे मिले अनुभवों को मैं आप लोगों के साथ साझा करना चाहुँगा। हमारा मुश्ताक ड्राईवर भाई रांची से मलकापुर के लिए निकला जिसकी ट्रक संख्या HR38U0775 थी। 14 अगस्त 2014 को रांची बाय पास पर कुछ राहगीर लोगो के हाथ देने पर वो वहां पर रुका, यह समझकर की कोई राहगीर को मदत की जरूरत



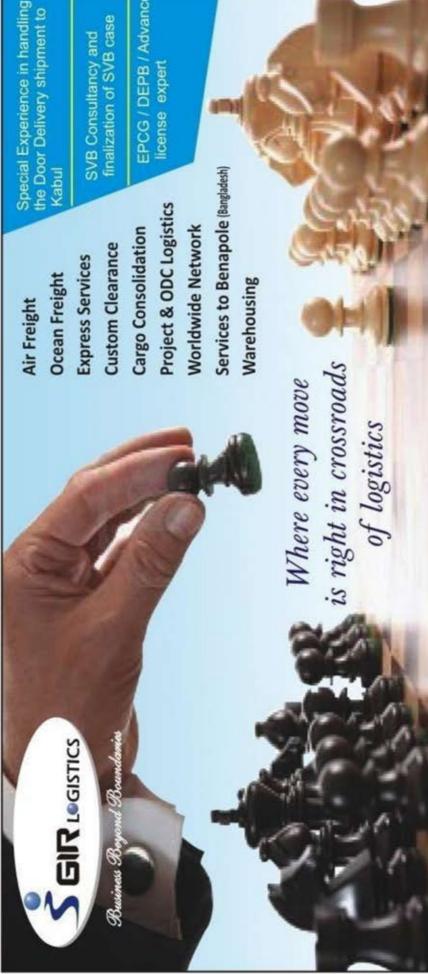
है। रुकते ही 3-4 लोग आये और ड्राईवर के साथ छिनौती करने लगे और सफल न होने पर ड्राईवर को उन्होंने सीने में गोली मार दी उसी समय गाड़ी पर मौजुत उस गाडी के क्लीनर (खलासी) ने हमारे (APML) कण्ट्रोल रूम में फोन किया और कण्ट्रोल रूम द्वारा मुश्ताक ड्राईवर को तत्काल ही रिम्स हॉस्पिटल रांची में उचित प्रसाधन उपलब्ध कराये गये और मुश्ताक ड्राईवर की जान बचायी गयी। दूसरी घटना में हमारा श्रवण डाईवर भाई पुणे से मुंबई के लिए निकला जिसकी ट्रक संख्या HR55N0778 थी। मार्च 2014 में पणे एक्सप्रेसवे पर रात के समय पर 3 से 4 बाइक सवार बदमाशों ने निर्जन स्थान पर गाडी रुकवाकर श्रवण डाईवर के साथ छिनौती करने की कोशिश करने लगे और विरोध करने पर श्रवण डाईवर के पेट की आंत में चाकु मार दिया और वो चाकु को बिना निकाले उसी अवस्था में छोड़कर भाग गये। जिससे डाईवर की आत बहोत बरी तरह क्षतिग्रस्त हो गयी थी। श्रवण डाईवर ने अपने मोबाइल के स्पीड डायल में APML कण्ट्रोल रूम का नंबर सेव कर रखा था जिससे टीम को सुचना मिलते ही तत्काल नजदीकी ब्रांच की मदत से डाईवर को पुणे बिरला अस्पताल में भर्ती करवाया गया और 6 -6 घंटे के 3 ऑपरेशन के बाद श्रवण डाईवर की जान बचायी गयी।

इन आपातकालीन परिस्थितियों में उचित प्रसाधन उपलब्ध कराने के साथ साथ हमारी टीम इस तरह की घटनाओं से कैसे बचे इसके लिए जागरूकता अभियान चला रही है। जिसमे हम हमारे सभी ड्राईवर भाइयों को इस प्रकार की घटनाओं से बचने के लिए जागरूक करते है। और हमारे इस छोटे से प्रयास से कितने ही ड्राईवर भाइयों की जान बची है।

यदि ऐसी सुविधा, सहायता और जागरूकता राष्ट्र स्तर पर मिले तो हमारे ज्यादा से ज्यादा डाईवर -हाईवे हीरोज की जान और आत्मसम्मान दोनों को रक्षा होगी। इस विचारधारा को एक कदम आगे बढ़ाते हुए, ऑल इंडिया ट्रांसपोर्टर्स वेलफेयर एसोसिएशन (AITWA) ने राष्ट्रीय आपातकालीन हेल्पलाइन नंबर 12 नवंबर, 2019 से शुरू करने का निर्णय लिया है जिस दिन जब 'हाईवे हीरोज़' पर राष्ट्रीय सम्मेलन आयोजित किया गया है। AITWA ने हमेशा ट्रांसपोर्ट बिरादरी और इससे जुड़े कर्मचारियों की बेहतरी के लिए काम किया है। संगठन, लंबे समय से, कुछ ऐसा करना चाहता था जो टुकिंग उद्योग में चालक संकट को हल कर सके और राष्ट्रीय आपातकालीन हेल्पलाइन नंबर की शुरुआत इस प्रयास के लिए एक बड़ी छलांग है।

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# Road Ministry To Utilise Plastic Waste In A Big Way

inistry of Road Transport & Highways has embarked upon a mission for utilising waste plastic in a big way, reported PIB. It has mobilised nearly 26 thousand people across the country for spreading awareness on plastic waste management. Over 61 thousand hours of shramdaan has been given to collect plastic waste. This has resulted in collection of nearly 18 thousand kilograms of waste plastic throughout the country.

Under the 'Swachhta Hi Sewa' programme of the Government of India, it has undertaken awareness generation against use of plastic, through Swachhata Awareness Programme through rallies, putting up posters / banners / slogans, distribution of pamphlets at Toll Plazas and nearby Dhabas, and organizing painting / essay writing competitions in schools. Awareness Programmes are being organised at Camp site / local community centres, publicity through FM Radio, cleaning of National Highways and collection of plastic waste / polythene bags / plastic bottles, cleaning up Toll Plazas, and organizing Swacchata Workshops for truck drivers and toll employees. The ministry is discouraging the use of plastic water bottles, installing dustbins for collection of segregated

waste, and is distributing cloth/jute bags.

The Ministry is encouraging the use of waste plastic in highway construction, especially on National Highways plastic waste.

Plastic waste has already been used in wearing courses of National Highways construction on the pilot basis in the states of Tamil Nadu and



A stretch of road has recently been constructed using waste plastic on NH-48 near Dhaula Kuan. A portion of Delhi-Meerut expressway and Gurugram-Sohna road have also been planned for construction, using plastic waste

within 50 km periphery of urban areas that have a population of 5 lakh or more. A stretch of road has recently been constructed using waste plastic on NH-48 near Dhaula Kuan. A portion of Delhi- Meerut expressway and Gurugram-Sohna road have also been planned for construction, using

Kerala. The technology used is in compliance with the guidelines of Indian Roads Congress for the use of waste plastic in Hot Bituminous Mixes in wearing courses. Construction of 1 kilometre of 4-lane highway can help in disposal of approximately 7 tonnes of waste plastic.





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### Road Transport Minister Reviews Progress Of National Highways Projects



itin Gadkari, Union Minister for Road Transport & Highways and MSME, has directed officials of National Highways Authority of India to speed up the implementation of projects through faster decision making and stricter monitoring, reported PIB. The Minister, along with the MoS, Gen (Retd) V.K. Singh, held a day long review of the progress of national highways projects at the NHAI headquarters here, during which he also addressed regional officers through video conferencing.

Re-emphasizing Prime Minister Narendra Modi's stress on the need for fast growth of infrastructure, Gadkari said that there is an urgent need to develop a positive, transparent, corruption free working system with time bound decision making. Delayed decisions are totally unacceptable, he said, as they lead to colossal loss of time and resources, and add to the woes of people. In this regard he also directed regional officers to be proactive in coordinating with district officials to fast track land acquisition and other such issues.

The Minister also talked about the need to bring down construction costs through new technology and innovative means. He said there is enough availability of funds for construction of national highways through various sources including long term funding from banks. However, in order to improve the economic viability of projects it is necessary to cut down construction costs by employing new materials, innovative technology, and by fast

tracking decision making to avoid associated cost escalation.

Gadkari also stressed upon the need for performance audit and said that officials must ensure that the award and construction targets for the year are fully met.

MoS, Gen (Retd) V.K. Singh also addressed the regional officers and called for positive, concerted action from them that was aimed at fulfilling the targets of the Ministry and the expectations of the people of the country.

Gadkari also inaugurated NHAI's GIS based Plantation Monitoring System that assigns a unique digital address to each sapling planted on a national highway, making it possible to monitor its progress. The Minister also inaugurated NHAI's online Toll Remittance Management System.

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### Microsoft's 'HAMS' Automates Driver License Tests In India

i c r o s o f t
Research has
developed a
smartphonebased driving
test system
that leverages the power of Artificial
Intelligence to make a fair analysis of a
driver's ability before issuing him or
her a license, reported IANS.

The system has already been deployed at Dehradun Regional Transport Office (RTO) in Uttarakhand and is ready for wider adoption across the country and beyond, Microsoft said on Wednesday.

The technology that Microsoft developed to automate driver's license tests is called HAMS, which is short for Harnessing AutoMobiles for Safety.

"The main challenge in the traditional driver's license test is the burden placed on the human evaluators and the resulting subjectivity that a candidate faces," Venkat Padmanabhan, Deputy Managing Director, Microsoft Research India, who started the HAMS project in 2016, said in a statement.

"Automation using HAMS technology can not only help relieve evaluators of the burden but also make the process objective and transparent for candidates," Padmanabhan said.

Driver license testing is a pressing problem. For instance, a survey by SaveLIFE Foundation in India reported that a whopping 59 per cent of the respondents did not give a test to obtain a driving license.

HAMS, in its general incarnation, uses the smartphone's front and rear cameras, and other sensors, to monitor

For instance, a survey by SaveLIFE Foundation in India reported that a whopping 59 per cent of the respondents did not give a test to obtain a driving license

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the driver (for instance, their gaze) and the road scene in front (for instance, the distance to the vehicle in front), simultaneously. It employs advanced Artificial Intelligence (AI) models, which the team has developed for efficient and robust operation.

For driving tests, HAMS has been customized to include capabilities such as precise tracking of the vehicle's trajectory during designated test manoeuvres, for instance, parallel parking or negotiating a roundabout.

This tracking enables HAMS to determine precisely, for instance, whether the driver stopped in the middle of a manoeuvre for longer than is permitted or tried to course correct by rolling forward and backward alternately more times than allowed.

Today, if you take the driver's license test at the Dehradun RTO, you will be doing so in just the company of a smartphone affixed to your car's windshield.

HAMS, running on the smartphone and on an edge server onsite at the testing track, will do the rest and produce a detailed report shortly after you finish navigating through the test manoeuvres.

"On an average, over 50 candidates take the HAMS-enabled automated license test every day at the Dehradun RTO. Due to the comprehensive nature of testing, just about 50 percent candidates pass the test, ensuring that only qualified drivers are given a driver's license," Akshay Nambi, Senior Researcher at Microsoft Research India.

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# Driverless Cars May Lead To More Traffic Congestion: Study

riverless cars could worsen traffic congestion in the coming decades, partly due to drivers' attitudes towards the emerging autonomous technology, and a lack of willingness to share their rides, according to a study.

Using Adelaide city in Australia as a

impact will help to shape how our communities respond to the challenges and opportunities ahead," said Raul Barreto, from the University of Adelaide in Australia, reported PTI. The study, published in the journal Urban Policy and Research, investigated commuters' views on autonomous vehicle ownership and use, vehicle sharing, and their attachment to conventional vehicles.

and improve traffic flows, however these benefits may not be achieved in the near to medium term for many reasons," Barreto said.

"The key factors affecting the transition to autonomous vehicles are commuter attitudes to car ownership and wanting to drive themselves, rather than have technology do it for them, as well as the price of new technology, and consumer attitudes to car sharing," he said.

The research suggests that as riders switch to autonomous vehicles, there will be an adverse impact on public transport.

With most commuters not interested in ride sharing, this could increase peak period vehicle flows, which is likely to increase traffic congestion over the next 30 years or so, the researchers said.

"Under both scenarios we tested, the number of vehicles overall will eventually drop. However, total vehicle trips may increase, and some of the predicted benefits of autonomous vehicles may not eventuate until a lengthy transition period is complete," said Barreto.

The findings have policy implications for how the transition to autonomous vehicles is managed, not just within Adelaide but for other cities around the world, according to the researchers.



test model, the researchers surveyed over 500 commuters, including a mix of those who travel to work by car and public transport, and modelled the potential impacts.

"Autonomous or driverless vehicles are likely to have profound effects on cities. Being able to understand their The team then explored potential vehicle flow, with a mix of autonomous and conventional vehicles, and land use change under different scenarios.

"Our findings show that Adelaide has the potential to significantly reduce the number of vehicles on the roads

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"Working hard is important but there is something that matters even more - believing in yourself." - Harry Potter





### Project 'Highway Heroes'

### As CSR Activity Can Be Satisfying In Many Ways

by Ashok Goyal, Sr. Vice President AITWA



scarify their personal life and showing tremendous attitude to boost the economy, the truck drivers are the victim of ignorance. Be it their owner, the government or the corporate world no one has shown substantial interest to full fill their basic requirements. Strange enough, no one is even addressing the matter even when the danger level has passed the red hot mark. All India Transporters' Welfare Association (AITWA) is perhaps the only national organization who has decided to raise the drivers' transporters issues and make it a movement. 'Highway Heroes' is the name given to this movement, which will work specifically to transform the life of transporters drivers.

espite being ready to risk their life,

As soon as a unanimous decision was taken at AITWA we have researched the pinpointers that are leading to truck drivers' extinction and presented to Sh. Nitin Gadkari - the Union Minister for Roads and Highways. Also, attempts are made to reach out to various corporate leaders who can make a difference by contributing to the cause as an act of Corporate Social Responsibility (CSR).

### What is CSR?

CSR is a concept that suggests that it is the responsibility of the corporations operating within society to contribute towards economic, social and environmental development that creates a positive impact on society at large. Though there is no fixed definition, the concept revolves around that fact the corporations need to focus



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beyond earning just profits. The concept of CSR came to India from the western economies and has been evolving in due course of time. The concept differs from basic philanthropy and charity where there is not much accountability or responsibility attached. Whereas CSR activities quite simply suggest that businesses cannot succeed in isolation, especially when society fails.

The landmark legislation - the Companies Act, 2013

The Companies Act, 2013 made India the first country to mandate and quantify CSR expenditure. The inclusion of CSR is an attempt by the government to engage the businesses with the national development agenda. The details of the clauses are mentioned in Section 135 of the Companies Act, 2013. The Act came into force from April 1, 2014, every company, private limited or public limited, which either has a net worth of Rs 500 crore or a turnover of Rs 1,000 crore or net profit of Rs 5 crore, needs to spend at least 2 per cent of its average net profit for the immediately preceding three financial years on CSR activities.

Truck drivers are an integral part of the corporate world. They face a constant threat of road accidents, being attacked by highway gangs, theft in loaded cargo, harassment by police and tax inspectors, safety and security of his family in his absence due to long separations and falling sick due to constantly eating roadside food while carrying their goods from one place to another and deliver on time. Therefore an appeal is made to these giant business firms to do their bit to pay back to this community through CSR activity. This contribution will attribute to various programs that will uplift the life standard of truck drivers. Establishing medical centres, which will operate 24x7, across the highways, is one of the top priorities. Truck drivers should be made aware of the medical and life coverage facilities in order to deal with the tough phases of life. The facility of rest houses with proper parking space, where drivers can have a sound sleep, is another crucial aspect that needed to be addressed. Besides, sexual education, driving training and quality canteens and toilets with the clean and hygienic condition is a must that needed to be provided to the commercial drivers.

In addition, the community has been playing a significant role in supporting the transportation business for years now. In fact, they are the backbone of the logistics industry. But lately the acute shortage of truck drivers (65 drivers available against 100 commercial vehicles now which was 75 vs 100 2 years back), is pulling the growth of the industry back. The logistics industry will have to deal with this and take care of the needs of truck drivers. For sure, good remuneration, proper working hours, good safe environment, job security, social securities like PF, ESI, leave structure, gratuity, pension and risk cover, healthcare facilities and above all the respect from society can help this community to rediscover the gel to work for this profession.

The owners will have to understand drivers need, respect them as human, and start paying them as per other industry standards to keep them interested in this profession.

The project 'Highway Heroes' is approached with a Three Dimensional Activities: Action needed by Transport Industry, Action needed by Government and Action needed by Corporate Houses. Under this mission, it is proposed to issue a personalized Highway Hero card to each registered truck driver, which shall have his Name, Driving license number, Aadhar number, blood group, family contact, AITWA call centre number etc. It card shall cover an accident\* policy of Rs. 3 Lakhs on death or permanent disability; proportionate compensation in case of partial disability, a hospital cover of Rs. 50,000 for any type of accident\*, ambulance cost up to Rs. 2500 and OPD expenses of Rs. 5000 (above Rs. 500), and education help up to two kids of deceased, each with Rs. 20000 and a transfer cost of mortal remains of deceased to family (up to Rs. 5000).

AITWA has already engaged an agency to verify truck drivers' genuineness of driving license, Aadhar Card, Pan Card, and pending court cases against person. Once the checking is found appropriate it will work like certification and the government will recognize card issued by AITWA.

There are various other proposals which have been presented to the government and we are waiting that at least some announcement will be made by Sh. Gadkari on the day of Convention, on November 12, 2019. By being a part of this noble cause any corporate house will have its share of pride. Most importantly, you are paying back to the people of your own family, who strive day in and day out for your growth. How satisfying can this be?

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## SALUTING the backbone of the Transport industry



Vinay Sohani, CEO, Edelweiss Insurance Brokers Ltd.

Truck drivers are one of the most pivotal cogs for the economic development of the country. Travel and transport by road is fundamental for industries, government and every individual of the country. Traditionally, road safety interventions have mostly focused on improving roads, creating infrastructure, vehicle engineering and influencing road-user behavior through transport laws and social campaigns.

Urbanization is taking place across the length and breadth of the country, in turn resulting in greater demand for goods and services, and a corresponding increase in demand for freight transport. The widespread reach and connectivity offered by trucks in our country is unrivaled. The logistics industry contributes approximately 14% to the Indian economy, way higher in comparison to the 8% of the developed nations such as US and Germany. Therefore, it won't be an exaggeration to say that truck drivers drive the growth of not just the logistics sector but the entire economy.

In spite of their contributions, the trucking industry has to endure obsolete truck models, treacherous roads, meager paychecks, extreme weather, looming threat of highway outlaws, and pitiable health and hygiene conditions. No wonder the country is currently facing a shortage of truck drivers where there are merely 65 drivers available against 100 commercial vehicles. . World over, in the past decade road safety of truck drivers has gained significant attention. However in India it's a long way to go. The glaring risk of road accidents compounds the problems faced by truck drivers further. According to government statistics, around 1.5 Lac people have died in road accidents in 2017, which means accidents claim 17 lives every hour in our country. Hence, it can be established without any possible doubt that the dangers and insecurities that our local truck drivers have to brave in spite of being the backbone of the logistics sector are unimaginable. Therefore, to offer some reprieve to these 'Heroes' and to uplift their standard of living, AITWA in association with Edelweiss Insurance Brokers Ltd. have launched the 'Highway Heroes' Initiative.

### Highway Heroes Initiative:

In spite of their hardship, the threat of an accident has the potential to be a financial disaster not just for a truck driver but his entire family. That's exactly why AITWA strives towards the welfare and security of the millions of identified and unidentified truck drivers in the logistics industry across India.

The estimated workforce of the trucking industry is more than 9 million across India. As 90% of truck owners/drivers work in an unorganized sector, they are exempted from benefits that the companies offer their permanent employees. Therefore, proper authentication of truck drivers is critical for the welfare of the community. The objective of the Highway Heroes initiative is to create a verified and well-crafted database for Truck drivers empowering them to find not just employment but also to safeguard themselves against the looming threat of an accident.

### Personal Accident offering with the Highway Hero Card:

The Highway Hero identity card mentioning the driver's details such as name, Aadhaar number, Blood Group, Emergency contact, and AITWA call center number makes the driver eligible for the following offerings:

- A Personal Accident policy of Rs. 3 Lakhs against death and permanent disability( proportionate compensation in case of partial disability)
- A hospital cover of Rs. 50,000 due to any type of accident, ambulance cost (up to Rs. 2500), and OPD expenses of Rs. 5000 (above Rs. 500)
- Financial assistance for education of up to two children of deceased (up to Rs. 20,000 for each child)
- Cost of transfer of mortal remains of deceased to family (up to Rs. 5000)

Apart from the aforementioned offerings, the initiative also involves creating a Priority helpline exclusively for the Highway Heroes.

The helpline number provides access to the following benefits:

- 24 X7 call center support across 365 days
- Trained professionals with access to policy information
- Immediate assistance in case of the following events:
  - A road accident
- Harassment for bribe
- Natural Calamity
- ODC related issues
- Theft
- GST issues

The overall endeavor of the 'Highway Hero' initiative is to provide all 12 Lac truck drivers with a quality healthcare and financial support in case of an accident.

Edelweiss' Insurance Brokers Ltd. (EIBL) has appointed by AITWA to manage the insurance operations as we bring unmatched expertise in supporting projects of such magnitude.

A support system is imperative for the driver community to avail quality healthcare and accident care assistance. Hence, we are confident that the entire industry will support this initiative. It is the best way of showing our respect, admiration, and support for our truck drivers who are the true assets of the logistics industry.

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### Eicher Introduces Two New Buses At Prawaas 2019



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umbai, July 27 2019: Eicher Trucks and Buses, part of VE Commercial Vehicles Limited, showcased its latest range at the second edition of Prawaas 2019, India International Bus and Car Travel show, in Navi Mumbai

from July 25-27. The showcase included the newly introduced Eicher 3009L Skyline Pro Staff AC Bus and Eicher 20.15R 12m bus chassis.

Prawaas 2019 brings together the leading bus & car operators across the country to exhibit and recognize advanced technologies and innovation for better passenger mobility and facilitate more dialogue around developing solutions for a sustainable, smarter and safer India.

The Eicher 20.15 R 12m bus chassis offering is unique and tailor-made for intercity applications. It comes equipped with an AC compressor and two alternators of 120 Amperes each – making the body-building process faster and less expensive. Some of the features further enhance Uptime for the bus, such as a 425-litre fuel tank, eliminating the need for en-route fueling stops. The robust DOMEX chassis delivers extremely high strength and durability, while tilt and telescopic power steering, 6 speed overdrive gearbox and air suspensions ensure a safe

and comfortable ride. The bus offers best-in-class fuel efficiency with the use of Volvo Group engine management system EMS 3.0, coupled with new-generation features such as cruise control and real-time fuel coaching where the driver is continuously guided on most effective driving.

Eicher Trucks and Buses also introduced the Skyline Pro bus range with a refreshed look. The Skyline Pro 3009L AC bus on display was customized with luxurious Harita Magnum Push back seats with 3-point ELR seat belt, in 2x1 seating configuration and air suspension for added comfort.

These latest innovations stem from Eicher's commitment towards developing vehicles with best-in-class fuel efficiency, higher Productivity with superior uptime, and using modern features relevant to India and the developing markets. These buses have been designed on the concept of Smart Journeys that offers Smart Design, Smart technologies, Smart features for safer and sustainable mobility across India.

With this introduction, Eicher's bus range has been further augmented with variants across different applications for schools, staff, route permit and intercity segment.

Eicher Trucks and Buses was also awarded for the most 'Innovative and Unique Display' at Prawaas 2019 for its inventive and original exhibit of its vehicles.

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### Driver Sewa Kendra -Time To Have It Everywhere

the number of road deaths in the world.

Once, he discovered that the first thing

he did after coming back to India was

to do a lot of research and what he

uncovered was inconceivable. He

learned that out of the 1,39,000 people

died in road accidents in India, 26,678

died due to the lack of sleep. And, the

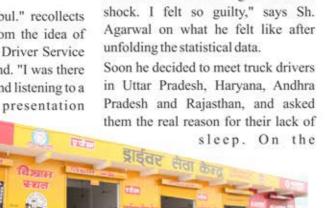
commercial vehicle drivers were the

most to meet this fate. "I got an electric

In our society, when we talk of 'Equality', we instantly relate to gender inequality. But in a broader perspective, there are so many sections of our society who are victims of this evil taboo. Sh. Ramesh Agarwal of Agarwal Packers and Movers Ltd. (APML) reveals how he alone started the truck drivers' movement of equality.

"It all began in Istanbul." recollects Sh. Agarwal, wherefrom the idea of Nidra Daan Center or Driver Service Center came to his mind. "I was there

for a conference and listening to a



on transport when I heard the speaker say 'India is the world's number one'. Like any Indian, my automatic response was to clap and welcome the praise and so I did." He continued to elaborate. "But to my utter surprise, no other participant was clapping; in fact, everyone was gazing at me with astonishment. Then I immediately realized my English has landed me in the wrong situation." After uttering these words he took a deep breath and a sigh of relief as if a sharp knife dissected his heart.

The actual message conveyed by the presenter was that India was leading contrary to what happened in Istanbul, where he became the reason for participants' laughter, India was a different place altogether. An initiative to rewrite history was taken by Sh. Agarwal. By now, he was aware why the truck drivers in India consume pills (or as they called them kali golis), which are opium based and addictive to stay awake to deliver the consignments on time. But a sleep of 2-3 hours a day is never enough for a good state of mind. So, he along with All India Transport Welfare Association (AITWA) set up the Nidra Daan Center or Driver Service Center.

Moreover, while doing the research on Indian commercial drivers Sh. Agarwal also discovered the social stigma attached to this section of society. They not only face humiliation in the society but also receive ill-treatment from the police and other government personnel. The third-degree method of handling routine investigations by police and habitual way of treating them as petty criminals by Toll-Tax authorities, tax evaders and the like are torture and inequal means to treat drivers.

Sh. Agarwal's eyes were wide opened when he learned about the unkindness of their own employers. For him, it was a case of curiosity and incongruousness, as these drivers were handed a truck worth Rs. 25,00,000/=, loaded with goods of equal value, trusting drivers to deliver material worth half a crore and vet debarred them of minor benefits worth Rs. 500/=. However, he realised that the drivers were not swayed by money but little respect meant a core rupees to them. He first stopped using the word 'Driver' himself and also urged people of the fraternity to replace it with 'Chalak' or 'Saarathi.'

Sh. Agarwal's visionary plan to open Nindra Daan Kendras has already taken shape in Dudu, on the Jaipur-Ajmer highway. It serves the driver community, regardless of class, creed, religion or any other factor, which includes even the transport company the driver may be working in. All are equally welcome. With a bowed head and full Seva bhav, here our cultural and traditional values are followed.





From washing and drying the feet of the guest drivers to offering them free food, drink, sleeping beds/bedding, along with a toilet, bathing and Laundry facilities are the utmost priority of these centres.

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

Recently, All India Transporters' Welfare Association (AITWA) along with Agarwal Group has launched a campaign 'Highway Heroes' to commemorate the real heroes of the transport sector, drivers. AITWA and Sh. Agarwal believes that the drivers are the real heroes of highways and hence the name 'Highway Heroes'. They are the one who ensures that the consignments reach their destinations on time without any damage even while risking their lives at times. They know if the trucks do not reach the scheduled place on time the businesses will suffer and hence will affect the overall economy.

The central government, thus, has appreciated the concept. In fact, Sh. Nitin Gadkari - Union Minister for Roads Transport and Highways has agreed and confirmed his presence for the convention on the Highway Heroes to be conducted by AITWA on November 12, 2019. We hope,

Sh. Gadkari will announce some driver beneficial schemes and also help in opening new Nindra Daan Kendras in all the highways.

Drivers are an integral part of the corporate world as well. Their role in delivering products from one place to another, shifting lightweight to

heavyweight products is inevitable. In one way, their businesses depend much on how drivers perform. So, by contributing towards a project like 'Highway Heroes' they will not only ensure a better life for truck drivers, they will also inspire the next generation to chose a profession Heroes' become a mass movement and we could provide the basic necessities to the truck drivers. What better way to involve in a CSR (Corporate Social Responsibility) than offering proper rest, sleep and other facilities to truck drivers. And, on the run, helping to avoid road accidents. The planned Driver Service Centers have the capacity to fit 250 trucks at a time and 500 cots for drivers to sleep and get rest. In addition to that, clean bathrooms, barber services, and small repair shops are available, all free of cost. Not just that, drivers are welcomed to the centre by washing their feet, which in India is a sign of great respect.

Today, the entire logistics fraternity may hold the highest regards for Sh. Ramesh Agarwal, who singlehandedly, incepted a movement. But



(commercial driver). After all what a driver needs? - A dignified life in the society and a secured source of income that can sustain their family!

Participation of the government, corporate world and our innovative ideas to realize the dream of equality in our society, at least for drivers, will be a step taken towards building a new society. AITWA wishes 'Highway for the man himself, it is just the beginning. To him 'there is no celebration for a half-done work till it reaches the final stage.' The Istanbul experience will stay him awake until Nindra Daan Kendras become a reality across all the highways but till then he will be pleased to see his highway heroes/ chalaks/ saarathis having a sound sleep.



# Women in Logistics



Ms. Sanjam Gupta Director-Sitara Shipping

anjam Sahi Gupta is Director at Sitara Shipping Ltd. and an Advocate for diversity in the Maritime Industry.

She's also on the Executive Board of Directors of the World Maritime University.

The Sailor Today Magazine awarded her for making WISTA India the 'Most Promising Association in 2013'. In 2014, the International Women's Leadership Forum awarded her "Leading Woman in the Shipping Business". In May

2018, she was the recipient of the Sandvik Gender Award, for her outstanding contribution and commitment to gender equality. As part of her award she conducted India's first survey for gathering data on women in maritime, using the SHE Index of Norway for the employer survey.

Glenmark Pharmaceuticals awarded her "Woman of the Year-2019" in March 2019.

In June 2019 she was invited as part of a High Level panel initiative by The Norwegian Prime Minister, Erna Solberg for a Sustainable Ocean Economy, to advise 14 heads of government across the world that will drive the transition to a new and sustainable economy for a healthier and wealthier planet.

Her new venture - MaritmeSheEO' – will focus on creating the next generation of women maritime leaders. MaritimeSheEO will focus on business case for diversity across all sectors in the industry The intention is also to sensitize the top management of shipping companies towards inclusion of women in maritime sector to make it more diverse. As they say --Raising the bar is never easy; but it's necessary.

### Questionnaire

### How many years have you been with the Cargo industry and how do you find the journey until now?

I joined the company as a trainee in 2001 and what a journey it has been! I have grown up with the love of the sea. My father Capt. S.S. Sahi told my sister Sumeet and me stories of his travels to various countries, the experience of meeting people from many cultures and we grew up seeing his modern outlook.

### 2. How did you get inducted into Cargo, which is essentially a male-dominated industry?

It was my dream to work with my father which led to my working in the cargo industry. Watching cargo being loaded on ships, boarding ships that we handled, sitting through discussions on charters were very fascinating for me.

### 3. What has been the reaction of your male colleagues and those reporting to you?

My father stressed on our working from the bottom to the top, so we essentially started coming to office for half a day while in college, to do basic things like entering invoices for the accounts team and so on. Even after we started working full time, we were told to assist each department head. There was some resistance, which we overcame via our work ethics. There is no substitute for sincere hard work and eventually everyone came around.

### 4. Do you specialize in any section of the industry, e.g., Export/Import/DGR, etc.?

We specialize in over dimensional cargo and project cargo. We carry the same in our containers with open tops and flat racks, as well as charter ships for the breakbulk cargo.

### 5. What is so interesting about the Cargo industry that keeps you attracted to it?

Few other industries expose us to so many cultures or help facilitate world trade - the learning is immense. Each day is a learning process.

### 6. How confident are you about future growth on equal opportunity basis, vis-à-vis male colleagues?

While there is a glass ceiling that holds women back from reaching leadership positions, it can be breached and a marked change, to this effect, is noticeable in the last 15 years.

### 7. How do you manage to balance the pressures of life at home and at office on regular basis?

I would be lying if I said it was easy – it's not. It is a constant struggle to find the right balance. Women are good at multitasking and looking after the home, kids and also work, we juggle so many roles with ease - that of a wife, mother, career woman. Family truly levels the playing field with their immense support!

### 8. What is your advice to youngsters, particularly women, on the verge of starting their career, to join the industry?

I would say go for it! The biggest challenge is the mind-set. Sometimes women themselves doubt their own capabilities and shy away from taking on more responsibilities. I would say do not doubt yourself. Most importantly get a mentor, which is a huge step in succeeding.

### 9. Do you think there is enough support for women in the industry?

We lack a support system for women - we have no system of company run day care centre here, no flexi-working hours for women, no "share a day option". Companies should encourage women to get back to work after their maternity leave, but sadly that is not always the case. In India, there is a lack of unity to promote the industry, as each association has their own agenda and like to do things separately. If we all join hands there is much we can do together.

Vinod Kaul

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

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# Indian Logistics Sector Forms The 'Backbone' Of The Economy



ndia has witnessed significant economic development over the last few years that has impacted many associated segments, including the logistics sector. This industry consists of freight and transportation comprising aviation, road, rail, ports and inland waterways, as well as inventory and warehousing. According to the World Bank's Logistics Performance Index 2018, India moved from 54th position in 2014 to 44 in 2018 in terms of overall logistics performance. The country's logistics sector is currently valued at \$160 billion, and estimated to grow to \$215 billion by 2022. It forms the backbone of the Indian economy, providing an efficient and effective flow of goods and services across the country, and employment to up to 40 million work force.

As the economy continues its growth trajectory, there has been a rise in the volume of freight traffic, generating new opportunities in all areas of logistics, including transportation, warehousing, freight forwarding, express cargo delivery, container services, shipping services, etc. Already, there is marked improvement in logistics infrastructure, integrated logistics, and the birth of logistics start-ups, especially tech-savvy start-ups.

Meanwhile, the government has set the ball rolling to transform the regulatory environment for a smooth transition to the proposed National Logistics Policy, to be implemented by the newly-formed Logistics Division under the Department of Commerce. There are also plans to fully digitise the Customs department and incorporate RFID technology to improve export Logistics, while the sector has been granted

'Infrastructure' status. Projects such as Bharatmala, Sagar Mala, DFCCIL and DMIC are touted as the biggest enablers of change in the logistics sector.

### Conference at the CILT India Expo 2019

Up to 16 conference sessions and workshops will be organised during the upcoming CILT India Expo 2019. The conference will host 80 speakers and 500+ delegates representing the Union and State ministries, PSUs, diplomats, city leaders, allied businesses, private players, professionals, academia, etc. The sessions will give an insight into the latest trends in the logistics and warehousing industry, and discuss solutions to the current challenges. Participants get to share experiences, receive expert advice from the industry and discover new business opportunities.

Some of the topics that are being explored:

The Integrated National Logistics Policy: Action Plan • Development of Logistics Infrastructure • Regional connect: Breaking regional borders and engaging in cross-border opportunities.
 Role of women in global logistics • Tech talk: Creating platforms for integrated logistics solutions • Creation of multi-modal logistics parks (MMLPS)

Few prominent speakers at the event will be: Ashwani Lohani (Chairman & MD, Air India); ASR Prasad (VP & Head - Center of Excellence, Future Supply Chain Solutions, India); Atul Holkar (Sr. VP & Head - Supply Chain Management, Varun Beverages Ltd., PepsiCo India); Capt. T.S. Ramanujam (CEO, Logistics Sector Skill Council); Kalyan Swaminathan (Director - Service Business, Balmer Lawrie & Co

 Ltd.); Shashi Bhushan Shukla (Member
 Traffic, Inland Waterways Authority of India), etc.

### About the CILT India Expo 2019

The Chartered Institute of Logistics & Transport – India, is the country chapter of the international professional body having its base in the United Kingdom. With more than 2,000 practicing professional and 35 corporates as members, CITL India is the first-choice professional body for all sectors of the logistics and transport industry.

CILT India Expo 2019 is a premier transport and logistics event organised by the Chartered Institute of Logistics & Transport - India, in association with the Exhibitions India Group, a leading trade promotion organisation. The two-day expo brings together all modes of transport, including road, rail, air, sea and inland waterways, in addition to logistics, warehousing, supply/cold chain, freight forwarders, etc. It will see participation from PSUs/government enterprises alongside private players from varied fields such as agribusiness, automotive, construction, energy, ecommerce, multi-modal logistics operators, passenger mobility & hospitality, IT solution providers, warehousing, etc.

Some prominent names participating at the event include: Balmer Lawrie; CONCOR; DP World; IRCTC; Indian Oil Corporation Ltd.; Logistics Skills Council; Pipapav Railway Corporation Ltd., etc.

Government Support: • Department of Logistics, Ministry of Commerce & Industry; • Ministry of Road Transport & Highways; • Ministry of Shipping; • Ministry of Skill Development & Entrepreneurship; • Sagarmala.

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### Celebi Announces The Launch Of Bonded Trucking From Kolkata, Indore, Vizag, Jaipur And Goa To CELEBI TERMINAL DELHI IGI Airport

elebi Delhi Cargo Terminal Management India Pvt Ltd, in collaboration with their business partner, Shreeji Translogistics Ltd, have announced the start of their bonded trucking service operating from Kolkata, Indore, Vizag and Goa Airports, to Celebi Terminal Delhi IGI Airport from 1st October 2019 to provide their customers a possibility to move air cargo in an efficient, safe, process- driven and cost effective, manner.

Celebi Bonded Road Feeder Service is successfully running from Kanpur, Ludhiana, Indore SEZ 1 and 2, Ahmedabad and Noida SEZ, which has given tremendous opportunities to freight forwarders and Airlines to solicit business from stations that are offline.

Bonded trucking is relatively a new concept in India and Celebi Delhi Cargo Terminal has taken a step forward to start a Hub & Spoke project.

As per Murali Ramachandran, CEO India Celebi Aviation Holding Inc., "We are happy to launch Bonded Road Feeder Services from Kolkata, Vizag, Indore and Goa, which have been the requirement of our customers for a long time. Bonded trucking is the future in India and is here to stay. We hand-pick our Logistics partners and manage every aspect of the service for commitment, on time performance and transparency to guarantee quality of service to our customers. "As per Murali Ramachandran, "After these stations, we plan to commence bonded trucking operations from Jaipur on 15th October 2019 in collaboration with our business partner Rajasthan Bombay Transport Pvt. Ltd". He

added "Speed, Safety and Security are the key words that identify our Bonded Air Cargo Road Feeder Service"

These bonded services will facilitate Celebi's Airline customers to offer services to a city to which they do not fly and help CHA- Freight Forwarders to Customs clear, handle duty drawback and shipment documents at origin, while avoiding multiple handling and damage to cargo.

Arvind Aggarwal, Senior Manager, Business Development, Çelebi Delhi Cargo Terminal Management India Pvt Ltd said "We had launched on 1st May 2018 Celebi's online 'Truck Booking App which allows customers to book space on trucks online for both Bonded as well as non-bonded space. This App facilitates and helps our customers to smartly organize their bookings, save cost, offer real time visibility and pay on line too."

Arvind Aggarwal emphasized on some the highlights of their bonded services from above stations, which include

- Time bound deliveries.
- 2. Assured daily departures for full truck loads.
- 3. Minimal handling to avoid damage to shipments.
- 4. Dedicated arrival truck dock at Celebi warehouse.
- GPS enabled app on mobile devices for live tracking of cargo. Transparent shipment status at all levels of value chain.
- Assured same day connection on the booked flights.
- 7. Celebi's Booking APP for Truck bookings.
- 8. Consolidated Product offering competitive rates.

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### "सभी पीयूसी केन्द्र उत्सर्जन परीक्षण आंकड़ों को 'वाहन' डेटाबेस से जोड़ें"

सडक परिवहन एवं राजमार्ग मंत्रालय ने सभी वाहन आंकड़ों को 'वाहन' डेटाबेस से जोड़ने की आवश्यकता दोहराई है, ताकि नागरिकों को उत्पीडन एवं परेशानी से बचाया जा सके. पीआईबी के अनुसार। इस तरह की सूचनाएं एम-परिवहन और ई-चालान प्लेटफॉर्मो पर भी इलेक्ट्रॉनिक रूप में नागरिकों को सुलभ कराई जानी चाहिए, जिससे कि उन्हें पर्याप्त सहलियत हो सके। सभी राज्यों और केन्द्र शासित प्रदेशों के मुख्य सचिवों को भेजे गए पत्र में मंत्रालय ने विशेषकर मोटर वाहन (संशोधन) अधिनियम, 2019 के विशेष प्रावधानों के साथ-साथ वाय प्रदूषण मानकों के उल्लंघन पर जुर्माना लगाए जाने से संबंधित संशोधित प्रावधानों के भी लाग् हो जाने के मद्देनजर इस कदम पर तत्काल अमल करने पर विशेष जोर दिया है।

माननीय उच्चतम न्यायालय के निर्देशों के अनुसार मंत्रालय ने इससे पहले पीयूसी (प्रदूषण नियंत्रण केंद्र) सर्टिफिकेट को 'वाहन' डेटाबेस से जोड़ने के उद्देश्य से केन्द्रीय मोटर वाहन नियम, 1989 के नियम 115, जिसके लिए दिनांक 6 जून 2018 को जारी जीएसआर 527 (ई) देखें, में संशोधन करने के लिए एक अधिसुचना जारी की थी।

राज्यों और केन्द्र शासित प्रदेशों को यह सुनिश्चित करने का निर्देश दिया गया है कि सभी पीयूसी केंद्र उच्चतम न्यायालय के निर्देशों पर अमल करने के लिए जारी दिशा-निर्देशों पर अमल करके उत्सर्जन परीक्षण आंकड़ों को इलेक्ट्रॉनिक रूप से 'वाहन' डेटाबेस पर अवश्य ही अपलोड करें।

### नितिन गडकरी ने डासना-हापुड़ खंड का उद्घाटन किया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री श्री नितिन गडकरी ने उत्तर प्रदेश के पिलखुआ में दिल्ली-मेरठ एक्सप्रेसवे (पैकंज -3) के डासना-हापुड़ खंड का आज उद्घाटन किया। इस अवसर पर सड़क परिवहन और राजमार्ग राज्य मंत्री (सेवानिवृत्त) वी के सिंह, उत्तर प्रदेश के उप मुख्यमंत्री श्री केशव चंद्र मौर्य, लोकसभा सदस्य श्री राजेंद्र अग्रवाल, राज्यसभा सदस्य श्री अनिल अग्रवाल और कई विधायक उपस्थित थे, पीआईबी के अनुसार।

इस अवसर पर श्री गडकरी ने कहा कि दिल्ली-मेरठ राजमार्ग क्षेत्र में समृद्धि लाएगा और राष्ट्रीय राजधानी क्षेत्र से भीड़-भाड़ कम करने में मदद करेगा। इसके बन जाने से यात्रा समय में 1 घंटे से अधिक की कमी आएगी और प्रदूषण स्तर में महत्वपूर्ण कमी लाएगा। उन्होंने कहा कि राजमार्ग और बुनियादी ढांचा परियोजनाओं का सीधा संबंध किसी क्षेत्र के विकास से है।

श्री गडकरी ने घोषणा की कि इस सड़क (पैकेज 2) का गाजीपुर-डासना खंड को अगले तीन महीनों में पूरा कर लिया जाएगा और पूरा दिल्ली-मेरठ एक्सप्रेसवे छह महीने के भीतर तैयार हो जाएगा।

जनरल (सेवानिवृत्त) वी के सिंह ने इतने कम समय में एक मजबूत, चौड़ी और बहुत उपयोगी सड़क को पूरा करने में इंजीनियरों और निर्माण में लगे श्रिमिकों के प्रयासों की सराहना की। उन्होंने कहा, सरकार ने एनसीआर के लिए एक महत्वाकांक्षी बुनियादी ढांचा विकास योजना शुरू की है, जो पूरे क्षेत्र के विकास परिदृश्य को बदल देगी।

श्री केशव चन्द्र मौर्य ने आश्वासन दिया कि राज्य सरकार राजमार्ग क्षेत्र के समक्ष मौजूद समस्याओं का समाधान निकालने को प्राथमिकता देगी, क्योंकि ये गांवों और उपनगरों में लोगों के उत्थान के लिए महत्वपूर्ण हैं।

82 किलोमीटर लंबा दिल्ली-मेरठ एक्सप्रेसवे पश्चिमी उत्तर प्रदेश में दिल्ली को पश्चिमी उत्तर प्रदेश में मेरठ से जोड़ता है। परियोजना पर 8,346 करोड़ रुपये खर्च होने की संभावना है। गाजियाबाद में डासना से हापुड़ तक तीसरा पैकेज 22 किलोमीटर से अधिक लंबा है। इसकी लागत 1058 करोड़ रुपये है। इस 6-लेन के खंड में दोनों तरफ 2+2 लेन की सर्विस रोड हैं, और पिलखुआ में 4.68 किलोमीटर लंबा 6-लेन का एलिवेटेड कॉरिडोर है। इसमें सात नए पुल, हापुड़ बाईपास पर एक फ्लाईओवर, 11 वाहन अंडरपास, दो पैदल अंडरपास, दो फुट ओवरब्रिज, छह प्रमुख जंक्शन और 105 छोटे जंक्शन हैं।

पिलखुआ में 4.68 किलोमीटर लंबे 6-लेन के एलिवेटेड कॉरिडोर को निर्माण प्रौद्योगिकी में नवाचार के लिए स्वर्ण पदक से सम्मानित किया गया है और इसे पश्चिमी उत्तर प्रदेश की उत्कृष्ट टोस संरचना के रूप में भी पुरस्कृत किया गया है।

दिल्ली-मेरठ एक्सप्रेसवे परियोजना चार पैकेजों में कार्यान्वित की जा रही है - (i) दिल्ली में सराय काले खां से गाजीपुर सीमा तक 8.72 किलोमीटर लंबा 6-लेन का एक्सप्रेसवे / 8-लेन एनएच 24, पहले ही जून 2018 में पूरा हो चुका है, (ii) 19.28 किमी लंबा 6-लेन का एक्सप्रेसवे / 8-लेन एनएच 24, उत्तर प्रदेश में गाजीपुर बॉर्डर से डासना तक, (iii) 22.23 किमी लंबा 6-लेन एनएच 24, 2+2 लेन सर्विस सड़कों के साथ उत्तर प्रदेश के डासना से हापुड़ तक और (iv) हापुड़ से मेरठ तक 31.78 किलोमीटर लंबा ग्रीनफील्ड 6-लेन एक्सप्रेस-वे।

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

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

					in MT.)		
S.	Airport	-	The Mo				ril To Aug
no.		August			2019-20	2018-19	
	L.	2019	2018	Change			Change
(A)	20 International	Airports					
1	Chennai	30215	36981	-18.3	155440	181257	-14.2
2	Kolkata	13999	14264	-1.9	61584	69563	-11.5
3	Ahmedabad	8808	8579	2.7	46410	41590	11.6
4	Goa	495	365	35.6	2264	2065	9.6
5	Guwahati	948	2003	-52.7	8211	9232	-11.1
6	Lucknow	1258	389	223.4	6391	3057	109.1
7	Jaipur	1596	1615	-1.2	6989	7328	-4.6
8	Trivandrum	2558	3044	-16.0	12247	10061	21.7
9	Bhubaneswar	862	888	-2.9	3922	3601	8.9
10	Calicut	2748	1348	103.9	12752	5631	126.5
11	Coimbatore	1111	1150	-3.4	5201	5413	-3.9
12	Varanasi	369	143	158.0	1447	676	114.1
13	Srinagar	213	565	-62.3	4508	3847	17.2
14	Amritsar	151	135	11.9	1269	767	65.4
15	Mangalore	204	260	-21.5	1080	1818	-40.6
16	Portblair	496	443	12.0	2644	1987	33.1
17	Trichy	809	453	78.6	3464	2676	
18	Imphal	729	681	7.0	3248	2333	39.2
19	Vijayawada	204	99	106.1	1069	99	-
20	Tirupati	0	0	-	0	0	1-
Tota		67773	73405	-7.7	340140	353001	-3.6
	7 JV Internation			7.6+7.	340140	333001	-5.0
(D)	/ J v internation	ai Aiipoi	ıs		-		-
21	Delhi (DIAL)	837417	86797	-3.5	411164	420834	-2.3
22	Mumbai (MIAL)	73626	81567	-9.7	363663	406298	-10.5
23	Bangalore	32632	35123	-7.1	159473	168623	-5.4
	(BIAL)						
24	Hyderabad (GHIAL)	11952	12272	-2.6	61043	60532	0.8
25	Cochin(CIAL)	8685	3779	129.8	35118	26564	32.2
26	Nagpur (MIPL)	574	847	-32.2	4511	3907	
27	Kannur (KIAL)	0	0	-	0	- 0	
Tota	il	211210	220385	-4.2	1034972	1086758	-4.8
(C)	10 Custom Airp			-			
-			2005	10.0	1.4020	22004	25.2
28	Pune	3172	3905	-18.8	14939	23084	-35.3
29	Patna	1174	1143	2.7	5262	4711	11.7
30	Bagdogra	652	516	26.4	3213	2768	16.1
31	Visakhapatnam	396	434	-8.8	2655	2443	8.7
32	Chandigarh	644	631	2.1	4116	2217	85.7
33	Madurai	353	554	-36.3	1245	1966	
34	Surat Aurangabad	21	145	-85.5	495	313	58.1
35	. Auronaphad			79.75	200		
		36	176	-79.5	305	965	
36	Gaya	0	0	-	0	0	-
36 37	Gaya Indore	940	0 1055	-10.9	0 4661	0 4982	-6.4
36 37 Tota	Gaya Indore	940 7388	0	-	0	0	-6.4
36 37 Tota (D)	Gaya Indore Il 57 Domestic Air	940 7388 rports	0 1055 8559	-10.9 -13.7	4661 36891	4982 43449	-6.4 -15.1
36 37 Tota (D) 38	Gaya Indore of Domestic Air Ranchi	940 7388 rports 451	0 1055 8559 497	-10.9 -13.7	0 4661 36891 2431	0 4982 43449 2373	-6.4 -15.1
36 37 Tota (D) 38 39	Gaya Indore il 57 Domestic Ai Ranchi Raipur	940 7388 rports 451 509	0 1055 8559 497 409	-10.9 -13.7 -9.3 24.4	0 4661 36891 2431 2443	4982 43449 2373 1830	-6.4 -15.1 2.4 33.5
36 37 Tota (D) 38 39 40	Gaya Indore of 57 Domestic Air Ranchi Raipur Agartala	940 7388 rports 451 509 321	0 1055 8559 497 409 503	-10.9 -13.7	0 4661 36891 2431 2443 1987	0 4982 43449 2373 1830 2147	-6.4 -15.1 2.4 33.5 -7.5
36 37 Tota (D) 38 39 40 41	Gaya Indore of 57 Domestic Air Ranchi Raipur Agartala Udaipur	0 940 7388 rports 451 509 321	0 1055 8559 497 409 503 0	-10.9 -13.7 -9.3 24.4 -36.2	0 4661 36891 2431 2443 1987 2	0 4982 43449 2373 1830 2147 2	-6.4 -15.1 2.4 33.5 -7.5 0.0
36 37 Tota (D) 38 39 40 41 42	Gaya Indore of 57 Domestic Air Ranchi Raipur Agartala Udaipur Jammu	0 940 7388 rports 451 509 321 0 117	0 1055 8559 497 409 503 0 175	-10.9 -13.7 -9.3 24.4 -36.2 -33.1	0 4661 36891 2431 2443 1987 2 624	0 4982 43449 2373 1830 2147 2 797	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7
36 37 Tota (D) 38 39 40 41 42 43	Gaya Indore  57 Domestic Air Ranchi Raipur Agartala Udaipur Jammu Dehradun	0 940 7388 rports 451 509 321 0 117 19	0 1055 8559 497 409 503 0 175	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0	0 4661 36891 2431 2443 1987 2 624 64	0 4982 43449 2373 1830 2147 2 797 70	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6
36 37 Tota (D) 38 39 40 41 42 43 44	Gaya Indore  57 Domestic Air Ranchi Raipur Agartala Udaipur Jammu Dehradun Vadodara	0 940 7388 rports 451 509 321 0 117 19 231	0 1055 8559 497 409 503 0 175 19 219	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5	0 4661 36891 2431 2443 1987 2 624 64 1388	0 4982 43449 2373 1830 2147 2 797 70 1083	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2
36 37 Tota (D) 38 39 40 41 42 43 44 45	Gaya Indore  57 Domestic Air Ranchi Raipur Agartala Udaipur Jammu Dehradun Vadodara Leh	0 940 7388 rports 451 509 321 0 117 19 231 126	0 1055 8559 497 409 503 0 175 19 219 75	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0	0 4661 36891 2431 2443 1987 2 624 64 1388 886	0 4982 43449 2373 1830 2147 2 797 70 1083 482	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8
36 37 Tota (D) 38 39 40 41 42 43 44 45 46	Gaya Indore  57 Domestic Air Ranchi Raipur Agartala Udaipur Jammu Dehradun Vadodara Leh Bhopal	0 940 7388 rports 451 509 321 0 117 19 231 126	0 1055 8559 497 409 503 0 175 19 219	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5	0 4661 36891 2431 2443 1987 2 624 64 1388	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0
36 37 Tota (D) 38 39 40 41 42 43 44 45 46 47	Gaya Indore Indo	0 940 7388 rports 451 509 321 0 117 19 231 126 99	0 1055 8559 497 409 503 0 175 19 219 75 142	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0	0 4661 36891 2431 2443 1987 2 624 64 1388 886 513	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0 -66.7
36 37 Tota (D) 38 39 40 41 42 43 44 45 46 47	Gaya Indore Indo	0 940 7388 rports 451 509 321 0 117 19 231 126	0 1055 8559 497 409 503 0 175 19 219 75 142	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0 -30.3	0 4661 36891 2431 2443 1987 2 624 64 1388 886	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611 3	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0 -66.7
36 37 Tota (D) 38 39 40 41 42 43 44 45 46 47	Gaya Indore Indo	0 940 7388 rports 451 509 321 0 117 19 231 126 99	0 1055 8559 497 409 503 0 175 19 219 75 142	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0 -30.3	0 4661 36891 2431 2443 1987 2 624 64 1388 886 513	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0 -66.7
36 37 Tota (D) 38 39 40 41 42 43 44 45 46 47 48	Gaya Indore Indo	0 940 7388 rports 451 509 321 0 117 19 231 126 99 0	0 1055 8559 497 409 503 0 175 19 219 75 142 1	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0 -30.3	0 4661 36891 2431 2443 1987 2 624 64 1388 886 513	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611 3	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0 -66.7
36 37 Tota (D) 38 39 40 41 42 43 44 45 46 47 48 49	Gaya Indore Indo	0 940 7388 rports 451 509 321 0 117 19 231 126 99 0	0 1055 8559 497 409 503 0 175 19 219 75 142 1 0 6	-10.9 -13.7 -9.3 24.4 -36.2 -33.1 0.0 5.5 68.0 -30.3	0 4661 36891 2431 2443 1987 2 624 64 1388 886 513 1 48	0 4982 43449 2373 1830 2147 2 797 70 1083 482 611 3 0	-6.4 -15.1 2.4 33.5 -7.5 0.0 -21.7 -8.6 28.2 83.8 -16.0 -66.7

c	Almont	72	The 3.6-	Freight (		onlad to	I To A
S.	Airport		The Mo	nth F	or The Po	eriod Apr 2018-19	
10.		2019	August 2018	Change	2019-20	2018-19	% Change
D)	57 Domestic Air	ports					
53	Gorkhpur	0	0		0	0	-
54	Jabalpur	.0	0	-	0	1	
55	Dimapur	18	25	-28.0	121	210	-42.4
56	Bhuj	0	3	-	0	12	-
57	Tuticorin	4	4	0.0	27	15	80.0
58	Prayagraj	0	0		0	0	-
59	Jorhat	0	3	10.5	0	20	
50	Juhu	36 22	32	12.5	155 71	144	7.6
52	Kanpur(chakeri) Jaisalmer	0	0		0	0	
63	Guggal(kangra)	0	0	- 1	0	0	
54	Cuddapah	0	0	-	0	0	-
55	Pondicherry	0	0		0	0	-
56	Jamnagar	0	1	- 2	0	1	-
57	Belgaum	0	0	- 2	0	0	-
58	Bikaner	0	0		0	0	-
59	Porbandar	0	0		0	0	-
70	Khajuraho	0	0	- 1	0	0	-
71	Bhavnagar	0	0	- 2	0	0	-
72	Kandla	0	0		0	0	-
73	Adampur (Jalandhar)	0	0	8	0	0	-
74	Mysore	0	0		0	0	
75	Salem	0	0		0	- 0	
76	Agatti	4	2	100.0	19	9	111.1
77	Bhatinda	0	0	2	0	0	
78	Bhuntar	0	0		0	0	9
79	Gwalior	0	0	-	0	0	-
80	Diu	0	0		0	0	
31	Agra	0	0	- 2	0	0	-
32	Kishangarh	0	0		0	0	
83	Pakyong	0	0		0	0	-
34	Ludhiana	0	0	. 2:	0	0	-
85 86	Kolhapur	0	0		0	0	-
87	Patnagar Barapani (shillong)	0	0	5	0	0	
88	Pathankot	0	0	2.	0	0	-
89	Lakhimpur (lilabari)	0	0	5	0	0	-
00	Shimla	0	0		0	0	
10	Tezpur	0	0		0	0	-
)2	Jalgaon	0	0	-	0	0	-
)3	Pasighat	0	0		0	0	
)4	Jharsuguda	5	0	- 2	12	0	-
-	7 Domestic Airports	2127	2284	-6.9	11562	10590	9.2
	9 St.Govt. / Pvt		6				
)5	Shirdi	0	0	77.0	0	0	20.1
)6	Lengpui(aizwal)	34	77	-55.8	169	235	-28.1
)7	Nanded	0	0	-	0	0	-
8	Vijayanagar	0	0	-	0	0	
9	Durgapur	0	0	-	0	0	05.5
	Nasik(Hal ozar)	0	6		7	55	-87.3
	Mundra	0	0	-	0	0	
	Jagdalpur	0	0	-	0	0	
	Pithoragarh	0	0		0	0	-
	St.Govt. / Pvt Airports	34	83	-59.0	176	290	-39.3
	Other Airports	0	0	-	0	0	-
	nd Total B+C+D+E+F)	288532	304716	-5.3	1423741	1494088	-4.7

Source: A.A.I.

Source: LP.A.



# TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

# (DURING APRIL TO SEPTEMBER'2019\* VIS-A-VIS APRIL TO SEPTEMBER'2018)

PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	al	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2018-19
KOLKATA													
Kolkata Dock System	TRF APRIL-SEPT., 2019 TRF APRIL-SEPT., 2018	347	349	21	248	25	- 6	1140	5012	345	1834	8980	-0.26
oldic Dools Committee	TRF APRIL-SEPT, 2019	4318	2541	1582	49	150	1070	7822	1622	96	3548	22717	
Haidia Dock Complex	TRF APRIL-SEPT., 2018	4149	2479	219	130	234	1087	7378	1544	96	3829	21049	7.92
TOTAL: KOLKATA	TRF APRIL-SEPT, 2019	4665	2890	1603	312	156	1070	8962	6634	435	5382	31674	
	TRF APRIL-SEPT., 2018	4559	2777	219	199	259	1096	8572	6639	428	2709	30029	5.48
PARADIP	TRF APRIL-SEPT., 2019	19383	829	9941	208	1813	13479	6380	111	2	3408	55552	
	TRF APRIL-SEPT., 2018	17813	852	2547	1	2201	60091	6382	83	9	4011	22898	2.02
VISAKHAPATNAM	TRF APRIL-SEPT, 2019	9203	1039	6639	1031	220	3836	4335	4488	261	3959	34750	0.41
THE PARTY OF THE P	TRF APRIL-SEP1., 2018	1/92	5701	6674	1090	554	2283	3084	1965	177	4848	20/16	9.41
KAMAKAJAK(ENNOKE)	TRF APKIL-SEP1., 2019	2343	11		55		2002	408	1352	9	16/4	79/61	4.00
	IRF APRIL-SEPI., 2018	2384	00		'		11/99	/03		4	1304	0/691	-4.88
CHENNAI	TRF APRIL-SEPT., 2019	0089	774			69			14204	736	2893	24740	
	TRF APRIL-SEPT., 2018	6785	762	,	•	83	)		16093	834	3414	27137	-8.83
V.O.CHIDAMBARANAR	TRF APRIL-SEPT., 2019	310	673	•	102	306	3370	3005	8521	425	1979	18266	
	TRF APRIL-SEPT., 2018	314	462	66	113	209	4450	1725	7576	371	1830	16778	8.87
COCHIN	TRF APRIL-SEPT., 2019	11330	247		22	75	a		4311	312	099	16645	
	TRF APRIL-SEPT., 2018	11218	219		15	85	43		3814	279	512	15906	4.65
NEW MANGALORE	TRF APRIL-SEPT, 2019	1066	892	2296	256	58	2439	472	1120	78	430	17864	
	TRF APRIL-SEPT., 2018	11774	1011	2061	218	91	2783	803	1013	89	425	20179	-11.47
MORMUGAO	TRF APRIL-SEPT., 2019	311	123	714	27	-	700	3906	212	16	1639	7632	
	TRF APRIL-SEPT., 2018	299	279	3188	124		558	2853	230	18	1698	9229	-17.30
MUMBAI	TRF APRIL-SEPT., 2019	18424	1048	3290	171	54	2125	1212	191	15	3618	30103	
	TRF APRIL-SEPT., 2018	18243	266	2301	110	83	1543	841	175	14	5155	29448	2.22
J.N.P.T.	TRF APRIL-SEPT., 2019	2025	1352	10	400	0		*)	30574	2573	459	34410	
	TRF APRIL-SEPT., 2018	2195	1416	1	1	1	•	•	30718	2519	483	34812	-1.15
DEENDAYAL	TRF APRIL-SEPT., 2019	32224	5225	277	2388	46	8199	019	3316	214	8762	61047	
	TRF APRIL-SEPT., 2018	31310	4937	929	2234		8133	392	1712	103	9236	58630	4.12
ALL PORTS	TRF APRIL-SEPT., 2019	117119	15169	24760	4570	2797	44873	29290	75004	5140	34863	348445	
	TRF APRIL-SEPT., 2018	114686	14797	18390	4103	3365	51697	25415	72040	4867	38885	343378	1.48
% Variation from previous year	/Agr	212	150	34.64	34 64 11 38	16.88	13.20	15.25	4 11	5.61	10.24	1.40	



### ट्रकों की जांच, जब्ती व ट्रांजिट रूल होंगे साफ

जीएसटी से जुड़ी विसंगतियों को दूर किया जाएगा, नए सिरे से जारी होंगे स्टैंडर्ड ऑपरेटिंग प्रोसीजर

 राज्यों में जांच-पड़ताल, जब्ती और टैक्स रेट के प्रावधानों की आड़ में शोषण की शिकायत करते आ रहे ट्रांसपोर्टर्स को कुछ राहत मिल सकती है

नर्ड दिल्ली, टी.टी.एन. । एक राज्य से दूसरे राज्य के लिए चले माल की बीच के राज्यों में जांच-पड़ताल, जब्ती और टैक्स रेट के प्रावधानों की आड़ में शोषण की शिकायत करते आ रहे ट्रांसपोर्टर्स को कुछहद तक राहत मिल सकती है। शीर्ष केंद्रीय जीएसटी अधिकारियों ने ट्रांसपोर्टर्स को भरोसा दिलाया है कि इनसे जुड़ी विसंगतियों को दूर किया जाएगा और जल्द ही नए सिरे से स्टैंडर्ड ऑपरेटिंग प्रोसीजर जारी होंगे।

ट्रांसपोर्टर्स का एक डेलिगेशन केंद्रीय जीएसटी कमिश्नर (पॉलिसी) योगेंदर गर्ग से मिला और शिकायत की कि अगर कोई माल दिल्ली से मुंबई जा रहा है तो बीच के राज्यों में जगह-जगह उन्हें रोककर छानबीन की जा रही है। चूंकि टैक्स इंसिडेंस सिर्फ ओरिजिनेटिंग



और डेस्टिनेशन स्टेट से संबंध रखता है, ऐसे में बीच के राज्यों में छानबीन और वैल्यूएशन चेंज करने की कोशिश का मकसद शोषण होता है। इसके अलावा अगर एक ट्रक में कई पार्टियों का माल लदा है, तो किसी एक कंसाइनमेंट से जुड़े डिफॉल्ट के लिए पूरा ट्रक रोकना उचित नहीं है। इन दोनों ही मुद्दों पर कमिशनर ने इंडस्ट्री की राय से सहमति जताई और कहा कि इस बारे में जल्द ही स्पष्टीकरण और निर्देश जारी किए जाएंगे।

दिल्ली गुड्स ट्रांसपोर्ट ऑगंनाइजेशन के प्रेसिडेंट राजिंदर कपूर ने कहा कि कई जगह डिफॉल्ट के नाम पर माल की कुल कीमत के बराबर पेनाल्टी वसूली जा रही है, जबकि यह देय टैक्स की रकम के बराबर होनी चाहिए। ऐसा सिर्फ तभी होना चाहिए, जब कंसाइनर का वजुद साबित नहीं होता।इस पर कमिश्नर ने कहा कि अगर माल भेजने वाली पार्टी यह प्रमाणित कर दे या अथॉरिटी ट्रांसपोर्टर के नाम कर दे तो वह मान्य होगा और टैक्स वैल्यू के बराबर ही पेनाल्टी वसूली जाएगी। उन्होंने यह भी कहा कि जीएसटी कार्जेसल में इस बारे में संशोधन प्रस्ताव रखे जा सकते हैं।

बैठक में शामिल ऑल इंडिया टांसपोर्टर्स वेलफेयर एसोसिएशन के पूर्व प्रेसिडेंट प्रदीप सिंघल ने कहा कि ई-वे बिल की वैलिडिटी पार्ट-बी से गवर्न होनी चाहिए न कि पार्ट-ए से। अगर बिल की वैलिडिटी 15 दिन है, लेकिन बीच में ट्रांसपोर्ट ट्रॉजिट या गोदाम में माल रखने की जरूरत पड़ी तो वह अवधि वैलिडिटी ले बाहर रखी जानी चाहिए। कमिश्नर ने माना कि जब माल स्टोरेज में हो तो उस समय के लिए पार्ट-बी की जरूरत नहीं होनी चाहिए। इस बारे में भी नियम स्पष्ट किए जाएंगे। टांसपोर्टर रिवर्स चार्ज मेकेनिज्म को लेकर भी आशंकित हैं और विभाग से सफाई चाहते हैं। उनका यह भी कहना है कि जब सरकार फिजिकल चेकपोस्ट खत्म कर चुकी है तो बीच में गाडी रोकने का औचित्य नहीं बनता।

### सफर को आसान बनाने का दावा, जल्द आएगा वन नेशन वन टैग

परिवहन मंत्रालय आने वाले दिनों में इस संबंध में बैठक करने जा रहा है

 नेशनल हाईवे टोल प्लाजा से गुजरने वाले वाहनों के लिए को फास्टैंग खरीदने की डेडलाइन 1 दिसंबर है

नई दिल्ली, टी.टी.एन.। जल्द ही आपको टोल नाकों पर टैक्स देने के लिए अलग-अलग टैग नहीं दिखाना होगा। अलग-अलग टैग की समस्या को खत्म करने के लिए आने वाले कुछ महीनों में वन नेशन वन टैग प्रणाली को लॉन्च किया जाने वाला है। इससे आप एक ही टैग के जरिए किसी भी शहर में एंट्री ले सकेंग, जिससे न सिर्फ लोगों का समय बचेगा वरिन्क उन्हें सहिलयत भी होगी।

मीडिया रिपोर्ट्स के मुताबिक, फिलहाल बाहन चालकों द्वारा इस्तेमाल किया जाने वाला फास्टैंग स्मार्ट टैंग सिफ्त राष्ट्रीय हाईवे नेटवर्क और कुछ राज्यों की सड़कों पर टोल टैक्स चुकाने के लिए ही किया जा सकता है। दिल्ली आने वाले सभी कमशिंबल वाहनों को अलग से टैंग लेना पड़ता है। इस टैंग को नगरनिगम



### बैठक में होगा फैसला

सूत्रों के मुताबिक, सड़क परिवहन मंत्रालय ने वन नेशन वन टैग के लिए सभी राज्य सरकारों को एक साथ लाने के लिए ट्रांसपोर्ट मंत्रियों और शीर्ष अधिकारियों के साथ एक बैठक रखी है। अक्टूबर के ट्रूसरे सप्ताह में होने वाली इस बैठक की अध्यक्षता नितिन गडकरी करेंगे। ट्रांसपोर्ट मंत्रालय ने एनएच टोल प्लाजा से गुजरने वाले सभी वाहनों को फास्टैंग खरीदने के लिए 1 दिसंबर की डेडलाइन दी है।

जारी करता है। अगर और भी नगर निगम दिल्ली मॉडल को फॉलो करने लगेंगे तो ऑल इंडिया परिमट वाले कमर्शियल वाहनों पर कई

टैम लगाने पहेंगे। लिहाजा नगर निगम टोल टैग और फास्टैंग को एक प्लेटफॉर्म पर लाने की

आउटर रिंग रोड और

महाराष्ट्र और मध्य प्रदेश

में राज्य सड़क विकास

वाली कुछ सड़कों को

प्राधिकरण के तहत आने

मिलकार 17 राज्य सडकों

के लिए टोल का भुगतान

किया जा सकता है।

### राष्ट्रीय लॉजिस्टिक्स नीति, कैबिनेट के पास मंजूरी के लिए पहुंचा मसौदा

 देशभर में बिना किसी अवरोध के वस्तुओं का होगा परिवहन, माल परिवहन पर होने वाले खर्च में आएगी कमी

नर्ड दिल्ली, टी.टी.एन.। वाणिज्य मंत्रालय ने प्रस्तावित राष्ट्रीय लॉजिस्टिक्स नीति का मसौद्य मंजूरी के लिए कैबिनेट के पास भेज दिया है। यह जानकारी सोमवार को एक वरिष्ठ अधिकारी ने दी। प्रस्तावित नीति का मुख्य मकसद देशभर में बिना किसी अवरोध के वस्तुओं के परिवहन को बढ़ावा देना और कारोबारियों के लिए माल परिवहन पर होने वाले खर्च को कम करना है। विशेष सचिव (लॉजिस्टिक्स) एन शिवसैलम ने कहा कि प्रस्तावित नीति को मंजूरी के लिए कैबिनेट के पास भेज दिया गया है।

उन्होंने कहा कि इस नीति में एक केंद्रीय पोर्टल बनाने की योजना है। यह पोर्टल कंपनियों को एंड-टू-एंड समाधान देगा। यह पोर्टल सभी पक्षकारों को आपस में जोड़ने के लिए एक सिंगल विंडो मार्केट प्लेस के तौर पर काम



करेगा। प्रस्तावित नीति के तहत गोदामों की संख्या और क्षमता बढ़ाई जाएगी। खामियों को दूर की जाएगी, ताकि लॉजिस्टक्स खर्च में कमी आए। लॉजिस्टक्स खर्च यदि अधिक होता है तो भारतीय उत्पादकों की कीमत अंतरराष्ट्रीय बाजार में बढ़ जाती है। इससे उन वस्तुओं का निर्यात कम हो जाता है। भारत में जितना खर्च लॉजिस्टक्स पर होता है, वह जीडीपी के 14 फीसदी के बराबर है। यह अन्य देशों के मुकाबले अधिक है। इस खर्च को घटाकर जीडीपी के नै फीसदी के बराबर लाने की योजना है।





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