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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Identification Of Accident-Prone NH Sections To Enhance Road Safety

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Government Directs NHAI To Ensure Deployment Of Best Technology For Ensuring Success Of The FASTag Project

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Nikola Claims to get Major Breakthrough in Battery Technology

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The Process Began With The National Convention

Ashok Gupta

he National Convention on 'Highway Heroes' was successfully organized by All India Transporters' Welfare Association (AITWA) on November 11 - 12, 2019. The first day of the two-day convention witnessed felicitation and recognition of Highway Heroes for their standout contributions in various capacities. The second day of the event was about articulation and highlights of different aspects of Highway Heroes. Sh. Nitin Gadkari, Union Minister for Road Transport & Highways, who was supposed to be the chief guest of the

for Road Transport and Highways presided over the event and graced the convention. Besides, there were a few dignitaries who spoke on the occasion. There is no need to claim over and again that the goods transportation (via road) sector is the main architect of the growth and development of India's Economy. Also, that it is moving the economy consistently, with a 65 per cent of freight share. But, why in the earth, it is the most pathetically unorganized sector? Is it impossible to achieve? Yes, it is because there is a serious lack of willingness to make it happen. Just analyze where this attitude has landed

There is a cry for drivers. Owing to lack of job security and facilities, drivers are moving to other professions and also discouraging people of their generation and up-coming generation to not pick commercial driving as their means to earn bread and butter

main event could not make it for his prior commitment but he was there in the early morning to flag off the campaign – Highway Heroes and also recorded a message for the driver community and the participants of the event, where he spoke about how the government can help the cause. Gen. (Rtd) VK Singh, union state Minister

the sector into. There is a cry for drivers. Owing to lack of job security and facilities, drivers are moving to other professions and also discouraging people of their generation and up-coming generation to not pick commercial driving as their means to earn bread and butter.

Truck driving is considered as a



skilled employment in the western countries. Unfortunately, in India we treat them not more than labours. The truck drivers across Europe and America make decent amount annually to make a comfortable lifestyle and fend for their family. While a truck driver in Canada earns around INR 2.5 million annually (approx), the income goes up to roughly INR 2.6 million in the USA. In Europe, the average annual income of drivers is somewhere around INR 1.2 million. However, in India, the average annual income of a truck driver is less than INR 0.1 million.

The take-home from this convention is that at least a process has begun to change the perspectives of the people towards drivers or Highway Heroes. More importantly introspection will surely start within the industry fraternity, as there is a lot to do from their side. And, hope the government also keeps their promises and act to better the lifestyle of our Highway Heroes.

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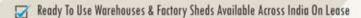


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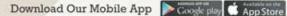






















A Conference So Different!



Mahendra Arya National President, AITWA

hat a launch of Highway Heroes! A convention which was centering around this theme proved truly the right forum to showcase this great initiative of AITWA to the world. This convention made the project Highway Heroes a talk of the country. The highlight of the convention are as follows-

- The presence of the family of Late Highway Hero Vimal Tiwari to accept AITWA's collected fund of Rs. five lakhs. A simple presentation of cheque to the family after the story of Vimal Tiwari's unnecessary sacrifice was told by Abhishek Gupta, Joint Secretary-AITWA. An event which bought tears to the eyes of beholders.
- The efforts became monumental when we could declare that three AITWA members, namely Mr. Pawan Rajgadhia from Kolkata, Mr. Ashish Tekriwal from Delhi and Mr. Ramratan

Agarwal from Ahmedabad decided to finance the education expenses of all three children of Vimal Tiwari, who are studying in Scheel in different classes. These gestures coming from different Zones of India defines the magnanimity of a body called AITWA.

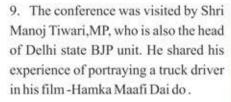
- 3. Mr. Nitin Gadkari, Minister of Road Transport and Highways had to cancel his visit as the Chief Guest of the convention on November 12, 2019 at NDMC Hall due to sudden political situation which cropped up in Maharashtra; the highlight is that he himself invited us proactively to record his speech for the convention on camera, which was shown in both sessions of convention.
- 4. Mr. Nitin Gadkari surprised all by making a brief appearance at 9 AM on November 12, 2019 on his way to the airport. His short visit became a visit so valuable because he inaugurated our Highway heroes campaign truck carrying our message to different parts of India. Shortly 100 such trucks will move on all main routes of India carrying the Highway Heroes message forward.
- 5. General (Retd) V.K.Singh, Minsiter of State, MORTH; spoke about his views of tackling the corruption on highways. He said that the Government is working on the idea of fixing the location of any highway check close to a toll plaza under camera. This will ensure that no RTO

Mr. Nitin Gadkari surprised all by making a brief appearance at 9 AM on November 12, 2019 on his way to the airport. His short visit became a visit so valuable because he inaugurated our Highway heroes campaign truck carrying our message to different parts of India



or any other officer can stop a vehicle at any other location. Being under camera itself will be a big discouragement for corruption.

 For the first time AITWA awarded large transport companies, including non-members of AITWA like All Cargo, Gati, V-Trans etc who have contributed to the national economy in a big way.



10. The conference also enjoyed blessing of BJP Vice President Shri Shyam Jaju who endorsed our project Highway Heroes.

11. AITWA is already covering a series



7. Another first time was awards presentation to transport media stalwarts like Ramesh Kumar of Driver Duniya, Girish Mirchandani of Transtopics and Moninder Singh of Transport TV. Awards were also given for CSR projects and HR activities among transporters.

8. Who else could be the world famous personality other than the Noble prize laureate Shri Kailsah Satyarthi to endorse our social project Highway Heroes. It is heartening to mention that Shri Kailash Satyarthi had been awared Nobel Peace Prize for his project Bachpan Bachao; which was focused on child welfare.

of transport companies in its home publication Parivahan Pragati; we decided to honor such transport companies in person in this conference.

AITWA has taken up a big work in hand. Everyone talked about welfare of drivers, however no one dared to get into such a project of such huge magnitude. However, no dream can be achieved without active support of its members. AITWA is proud if its members and their commitment to the objectives of the association. I am looking forward a speedy movement towards the target.



राजमार्ग के नायक हैं, इनका सम्मान करो ये वंदन के लायक हैं, इनका सम्मान करो !

कष्ट उठा कर , दुनिया का ये कारोबार चलाते इनके बिन कल कारखाने सभी बंद हो जाते ! इनसे जो है रिश्वत लेते , बड़े भिखारी है वो ये मेहनत की खाते हैं , इनका सम्मान करो !

घर से दूर सड़क पर ही बस खाना पीना सोना उनके कैबिन की पट्टी रातों को बने बिछौना। शौचादि की नहीं व्यवस्था, कैसे स्वास्थ्य बचाये वनवासी सा जीवन है, इनका सम्मान करो!

जो इनको अपमानित करते, सभी नरक जाएंगे जो इन पर हैं हाथ उठाते, बड़ी सजा पाएंगे। एटवा इनका साथी है अब, हर पल साथ रहेगा थोड़ी आशा जागी है, इनका सम्मान करो।

महेंद्र आर्य, अध्यक्ष -एटवा



S. K. Kedia National Treasurer, AITWA

National Convention, AITWA: A Way Forward Direction

ery recently a study revealed that over 50 per cent of Indian truck drivers face health issues. Another study unfolds that Indian truck drivers are very poorly paid. The list keeps growing as NGOs and social workers feel that drivers do not get their due and also face social discrimination within their own society.

Yes, there is no denial that unusual long working hours, long periods away from home and family, difficult road and driving conditions, have emerged as issues impacting truck drivers health. Over 50 per cent of truck drivers are on road trips with a minimum 12 hours duration and 46 per cent drive continuously for over six hours with no break. This brings to light the stressful lifestyle of long-distance commercial drivers which also led to illness.

In India, the average annual income of a truck driver is less than INR 0.1 million, which is way far low than a European or a USA truck driver. While a truck driver in Canada earns around INR 2.5 million annually (approx), the income goes up to roughly INR 2.6 million in the USA. In Europe, the average annual income of drivers is somewhere around INR 1.2 million -good enough to lead a comfortable lifestyle and fend for their family.

In addition, Indian truck drivers, who mostly come from villages, are not seen as part of the village society. They face issues in getting married and are treated lowly. Not only that their own employers always see them as suspects of cheating. Further, the RTO officials and police also treat them very badly, often using slang against them and at times manhandling them.

All these cumulatively have demotivated drivers to continue with the same profession and the result is the ratio per 100 trucks has reduced to 58-60 in the last few years.

The National Convention, AITWA (November 11-12, 2019) 2019 was to address all these issues and to give the drivers their due. Their unparallel contribution towards the nation makes them Highway Heroes. The campaign - Highway Heroes was flagged off by Sh. Nitin Gadkari, Union Minister for Road Transport and Highways on November morning.

All India Transporters' Welfare Association (AITWA) is confident that with the support of the government and all the stakeholders the crisis of drivers will be solved and also will be able to contribute to the overall upliftment of the driver's community. In the first phase, AITWA is targeting to reach at least 12 lac drivers in the first phase. Each registered truck driver will be issued a personalized Highway Hero card which will have;

· An identity card carrying his name Driving license number • Aadhaar number • Blood group • Family contacts, · AITWA call centre number etc. . An accident* policy of Rs. 3 lacs on death or 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) • An education helps up to two kids of deceased, each with Rs. 20000 · Transfer cost of mortal remains of deceased to the family (up to Rs. 5000)

(Note: *Not necessary to be a road accident while driving).

Besides, the Rest Houses along Highways at a pitch of 100 to 150 km on national Highways with facilities like secured parking of trucks, toilet facilities, beds for sleeping, food & beverages is on the card to make drivers life easy and better.

We hope and pray all these can be achieved in short duration so that our Highway Heroes can encash maximum benefit through this implementation.

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National Convention, AITWA: An Overview

he All India Transporters
Welfare Association
(AITWA) has added a
new leaf to its list of
achievements. The effort
to improve the lifestyle of
truck drivers and their families has
paid dividends as a positive response
from across all segments have started
to flood in. AITWA named the mission
as 'Highway Heroes' which is a
categorically though-out to salute the
truck drivers, as they deserve all the
respect like the soldiers.

To make the mission a national level agenda, AITWA organized a two-day national convention in New Delhi on November 11-12, 2019. The campaign Highway Heroes - was flagged off by none other than the Union Minister for Road Transportation and Highways Sh. Nitin Gadkari. There were other dignitaries too who preceded the event. Sh. VK Singh, Union State Minister for Road Transportation and Highways; Shyam Jaju, National Vice-president - BJP and Manoj Tiwari, Delhi State President - BJP were the notable personalities who graced the occasion.

While the government promised to do a lot more for the sector that has been one of the prime catalysts to boost the

country's economy the latest news reveals that an MoU is being signed between the National Health Authority (NHA) and AITWA. According to the agreement, NHA will provide healthcare services to truck drivers under 'Ayushman Bharat -Pradhan Mantri Jan Arogya Yojana' (PM-JAY) scheme. Further, both the parties will work together to identify 10 million truck drivers and employees at transport companies who could be eligible beneficiaries for the scheme. The Common Service Centre (CSC) will facilitate the verification of drivers using NHA's Beneficiary Identification System (BIS).

Through this collaboration, thousands of eligible families will be able to access in-patient care for serious illnesses at a country-wide network of 19,002 government and private hospitals empanelled under the scheme. This is no less than a victory for AITWA who single-handedly started the campaign for the betterment of drivers.

For long we have heard of drivers' unusual long working hours, long periods away from home and family, difficult road and driving conditions but never thought that all these issues can impact truck drivers' health so badly. A recent study revealed that over 50 per cent of Indian truck drivers are on road trips with a minimum 12 hours duration and 46 per cent drive continuously for over six hours with no break. This brings to light the stressful lifestyle of long-distance commercial drivers which also led to illness.

So, when the partnership between NHA and AITWA broke AITWA felt to be at the top of the world. There is an iota of doubt that the Ayushman Bharat - Pradhan Mantri Jan Arogya Yojana (PM-JAY) scheme will benefit over 50 per cent underprivileged Indian truck drivers to overcome health issues.

Besides, the Union Minister has also spoken of developing roadside amenities within a stretch of 100 to 150 km on National Highways. These platforms will have facilities like fuel stations electric charging stations, gas stations, drivers' club and quality dhabas for meals.

Let's uncover what the speakers have to say about the Highway Heroes project and what more the government is planning to offer:

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Nitin Gadkari

Union Minister for Road Transportation and Highways on National Convention, AITWA

Sh. Nitin Gadkari, Union Minister for Road Transport & Highways, was supposed to be the chief guest of the National Convention on 'Highway Heroes' (November 11 – 12, 2019) organized by All India Transporters' Welfare Association (AITWA) but his prior commitment for Guru Nanak Ji's 550th Birth Anniversary forced him to miss the event. However, he flagged off the campaign in the early hours of November 12, 2019, and recorded a message for the industry fraternity and people related to the industry.

Sh. Gadkari started his message with a sorry note for not being able to make it to the occasion but promised to be there whenever such an event is organized next time.



He stated that the transport sector is very vital for India's economic development and job creation. And since it is such an important sector, it is the duty of the government to boost and look after the sector. Therefore, the government is planning to introduce LNJ fuel for commercial vehicles, which according to him will be the future fuel and help reduce the logistics cost by 40-50 per cent as compared to diesel. Moreover, it will also reduce pollution level. So, it will be the advantage of four in a pack of one. The truck owners will avail the benefit of import, substitute, cost-effectiveness and cut in pollution level while opting for LNJ fuel. Further, the double excel or above models will get the maximum benefit.

Elaborating more on the front, he mentioned that the government is also working on the other options of fuel to reduce the cost. As the imported fuel cost is high, one option that the government is going ahead with is biogas which will be created from bio wastage. This will be available primarily for passenger vehicles. Besides, running a vehicle in an electric mood is also in the pipeline. The electric mode is green as well as the cost-effective way. The first 10 km of Delhi – Mumbai Highway is already planned as e-highway and the electric mode will be operational soon.

Sh. Gadkari also focused on other various issues of truckers. Following are a few;

Home Delivery of Documents: According to The union minister revealed that planning is on for home delivery of documents like Vehicle Fitness Certificate, Pollution Certificate, and Driver's License. No doubt, this will save a lot of time of owners and drivers.

Corruption: Sh. Gadkari says that giving and taking bribe is unlawful. He refused to accept that home delivery of documents will increase the corruption level and said that if someone is asked for a bribe he should complain against the pursuer.

Driving Training School: Quality drivers can only be produced through proper training. Therefore, the government is planning to come up with driving training schools to nurture the skills of prospective drivers. Their performance will be evaluated through computer hence the driving license will be authenticated.

AC Cabins for Drivers: Sh. Gadkari disclosed that truck manufacturers are being instructed to make an Air Conditioned driver's cabin, as drivers spend most of their lifetime inside the cabin. This will help drivers to remain calm and avoid road accidents. Around 5,00,000 accidents happen every year in India.

New Highway: The improved new highways and seamless movement of trucks will better the speed and efficiency level of each truck. Currently, a truck makes 4-5 trips on Delhi-Mumbai road but will be able to make 7-8 trips after the new highway gets operational.

FASTag: From December 1 every toll will be FASTag compliant, which will free trucks from the long queue at the check post. One can get the E-12 stickers and avail the facility. Further, the government is also coming up with a mobile app and e-recharge coupons to make the process easy for highway commuters.

Roadside Amenities: The government is planning to present roadside amenities for highway commuters. They will be able to avail the facility of fuel stations, electric charging stations, gas stations, drivers' club and quality dhabas for meals.

Member of SSI: Sh. Nitin Gadkari is also the minister for MSME and requests the truck owners to be the member of SSI which will entitle goods carrier companies to avail the facility of 16-17 benefits that is meant for its employees.

The Union Minister for Road Transportation and Highways promised for better days in the near future and told that the enhanced road conditions will make driving efficient and enable drivers to cover up to 400 km instead of current 200 km. He concluded his message by wishing AITWA for a meaningful convention.



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V.K. Singh

Union State Minister for Roads Transportation and Highways on National Convention, AITWA

November 11, 2019, the first day of the National Convention, AITWA on Highway Heroes glittered by the presence of General (Retd.) VK Singh, Union State Minister for Road Transportation and Highways. At the outset of his speech he greeted Shyam Jaju ji, National Vice-president - Bharatiya Janata Party (BJP), the dignitaries and all the people involved with the Goods Carrying Road Transportation Sector, including members of AITWA and the Highway Heroes, recognized for their special attributions towards society.



Talking about the Goods Carrier Sector he begins with, "Nitin Gadkari ji must have spoken how crucial the sector for the economic development of the nation." Going on to elaborate the same, General Singh says that, when a truck reaches the destination on time it makes all happy. From the freight owner to the party who placed the order, and of course, the driver, who can have a sigh of relief after meeting the deadline. But during the course, the anxiety never leaves the fright owner at peace, as he has to constantly remain in touch with the truck driver to know the current status of the truck; where has the truck reached? Are the goods delivered? —are a few questions that always pock over his head.

Once the goods are delivered safe and on time the truck owner still cannot make the bond with peace, as he now becomes worried about what to bring back in the return trip. The driver too has his own concerns. Where to halt for a break; where to have the meal and how to cross the area of notorious activities safe; are some of the pivotal issues that preoccupy his mind.

The Union State Minister further adds that the government not only understands the role of the Road Goods Carrier sector but also recognizes the value it carries for the society. The reason why he says, the government is chocking a strategy to improve the sector. According to him, the government has already decided to begin the proceedings with;

Driving School: Quality drivers can only be produced through proper training. The school will nurture the skills and also provide authenticated driving license. Only the deserving and candidates with calibre will be issued with a driving license. The process will eventually end fake license or license issued through bribes.

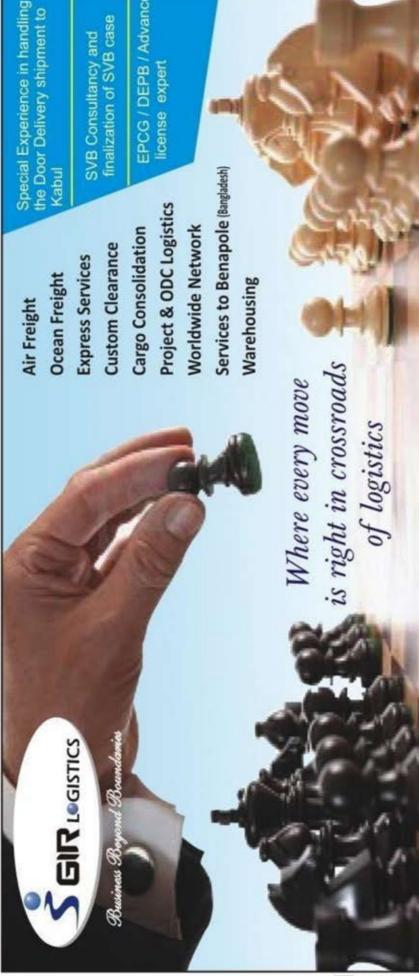
Driving License Renewal: It has been a trouble for drivers to renew their licenses and a lot of time being wasted on the course. Government will reconsider the process and renewal will be made easy. Drivers will not have to go through the hectic schedule again.

Halt of Trucks: It is often observed that trucks are being halted by people dressed in khaki clothes. Not sure if they are real policemen trouble the drivers, as the only thing required to look like a policeman is a pair of cloth and a stick. Two persons dressed as policemen can easily get involved in such unlawful activity. To counter such activities, the government is coming up with a system which will allow checking or halting of a truck only near a toll. This place will have light and camera to record the events so that unnecessary or unlawful acts can be stopped.

FASTag: From December 1 every toll will be FASTag compliant, which will help to implement e-way bills effectively. The process will also assist to track a vehicle. This will come to place in next 6-7 months.

The minister also asked for suggestions on the issue of warehousing. He asked AITWA to get involved for the process and come out with inputs for the same. Where the warehouses should be constructed? How far it should be from expressway? Shall the small cities especially between eastern and western peripheries should be identified for warehouses, where the small carriers can be used to carry the goods to the destination.

General (Retd.)VK Singh concluded his speech by saying that AITWA should approach the ministry for any other issues with suggested solutions, so that the government can take the action fast to improve enhance the Road Goods Transportation Sector.



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Shyam Jaju

National Vice-president -Bharatiya Janata Party (BJP) on National Convention, AITWA

Sh. Shyam Jaju, National Vice-president - Bharatiya Janata Party (BJP) was one of the guests at National Convention, AITWA (November 11, 2019) on Highway Heroes. His speech grabbed the attention of the audience is indeed a change of direction and a new leaf in the history of Indian society. The same should be replicated in other fields to take the nation towards growth, he further highlighted.

Addressing the government's contribution in a similar capacity, Sh. Shyam ji stated that the Modi led government has implemented Rs. 12 Health Insurance Plan and Atal Pension Plan to benefit common people. According to him, this is again a new beginning as such plans were never thought for commoners.

While addressing the government's contribution towards

achievements he emphasized that the government can only plan and strategize for the development of an industry or a sector but without the participation or involvement of people this is impossible to achieve. He talked about how the long pending issues like the abolishment of article 370 and issue of Ram Janam Bhumi and Babri Majid is settled by the current government.

> On a lighter note, the BJP's National Vicepresident has asked for crediting him for introducing General (Retrd.) VK Singh, Union State Minister for

Road Transportation and Highways to politics. He rounded off his speech with all the best wishes for the campaign-Highway Heroes.



as she beautifully intertwined the issues of Road Goods Transportation and Highway Heroes with many live examples. He communicated how the Technology and Change of Perception have enabled India to create a different image of India in the world map.

Referring to a statement of Sh. Nitin Gadkari, Union Minister for Road Transportation and Highways, he mentions that Gadkari ji believes America is rich because America's roads are rich. The neat and clean roads help transports deliver goods efficiently and on time, and this can only be possible through mass participation.

However, Sh, Jaju is very happy to see the All India Transporters' Welfare Association (AITWA) working for a cause that is more human-centric. He went on to add that the respect and the recognition given to the truck drivers as Highway Heroes is a change of perception. The thinking process has undergone a sea change and there is no place for the very idea of treating divers as labour or a slave. This



"Knowing Is Not Enough; We Must Apply. Wishing Is Not Enough; We Must Do." - Johann Wolfgang Von Goethe



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Manoj Tiwari

President – Delhi State Unit, Bharatiya Janata Party (BJP) on National Convention, AITWA

Manoj Tiwari, one of the leading singers and actors of the Bhojpuri film industry joined BJP in 2013. However, very soon he came to prominence as a political leader when his party unanimously decided to make him the head of the



यदि राष्ट्र एक मानव शरीर है, तो हमारे राजमार्ग इसकी धमनियां और ट्रक ड्राइवर खून है! ट्रक ड्राइवर देश को आगे बढ़ाता है

Delhi wing. On November 12, 2019, he made his presence felt with witty comments and his experiences as a driver.

He opened up his speech by greeting the dignitaries on the dice and the former Member of Parliament Sh. Vijay. The next thing he did was to compare the National Highways and truck drivers with human veins and blood. He let the audience imagine National Highways as human veins and drew a parallel between the two. Similarly, he also stated that a driver is like the blood in the human body, it should flow freely — without any blockage, without any hindrance. So, that the human body or in this case economy sails at a smooth pace.

Sh. Tiwari mentioned that he felt nostalgic about hearing the word driver. Adding how he always felt connected to the word he went on to narrate his own days as a driver. Catching a funny angle Sh Tiwari revealed that though he was not a truck driver he was indeed a tractor driver. Sh. Manoj Tiwari also disclosed that his first earning came from the same profession.

Speaking about a character (truck driver) that he played in a film he elaborated what a driver has to go through if an accident is committed. The instant physical torture from the mass is one but he also has to face lifelong humiliation from society. He felt that this is why proper driving is necessary.

The BJP head of Delhi believed that though unskilled drivers acquire the skill gradually and also aware of the severe consequences, there is still a need for training. According to him, every driver should have life and medical insurance. And an on-time help for the drivers' family at the time of crisis is inevitable to make their life secured. Taking no further time he announced that considering all these aspects the central government has taken a decision to introduce Ayushman Bharat Pradhan Mantri Jan Arogya Yojana for truck drivers. The yojana offers up to Rs. 5,00,000 free medical treatment. This offer will be available to 12,00,000 drivers at the first phase.

Praising the Prime Minister Sh. Narendra Modi, he stated that the head of the nation believes in details. According to him, Sh, Modi also give importance to resolve even the small issues. He uttered that the old strategy of keeping the issues alive for political mileages is fading now as the new breed of politicians are entering into the equation. He wished All India Transporters' Welfare Association (AITWA) all the best for the campaign – highway Heroes and signed off from the dice.

X



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एक हाईवे हीरो भी एक नेशनल हीरो है



जब भी हम राष्ट्रीय हीरो की बात करते हैं तो अक्सर जवाब मिलता है एक सेना का सिपाही, जो अपने परिवार से दूर, देश की सरहद पर दुश्मनों का मुकाबला करता है। अपनी जान की बाजी लगा देता है। या फिर जवाब आता है एक किसान, जो कड़ी चिलचिलाती धूप में, मूसलाधार बरसात में या फिर कड़कड़ाती सर्दी में भी अपने खेत में जा कर फसल उगाता है। सारे देश का पेट भरता है। हमारा अन्नदाता है। लेकिन कोई भी यह नहीं कहता की हमारे राष्ट्रीय हीरो एक ट्रक ड्राइवर है? ऐसा क्यों? क्या उसका योगदान इन दोनों के समकक्ष नहीं है? आम आदमी के रोजमर्रा की चीजें – कपड़े, भोजन, अखबार, दूध, डीजल-पेट्रोल – कौन सी वस्तु बिना ड्राइवर के

'हाईवे हीरोज' अभियान -ये उस अभियान का नाम है जो राष्ट्रीय स्तर की ट्रांसपोर्ट एसोसियसन एटवा ने देशव्यापी स्तर पर एक छेड़ा है। ये अभियान हमारे ट्रक ड्राइवर भाइयों के नाम है। हम ट्रक ड्राइवर भाइयों को अब से हाईवे हीरोज नाम से पुकारेंगे संभव है ? क्या एक ट्रक ड्राइवर भी हमारा राष्ट्रीय हीरो नहीं है ? हमारे पूर्व प्रधानमंत्री स्वर्गीय लाल बहादुइ शास्त्री ने देश को एक नारा दिया था – जय जवान जय किसान। अब समय आ गया है की उस नारे में एक कड़ी और जोड़ दी जाए – जय सारथी जय भारती।

'हाईवे हीरोज' अभियान – ये उस अभियान का नाम है जो राष्ट्रीय स्तर की ट्रांसपोर्ट एसोसियसन एटवा ने देशव्यापी स्तर पर छेड़ा है। ये अभियान हमारे ट्रक ड्राइवर भाइयों के नाम है। हम ट्रक ड्राइवर भाइयों को अब से हाईवे हीरोज नाम से पुकारेंगे। सिर्फ पुकारेंगे ही नहीं बल्कि उनके अधिकारों और सुरक्षा के लिए एक वृहद् कार्यक्रम की घोषणा भी की है। देश की अर्थ व्यवस्था पर मंडराता खतरा ट्रकों के अनुपात में ड्राइवरों की संख्या निरंतर घट रही है। एक अनुमान के अनुसार ये संख्या है 650 ड्राइवर; 1 हजार गाड़ियों के अनुपात में। ट्रक बढ़ते जा रहें हैं, ड्राइवर घटते जा रहे हैं। नए ड्राइवर शहरों में एयर कंडिशन्ड टैक्सी चलाना पसंद करते हैं; हाईवे की धूल फांकने की जगह।

ऐसे में देश की अर्थ व्यवस्था का क्या भविष्य है? ट्रांसपोर्ट उद्योग का क्या भविष्य है? ट्रकों की विक्री में मंदी भी इसी बात का एक उदहारण है। अगर कुछ नहीं किया गया तो पूरे देश के लिए ये एक संकट बन जाएगा।



आयुष्मान भारत के अंतर्गत अब हर ट्रक ड्राइवर के परिवार को 5 लाख रूपये तक नि:शुत्क उपचार

चुनौती करने का फैसला - आल इंडिया ट्रांसपोर्टर्स वेलफेयर एसोसिएशन (एटवा) ने इस चुनौती को हाथ में लिया है। एटवा ने ड्राइवर के जीवन में महत्वपूर्ण परिवर्तन करने के लिए कार्यक्रम बनायें हैं। एक राष्ट्रव्यापी आंदोलन शुरू किया है, जो इस विषय पर जागृति फैलाएंगे। सरकार से बहुत सारे विषयों पर सहयोग माँगा है। देश के सभी उद्योग घरानों से हम सहयोग मांग रहें हैं। सभी ट्रांसपोर्ट असोसिएसनों से इस कार्यक्रम में जुड़ने का आह्वान किया है। ये एक सामृहिक यज्ञ है।

एटवा के कार्यक्रम के मुख्य विषय -

- ट्रक ड्राइवर को सन्मान देने का उद्घोष
- मुफ्त एक्सीडेंट बीमा 3 लाख का, उसके साथ 50 हजार तक का हस्पताल का खर्च, मृत्यु या अपंग होने की स्थिति में दो बच्चों को शिक्षा के लिए बीस बीस हजार की वित्तीय सहायता, इसके अलावा एम्बुलेंस, मरहम पट्टी आदि का खर्च।
- एक आपातकालीन हेल्प लाइन जो 24x7
 डाइवर के लिए उपलब्ध रहेगी
- एक पहचान पत्र जो उसके ड्राइविंग लाइसेंस और आधार कार्ड की जांच के बाद बनाया जाएगा
- सरकार के देशव्यापी कार्यक्रम आयुष्मान भारत के साथ मिलकर सूची में शामिल ड्राइवरों को 5 लाख की मुफ्त मेडिक्लेम पालिसी दिलाना
- जो सरकारी सूची में नहीं हैं उनके लिए राज्य स्तर पर बात करके यथासंभव योजनाएं लाना
- श्रम मंत्रालय से मिलकर अव्यवस्थित श्रमिकों को मिलने वाली योजनाओं का लाभ जुटाना
- हाईवे पर चल रहे भ्रष्टाचार का निर्मृलन
- सड़क सुरक्षा के कार्यक्रम करना
- हाईवे पर विश्राम स्थल और अन्य सुविधाओं पर काम करना

कार्यक्रम की वित्त व्यवस्था - एटवा ने पूरे कार्यक्रम के लिए एक बजट बनाया है जिसका आधार है प्रति ड्राइवर रुपैये 600 की लागत। 4 वर्षों में 12 लाख ड्राइवरों का लक्ष्य। लक्ष्य प्राप्ति के बाद कीमत होगी होगी सालाना 72 करोड़ रुपैये। धनराशि बहुत बड़ी है; समस्या उससे भी कई बड़ी है।

हम अपील करते हैं - सभी लॉजिस्टिक कंपनियों से, औद्योगिक घरानों से, सरकारी प्रतिष्ठानों से तथा सरकार से - कि हमारे कार्यक्रम के विस्तार को देखते हुए इस कार्यक्रम में हमारा आर्थिक सहयोग करें। इस पूरे प्रकल्प का हिसाब किताब अलग से रखा जाएगा और सभी दान दाताओं के लिए उपलब्ध होगा। एटवा आयकर में 80 जी में

21

पंजीकृत है।

सरकार का सहयोग - एटवा को सरकार से पूरा सहयोग मिल रहा है। हमारे आदरणीय परिवहन मंत्री श्री नितिन गडकरी जी ने अपने पूरे सहयोग

एटवा को सरकार से पूरा
सहयोग मिल रहा है। हमारे
आदरणीय परिवहन मंत्री
श्री नितिन गडकरी जी ने अपने
पूरे सहयोग का वादा किया
है। हमने नेशनल हेल्थ
ऑथोरिटी के साथ एक
एमओयू साइन किया है,
जिसके अनुसार देश में 100
छोटे बड़े शहरों में हम
आयुष्मान भारत में
अनुसूचित ड्राइवरों को इस
मुफ्त योजना का लाभ
दिलवा सकेंगे

का वादा किया है। हमने नेशनल हेल्थ ऑथोरिटी के साथ एक एमओयू साइन किया है, जिसके अनुसार देश में 100 छोटे बड़े शहरों में हम आयुष्मान भारत में अनुसूचित ड्राइवरों को इस मुफ्त योजना का लाभ दिलवा सकेंगे। बाकी अन्य सम्भावनों पर भी स्वास्थ्य और श्रम मंत्रालयों से मिलकर कोशिशों चल रही हैं।

हाईवे हीरोज प्रकल्प सीधा देश के आर्थिक विकास से जुड़ा है। प्रधानमंत्री जी के 4 ट्रिलियन इकोनॉमी के स्वप्न को पूरा करने में महत्वपूर्ण भूमिका निभाएगा। कार्यक्रम की सफलता आधारित है 'सबका साथ सबका विकास' के मूल मन्त्र पर।

जय जवान जय किसान , जय सारथी जय भारती

X

National Convention, AITWA -Covering The Moods Of Participants



Lamp Lighting By AITWA Officials & Dignitaries



I.C. Goel - Sr. Vice President National Council (WZ) Addressing AITWA Convention On Insurance



(L+R) Mr. Saikat Samanta - CEO, Cdr. Ret. Rafi Levi, MD-PIA Consultancy, MOTI KOSOVSKY- Vice President of MOVM - ADI



Sh. Mandeep Manjit Khaira, Head Corporate Sales (Heavy Duty Trucks) & Presenting - VE Commercial Vehicles Ltd.



Sh. S.D. Goyal - General Secretary And S.K. Kedia -National Treasure Of AITWA On The Dais



AITWA Members At Tea Brack



(L+R) Kultran Singh Atwal - AIMTC, Ashok Gupta, Deepak Sachdeva, Subhash Malik from AITWA



Mr. Jatin Arora, Business Head-North - Presenting Daimler India Commercial Vehicles

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Sh. Jatin Luthra-Sr. Vice President-Sales, Business Development & Alliances presenting Freight Tiger Commercial Solutions



Mr. Rajesh Kunjappan presenting Indian Oil Corporation



Sh. Pradeep Singal, Chairman - AITWA Honouring Mr. Saif Siddique Network Manager North Daimler India Commercial Vehicles



Sh. K.K. Bansal, Patron - AITWA Honouring Mr. Rajish Kunjappan of I.O.C.



(L to R) - Pradeep Agarwal, Bijender Kharana And S.D. Goyal From AITWA



Cdr. Ret. Rafi Levi MD, presenting PIA Consultancy Engineering Pvt. ltd.



Sh. Mahendra Arya National President - AITWA Honouring Mr. Yashesh Sampat & Rahul Gadia Edelweiss Insurance Brokers



AITWA Officials Honouring Cdr. Ref. Rafi Levi, MD PIA Consultancy Engineering



Mr. Avinash & Somesh Saboo of eFleet Service being honoured by Sh. Pradeep Singal - Chairman -AITWA



Mr. Mahender Arya - National President Honouring AITWA East Zone Members



(L+R) Mr. Ramesh Agarwal - Rajender Agarwal and Sh. Pradeep Singal - AITWA with Honrable Union Minister RTH Sh. Nitin Gadkari Ji at His Residence



Mr. Mahendra Arya, National President AITWA Welcoming Hon'ble Union Minister, RTH, Sh. Nitin Gadkari



Sh. Ashok Gupta, Sr. Vice President - AITWA Honouring Mr. Saurabh Gupta - Road Ads Pvt. Ltd.



AITWA Members group photograph



Sh. Ashok Gupta - Vice President, Sh. Pradeep Singal - Chairman and Mahendra Arya - National President - AITWA escorting Sh. Nitin Gadkari - Hon'ble Union Minister - RTH



Sh. Mahendra Arya, Pradeep Singal, Ramesh Agarwal Honouring Hon'ble Union Minister - RTH, Sh. Nitin Gadkari



Hon'ble Union Minister - RTH, Sh. Nitin Gadkari Flagging of the Highway Heroes Campaign



AITWA Members at Daimler India Commercial Vehicles Stall



Lamp Lighting by Sh. Vinod Agarwal, MD & CEO VE Commercial Vehicles and AITWA Officials



Sh. Abhishek Gupta, Jt Secretary - AITWA Speaking of Campain by AITWA for Highway Heroes Late Vimal Tiwari



Group Photograph of AITWA Members with Truck Campaigning for Highway Heroes



Sh. Vinod Agarwal MD & CEO - VE Commercial Vehicles with AITWA Members at their Stall



Mr. Mahendra Arya - National President and Sh. S.N. Arya Patron - AITWA Honouring Sh. Vinod Agarwal, MD & CEO -VE Commercial Vehicles



Sh. Vinod Agarwal-MD & CEO, VE Commercial Vehicles with AITWA Members Giving Cheque of Rs. 4,00,000 to Breaved Family of Highway Heroes Vimal Tiwari (Donation Collected by AITWA)



AITWA Officials Launching Highway Heroes - Card



AITWA Officials and Highway Heroes Group Photo on Launching of Highway Heroes Card



AITWA Officals and Sh. Vinod Agarwal Ji Honouring Sh. Maninder Singh - Transport Times



AITWA Officals Honouring -Shriram Transport Finance Co. Ltd.



Sh. Vinod Agarwal MD & CEO Eicher Handing Over The Highway Heroes Card to The Highway Heroes



Sh. S.N. Arya - Patron AITWA with Sh. Ramesh Agarwal and Mahendra Arya Honouring Sh. Vinod Agarwal MD & CEO VE Commercial Vehicles



AITWA Officials honouring Sh. Sohani -CEO -Edelweiss insurance brokers limited



AITWA Officals Honouring -Freight Commerce Solutions



AITWA Members during the lunch



Dr. Vijay Sankeshwar - CMD VRL Logistics Ltd. Welcoming Sh. Manoj Tiwari - President BJP Delhi State



Sh. Mahendra Arya - National President and Officials of AITWA Honouring Sh. Manoj Tiwari - President BJP Delhi State



AITWA Honers Friends of Sh. Manoj Tiwari - President BJP Delhi State



Sh. Pradeep Agarwal - Chairman AITWA Welcoming Sh. Manoj Tiwari - President BJP Delhi State



Ramesh Agarwal - Chairman and Officials of AITWA Presenting Bouquet to Sh. Manoj Tiwari-President BJP Delhi State



Sh. Manoj Tiwari - President Delhi State Addressing AITWA Highway Heroes Convention 2019



Sh. S.D. Goyal - General Secretary AITWA in Q&A Session



Sh. Ramesh Agarwal - Chairman AITWA Discovering - Highway Heroes Project with Gen. (Rtd.) V.K. Singh



Sh. Mahendra Arya - National President Honouring Gen. (Rtd.) V.K. Singh MOS RTH with Other Officials of AITWA



Sh. Ramesh Agarwal - Chairman Honouring Sh. Shyam Jaju - National Vice President BJP with AITWA Officials



Sh. Shyam Jaju - National Vice President BJP is Awarding Excellence Award to Sh. Pradeep Singal for Transport Leadership



Sh. K.K. Agarwal Ji Patron with other Officals of AITWA Presenting Bouquet to Gen. (Rtd.) V.K. Singh MOS-RTH



Gen (Rtd.) V.K. Singh MOS RTH Awarding Excellence Award to Sh. Rajender Agarwal - APML For Driver Sewa Kendra



Sh. Shyam Jaju - National Vice President BJP is Awarding to Sh. S.N. Arya Patron AITWA for Managing AITWA Journal



Sh. Shyam Jaju - National Vice President BJP is Awarding Pride of India Award to Sh. Ashok Goyal - MD BLR Logistics



Sh. Shyam Jaju - National Vice President BJP is Awarding Pride of India Award to Sh. Ramesh Agarwal and Rajender Agarwal from APML



Gen (Rtd.) V.K. Singh MOS RTH Awarding Pride of India Award to Sh. Anjani Agarwal Director -DRS Logistics Pvt. Ltd.



Gen (Rtd.) V.K. Singh MOS RTH Awarding Pride of India Award to Sh. Ramrattan Agarwal MD-Globe ecologistics



Gen (Rtd.) V.K. Singh MOS RTH and Sh. S.D. Goyal National Treasure AITWA



Sh. Shyam Jaju - National Vice President BJP is Awarding Pride of India Award to Sh. K.K. Agarwal - Chairman & MD of CJ Darel Logistics Ltd.



Gen (Rtd.) V.K. Singh MOS RTH Awarding Pride of India Award to Dr. Vijay Shankeshwar CMD VRL Logistics Ltd.



Sh. Shyam Jaju - National Vice President BJP Adressing Highway Heroes National Conversion - AITWA-2019



Group Photo of AITWA Members with Awards

AITWA HIGHWAY HEROES NATIONAL CONVENTION 2019

at NDMC Convention Hall on Nov. 11-12, 2019

n the first day, which was specifically reserved for internal matters and issues, the proceedings started with the Welcome address by Mr. Ashok Gupta, Sr. Vice-President, AITWA, who outlined the important pioneering role played by AITWA in improving the working conditions in the Transport Industry, ever since its inception in 2000.

Mr. Ramashanker Pandey, MD, Hella, gave a presentation on road safety, in his normal, rousing, inspirational style. He said that short circuiting of safety norms create problems.

Mr. Mahendra Arya, National President, AITWA, spoke about the Flagship project Highway Heroes and commented that the cost of insurance (one of the benefits), on a per unit basis, works out to Rs. 600/= each. This is not a great expense to bear. Moreover, the call centre for 24 hour lifeline, will be operative. He also showed satisfaction at meeting very well, the tough, stringent CSR criteria.



The PM's message unveiled in the early morning haze

Eicher's presentation came next, in which they said that Naya Soch in their ads is equivalent to AITWA's Highway Heroes project, through which over two lac drivers have been helped so far.

Edelweiss also gave an impressive presentation, taking pride in their association with Arthur J Gallagher, one of the top Insurance brokers world-wide, known for operating an ethical brokerage. After this, came Bharat Benz, associated with the 130 year old Daimler

(Mercedes, Mitsubishi, etc.)

Freight Tiger, a unified IT platform which provides an end to end solution of IT processing, made a presentation, followed by IndianOil, our own home grown giant in petroleum products and later by PIA consultancy of Israel. Cdr. RAFI Levi of PIA, made an interesting observation in which he made an important statement-Safety systems are expensive; Good safety systems are very expensive; but not having them is even more expensive.

The day's proceedings came to a close with the honouring of all and sundry with presentation of mementoes.



Mr. Nitin Gadkari, Union Minister - MoRTH, put in a presence

The second day's program started earlier than scheduled to accommodate Mr. Nitin Gadkari, who had to change his program, owing to a Gurupurab celebration in his constituency. He showed great sensitivity by coming early morning for a few minutes, on the way to the airport, much to the delight of all the delegates at the convention. He unveiled a new generation truck which was painted with the Prime Minister's message.

The day's program commenced with an address by Mr. Pradeep Singal, Chairman, AITWA, who enumerated some achievements of the organization, saying that the CR Index (CRI) published regularly, is now a benchmark in the industry.

Abhishek Gupta, AITWA, narrated the poignant case of Mr. Vimal Tewari, a professional driver, who after missing a toll booth payment was subjected to brutal beating by bouncers, when he could not pay 10 times the toll amount, as the mandatory penalty. This inhuman attack on the poor



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driver caused his death. AITWA did its bit to alleviate the bereaved family's misery by collecting Rs. 5 lacs by crowd funding, out of which Rs. 1 lac was paid at their home in Balia (UP) and the balance was paid today at the convention. Apart from the above, sponsors come forward to take responsibility for the education (fees, books, uniforms, etc.) of the deceased's children.



The Highway Heroes Card was launched at the event. The target set is 12 lacs for the first 4 years.

The recorded video message from Mr. Nitin Gadkari was played for the first of the total of three times at this point. He gave his support to the Highway Heroes Project. Other significant decisions on the anvil, among others, were:

- * Modernising / digitising services to road users in order to reduce Logistics Cost
- * LNG fuel will be provided which is more cost-effective (savings of 40-50%)
- * Fast tag being made compulsory from Dec. 1, 2019
- *Bio-Mass usage to be increased and import substitution to be done to reduce import costs.

Catch the corrupt—This can be done successfully only with public involvement.

More driving schools to educate and improve quality of driving. The idea is to drastically reduce the 5 lacs accidents that happened last year, out of which 1.5 lacs were fatal.

* MV Act revised.

Excellence Awards were presented to the following:

- Vinod Agarwal, MD, Eicher for supporting the Highway Heroes Project
- 2) TCI for excellence in CSR projects
- Maninder Singh, CEO, Transport TV for Social Media Journalism
- Mr. Rashesh Shah, Chairman & CEO, Edelweiss for supporting the Highway Heroes Project
- Mr. Swapnil Shah, CEO, Freight Tigers, for the support to the Highway Heroes Project.
- 6) Mr. Pawan Jain, Chairman, Safexpress for excellence in Transport Research and H.R. Practices
- 7)Mr. SN Arya, Editor in Chief, for improvements made to Pariyahan Pragati magazine
- 8)Mr. Pradeep Singal, Chairman, AITWA for Transport Leadership

9)Mr. Satyakam Arya, MD & CEO, Daimler India for supporting the Highway Heroes Project

An audio-visual on the Highway Heroes Project was shown.

Pride of India Awards:

- · Mr. Ashok Goyal, BLR Logistiks
- · Mr. Pawan Jain, Safexpress
- · Mr. Ramesh Agarwal, APML
- Mr. Ajay Singhal, Om Logistics
- Mr. JK Gupta, Best Roadways
- · Mr. KK Agarwal, CJ Darel Logistics
- Mr. KK Singhal of IVC Logistics
- Mr. Anjani Agarwal of DRS Logistics
- Mr. M.K. Goyal of Associated Road Carrier
- · Mr. Mahender Agarwal of Gati KWE
- · Mr. Ashok Shah of V-Trans
- · Mr. Shashi Kiran Shetty of All Cargo Logistics
- · Dr. Vijay Sankeshwar of VRL Group
- Mr. Rahul Agarwal of Bhorukha Logistics
- · Mr. Mukesh Haritash, Chetak Logistics
- Mr. Ramratan Agarwal, Globe Ecologistics
- · Mr. Vivek Arya, Rhenus India
- · Mr. Sunil Jain, NECC



Gen. VK Singh, Union Minister of State for Transport said that Transportation is a very important industry. He was in favour of modern driving schools with simulators.

He added that it was unfortunate that the police stops any truck at any time. New rules will permit police to check Trucks only at specific points, like near toll booths with good lights (so that any bribery attempt can be noted).

The final speaker was Mr. Shyam Jaju, a senior BJP functionary, who waxed eloquently on General VK Singh and his own role in converting a decorated general into a politician.

Vinod Kaul

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Carriage By Road Cost Index (CRI) - June 2019

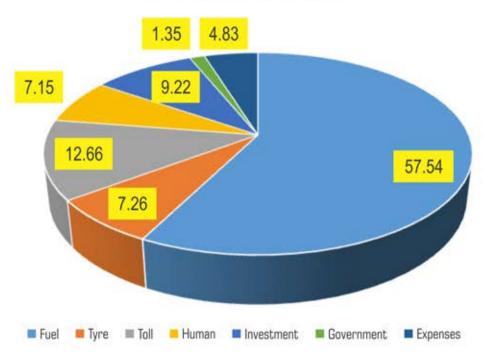
CRI June 2019 - 128.67

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 -Transport Corporation of India (TCI)



Mr. D. P. Agarwal, CMD
Transport Corporation of India (TCI)

The premier integrated multimodal logistics solutions provider in the country was founded in 1958, in Kolkata, by Shri Prabhu Dayal Agarwal, father of the current Chairman & M.D. of Transport Corporation of India (TCI), Mr. D.P. Agarwal. Who has now been at the helm of the organisation, for 51 years.

As with most family owned and run organisations, which start out as simple point to point transporters of cargo, but

over the years get into more specialised services in the same sector, TCI, too, has evolved to include many verticals, all related to Logistics & Warehousing Industry.

TCI has grown from a single truck plying on a single route, to becoming India's leading integrated multimodal logistics service provider. It is with blending of many diverse services that a complete solution emerges. TCI's range of services encompasses the entire gamut of supply chain services from the point of origin to the final end customer by creating customized solutions, as required, for every customer.

TCI & TCI Express are, both, listed on NSE & BSE. TCI has been awarded ISO 9001:2008 and is also IATA certified. Ratings from ICRA and CRISIL are favourable, too.

TCI also has a commendable knowledge sharing initiative, which creates white / research papers on various aspects of Logistics, (last one was on Insurance), using the services of academic centres of excellence, like IIMs, which is available to the industry. They also publish inhouse, magazines such as "Logistics Focus" and "Enroute", on quarterly basis.



Mr. Vineet Agarwal MD - TCI



Mr. Chander Agarwal Director-TCI & M.D. -TCI Express

Mr. DP Agarwal is ably assisted, by his sons, who are professionally qualified and this team (along with a number professionals operating the many verticals of the company), have produced magnificent results in the last fiscal, like:

Annual Group Turnover: Rs. 4300 Cr; IT enabled offices: 1400+; Warehousing Space: 12 Mn Sq. ft.; Moving India's GDP: 2.5% by value, Trucks in Operation Daily: 12000; Coastal Cargo Ships: 7



TCI Trucks of various shapes and sizes





Cargo ready for loading on rakes at a railway yard

TCI was the first to launch several solutions in the Logistics field. Its product offerings include:

*TCI Freight is India's leading surface entity, that provides multimodal transport solutions for cargo of any dimension or product segment, ranging from FTL, LTL, Small packages and Consignments, ODC and Project Heavy Haul (PHH). Automobiles, Equipment & Machinery, etc.

*TCI Express Limited is a leading express distribution specialist.

*TCI Supply Chain Solutions (TCS SCS) is a single window enabler of integrated supply chain consultancy, inbound logistics, in-plant stores and yard management, warehousing / distribution centre management and outbound logistics.

*TCI Seaways has a fleet of seven cargo ships for coastal shipping, agency service and does break bulk, project cargo and containerized business, etc.

*TCI-CONCOR Multimodal Solutions Private Limited, is a joint venture with CONCOR for bulk transport by rail and road, cost effectively.

*Transystem Logistics International Pvt. Ltd. (TLI) is a

joint venture between TCI and Mitsui & Co. a major logistics player, internationally.

*TCI Foundation is the Group's Social arm and fulfils Corporate Social Responsibility. It runs charitable hospitals and schools in rural areas. It has also collaborated with the Bill & Melinda Gates Foundation and National Aids Control Organization, to run programs on Aids interventions and education among the vulnerable trucking community.

*TCI Developers Limited is the real estate arm of TCI Group, and was created to look into the development of commercial properties of TCI, for the most optimum use.

*TCI Institute of Logistics, a group

venture of TCI is a training provider affiliated to National Skill Development Council (NSDC) and Logistics Skill Council(LSC).

The organisation has developed progressively to offer various value added services in Transportation (Express, Global reach, Containerized trucking,

etc., plying 12,000 trucks on the road at any given point of time); Warehousing (12 million sq. ft. space, pan India, Cold chain (Pharmaceuticals, Chemicals, Agro products, etc.)

The company strategy is to cross-sell its broad range of services, deliver to any corner of the world through specialized and trained professional teams to create superlative value for their customers.

TCI is focussed on Road Safety issues, as it is a major killer on roads & highways. The centre stage of this program TCI Safe Safar is an eco-friendly CNG truck that highlights the importance of health & road safety, vide posters and quizzes. This a Pan India initiative launched by Shri Nitin Gadkari, Union Minister of MoRTH.

TCI has a lot of talent in their organisation, from the controlling family and also from carefully nurtured professional managers.

By all estimates, TCI has done extremely well in all these years and can be expected to continue their lead role in the Indian market, for the foreseeable future.



A TCI Warehouse



Questionnaire

(1) How long have you been in operation?

It was founded in 1958 by Mr. Prabhu Dayal Agarwal, (father of the present Chairman Mr. DP Agarwal) at Kolkata, India.

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

We are into Multi-modal logistics, including rail (through JV with CONCOR), along with Supply Chain design and implementation, with warehousing option.

(3) Could you list a few VITAL STATISTICS details in the format placed at the end of this questionnaire?

	1 2 2 2	LSTATIST		
Name of Group	: Transport (Corporation	of India (T	CI Group)
No. Years In Operation	Last Turnover	Owned Vehicles	No. Of Branches	Manpower
61 Years	Rs. 4300 Crores	1500 owned	1400	7000
	+10500	outsourced	trucks	

TCI Group moves 2.5% of India's GDP by value.

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

Our Value System forms the CORE of our strength, which is an acronym for (1) Customer focus; (2) Ownership; (3) Responsive; and (4) Empathy. The primary philosophy of the organisation revolves around ethical considerations and practices, with considerable trust placed in employees and associates.

We believe that a brand is a living entity that reinforces our business, as we navigate our way to a better tomorrow.



A Cold storage - part of Cold chain operation

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

Technology is very critical. Going forward IT will not only help in managing scale, but also in analytics of commercial operations on sustainable basis.

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

We adopted IT in the 1970's. All our operations are on oracle and all our trucks are tracked on GPS.

(7) What certifications / accreditations do you hold?

TCI has been awarded ISO 9001:2008 and is also IATA certified. Ratings from ICRA and CRISIL are favourable, too.

(8) Who are your present clients?

All top companies of each sector we operate in i.e., FMCG, Chemical, Pharma, Automobiles, Paper, Machinery & Engineering, Power & Energy, Textile & Leather, Agro Products, etc.



One of their Cargo ships-TCI Anand

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

- Pioneer of cargo transportation since 1958 and now a Single Integrated Solutions Provider.
- There are 12,000 trucks on the roads, at any given point of time. We move 2.5% of Indian GDP by Value. Higher frequency of services offers the customer flexibility to schedule, as per convenience.
- Warehousing & Storage facility, using our own 12 million (Mn) Sq. ft. warehouse space

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

Concept-wise, GST is good as it creates a unified market. There were issues in the past, but the government has been



keen to modify the pain points and improve implementation. This is a work in progress and every right thinking person must comply to give it the support it deserves for de facto legitimacy.

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

Growth for the current year is subdued due to overall slowdown in the market. Despite this, the Group expects to achieve positive growth rate for the year.

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

Yes, but this depends on the customers and what they want, which we develop accordingly.

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

Yes. The family is involved. However, the decisions will take time to crystallise, as we have invested highly in developing strong professional management assets over the years.

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

They should consider joining this industry with a long term commitment, and enter a compliant, professional, value-based company.

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

TCI Foundation organizes all our CSR activities, which include HIV Aids awareness programs, Sports (rural & urban), Healthcare and Disaster victims' relief camps, etc.

We also have a Read Safety Program named "TCI Safe Safar", which was formally inaugurated by Mr. Nitin Gadkari, Union Minister for MoRTH.

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

We have been honoured with many awards, which include: *Eminent Position under Road Transportation Category-2018 - from CII Institute of Logistics

*Best Road Transport Company- 2018 - from Tata Strategic Management Group

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

AITWA is doing a good support role. However, it should take on a broader mantle, like Professional development, Compliance management, Advocacy for industry issues, etc.

Industry should be thinking about long term interests of Compliance, Sustainability, etc.

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One of TCI Awards Cabinets

Identification Of Accident-Prone NH Sections To Enhance Road Safety

ften Indian roads are counted among the deadliest roads in the world. Not just this, the Supreme Court of India had too called them 'giant killers'.

Considering this, the Ministry of Road Transport and Highways has been making concerted efforts towards Out of 510 black spots under NHAI, 276 have been rectified. Out of 150 black spots under the jurisdiction of PWD (NH), 119 have already been rectified. Out of these 789, a total number of 12 Black Spots are in Odisha. Out of 12 Black Spots 4 have been rectified.

There are many reasons for accidents on the national highways, i.e., weather condition, animal crossing, defect in steps for reduction in road accidents as per details mentioned under:

- Government has launched a mobile app for highway users i.e. "Sukhad Yatra 1033" which enables highways users to report potholes and other safety hazards on National Highways including accidents.
- 2. Rectification of identified Black spots.
- Road Safety Audits are being carried out at all stages of development of the highway i.e. design / construction / operation stages.
- Facilities such as Foot Over bridges & under passes are being provided wherever required for safe crossing of pedestrians and other road users.
- Road Safety Week is observed every calendar year for spreading awareness about safer behavior of road users on National Highways.
- 6. The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws.
- 7. The Ministry has constituted Group of Ministers of State Transport Ministers to examine the best practices of Transport and suggest issues to improve road safety. Based on the recommendation of Group of Ministers, the Ministry introduced and Motor Vehicle (Amendment) Act, 2019 was passed by the Parliament which includes entire gamut of road safety.
- The Ministry has formulated a multipronged strategy to address the issue of road safety based on 4 'E's viz.



improvement of road safety through engineering measures on national highways, reported PIB. For the safety of highway users, 789 black spots have been identified and notified with unique ID numbers assigned to each of the spots. Guidelines have been prepared and notified for investigation and rectification of the road accident black spots on National highways. So far 395 black spots have been rectified. Out of these black spots, 510 black spots are under the jurisdiction of NHAI, 150 black spots are under the jurisdiction of State PWD (NH) and remaining 129 black spots are under State Government.

mechanical condition of motor vehicle, physical fatigue of drivers, driving under influence of drug/alcohol, over speeding dangerous driving, overtaking and careless/rash driving etc.

As per information received from police department of all States/UTs, the total number of road accidents and persons killed on National Highways in the country for the calendar years i.e 2016 to 2018 is as follows:

2016 - 52,075

2017 - 53,181

2018 - 54,046

The Ministry has taken a number of

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

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Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

Road safety has been made an integral part of road design at planning stage.

10. The threshold for four laning of national highway has been reduced from 15,000 Passenger Car Units (PCUs) to 10,000 PCUs. About 52,000 Km of stretches of State Highways has been identified for conversion to national highways.

 Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.

 Advocacy/Publicity campaign on road safety through the electronic and print media.

13. Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.

 High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways.

15. Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots for expediting the rectification process to ensure safety of road users.

16. Ministry had issued guidelines vide O.M. dated 14.1.2016 for taking up of Road Safety Audits on National Highways either as part of EPC/BOT projects or as stand-alone Road Safety Audits.

 Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.

18. A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE) and 42 Auditors are certifieda.

19. Ministry of Road Transport & Highways has constituted a District Road Safety Committee in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district.

20. Free Eye Check-up Camp and distribution of eye glasses is conducted for truck/bus drivers operating on NH.

21. Capacity building through training of NHAI field staff/Concessionaires/Contractors/Consult ants engaged in NHAI project works throughout India.

22. Facilities such as Foot Over bridges & underpasses are being provided wherever required, for safe crossing of pedestrians and other road users.

23. Removal of Liquor Shops as per directions of Hon'ble Supreme Court vide circular of F. No. RW/NH-33044/309/2016/S&R dated 06-04-2017 and 01-06-2017.

Detailed guidelines for taking up road safety audits on National Highways have been prepared and notified. Road Safety Audits have been made part and parcel of all National Highways development projects on EPC/BOT modes. Ministry has issued circular which makes it mandatory to carry out road safety audit for all new road projects having length of 5 km or more at the stage of Detail Project Report (DPR)/Engineering Design. Ministry has taken up installation of crash barriers in hilly terrain on National Highways in predominantly hilly states at accident prone locations. Ministry advocates use of Traffic calming measure at accident prone areas. Indian Road Congress has published IRC 99: Guidelines for traffic calming measures. Ministry has also issued consolidated guidelines/directions regarding rectification of Accident Black Spots vide circular no. RW/NH-29011/01/2019-S&R (P&B) dated 26.08.2019.

The ministry has decided to take up a project i.e. "Integrated Road Accident Database (IRAD)" with funding from World Bank. The main objective of this project is on-site collection of accident data through app-based software and analyse data for identification of black spots and other accident prone areas so as to help in preparation of comprehensive policy and take suitable steps to reduce road accidents on National Highways in the country.





Mr. Burak Kurt

New Appointment at Celebi

INDIA – Celebi Delhi Cargo Terminal Management India has been the pioneer of its industry by providing world class cargo operations to our customers. Strengthening its operations in the market is always our focal point by adopting world class technologies, deploying talents who are experts in their field and creating long lasting bonds and reputation with its existing and prospective customers.

In this regard, in alignment with our "Promote Within" culture, we are happy to announce that Mr. Burak Kurt who has been working currently as Regional Director – Istanbul at Celebi Hava Servisi since 2016, has been appointed as CEO, Celebi Delhi Cargo Terminal Management India as of 4th of November 2019. Burak is bringing vast amount of cargo, as well as ground handling experience which undoubtedly will add value to our India business with the experience of 18 years



Government Directs NHAI To Ensure Deployment Of Best Technology For Ensuring Success Of The FASTag Project

nion Minister for Road Transport & Highways and MSME Nitin Gadkari has directed NHAI to ensure that all major efforts including deployment of best technology are adopted for ensuring success of the FASTag project, reported PIB. Reviewing the progress of implementing National Electronic Toll Collection (FASTag) mechanism at NH toll plazas across the country from the 1st of December this year, the Minister desired that all efforts may be made on war footing to address any issue arising at the daily trial run initiated by NHAI. Gadkari directed that regular review at the highest level in NHAI may be undertaken for ensuring smooth rollout of the scheme. He further desired that onthe-spot mechanism for issuing FASTags for the vehicles entering dedicated FASTag lane should also be put in place so that the road users have a choice of either obtaining the FASTag or paying the double penal fee for using FASTag lane.

Gadkari emphasized that the project should be implemented in the spirit of minimizing waiting period at the toll plazas so that the users benefit in terms of fuel and time saving, while the society benefits in terms of reduced vehicular emission.

NHAI Chairman S.S. Sandhu assured the minister that all issues are being addressed during the trial run initiated by NHAI, including a provision for issuing on-the-spot FASTags. He further stated that dedicated FASTag lanes have been identified, and are being enforced during the trial run. He informed the minister that the progress of this scheme is being reviewed on daily basis.

Notably, National Electronic Toll Collection (FASTag) programme, the flagship initiative of MoRT&H and NHAI has been implemented on pan India basis to remove bottlenecks on toll plazas and ensure seamless movement of traffic and collection of user fee as per the notified rates, using passive Radio Frequency Identification (RFID) technology.

To give a major fillip to enhance digital payments and bring in enhanced transparency, the Ministry had mandated to declare all lanes of fee plazas on National Highways as "FASTag lanes" by 1st December 2019, while provisioning one lane (in each direction) which would be kept as hybrid lane to accept FASTag and other modes of payment.

As the December deadline approaches, conscientious decision has been taken to start the trial run of the FASTag mandate at identified NH fee plazas w.e.f. 1st November 2019 onwards and progressively increasing to all toll plazas. Nodal Officers have been designated for each NH fee plazas to closely monitor implementation of FASTag mandate & the trail run and to take necessary measures to remove any bottlenecks identified. Nodal officers and Regional officers share the learning experience with others. Daily Video Conferences/ Review meetings are being conducted by the Chairman, NHAI with all concerned ROs, and officials of NHAI HQ and IHMCL to review the preparedness of the 1st December mandate. During trail run each vehicle without FASTag is being approached & apprised benefits of it and are offered FASTag. To increase the awareness among common

commuters, marketing and promotional activities are being carried out through various channels such as national and local newspapers, magazines.

As on date, FASTag may be purchased from over 28,500 Point-of-Sale locations set up by various banks and IHMCL/NHAI which includes all NH fee plazas, RTOs, Common Service Centers, transport hubs, bank branches, selected petrol pumps, etc. For retail segment (car/jeep/van) FASTag may be purchase online on Amazon and by visiting websites of different member banks such as SBI, ICICI bank, Axis bank, Paytm Payment Banks, HDFC bank, IDFC First bank, etc. (For detail list of member banks, please visit www.ihmcl.com). FASTag have also been made available at over 12,000 banks branches of prominent private sector banks like ICICI bank, Axis bank, HDFC bank, etc.

To search for the nearest point-of-sale locations, one may download My FASTag App, or visit www.ihmcl.com or Call 1033 NH Helpline number. For recharge facility, NHAI/IHMCL has developed UPI recharge facility via My FASTag App. FASTag can also be recharged by visiting respective bank's portal through net-banking, credit/debit card, UPI and other popular means of payment.

As per Government Gazette notification, any vehicle without a FASTag entering into a "FASTag lane" at a NH fee plaza shall have to pay a fee equivalent to two times of the applicable fees to that category of vehicle .NHAI is making all round efforts to make the hassle free travel on Highways.

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Nikola Claims to get Major Breakthrough in Battery Technology

Hydrogen truck manufacturer Nikola has said it has developed the first battery to remove binder material and current collectors, reducing costs by 50% and doubling range when compared to lithium-ion, reported Truck News.

It has a record energy density of 1,100 watt-hours per kilogram on the material level, Nikola announced, and 500 watt-hours per kg on the production cell level. It also is less prone to nail penetration, Nikola claims.

Nikola has signed a letter of intent to acquire a battery engineering team to bring the battery to pre-production. It will announce more details and show the technology at Nikola World 2020. "This is the biggest advancement we have seen in the battery world," said Trevor Milton, CEO, Nikola Motor Company. "We are not talking about small improvements; we are talking about doubling your cell phone battery capacity. We are talking about doubling the range of BEVs and hydrogen-electric vehicles around the world."

The company says it will share the technology with competitive OEMs. "Nikola is in discussions with customers for truck orders that could fill production slots for more than 10 years and propel Nikola to become the top truck manufacturer in the world in terms of revenue. Now the question is why not share it with the world?" said Milton.

The company says its trucks could now travel 800 miles fully loaded between charges, while weighing 5,000 lbs less than when using lithiumion batteries. They can be fueled in 15 minutes.

New Electrodes May Increase Efficiency Of Electric Vehicles

While more and more experts are emphasising over usage of electric vehicles for a sustainable future, there are still several issues standing in the way of its widespread adoption, with researchers working on resolving them. One of the most significant of these challenges has to do with mass, as even the most current electric vehicle batteries and supercapacitors are incredibly heavy.

A research team from Texas A and M University College of Engineering is approaching the mass problem from a unique angle, reported ANI.

Most of the research aimed at lowering the mass of electric vehicles has focused on increasing the energy density, thus reducing the weight of the battery or supercapacitor itself. However, a team led by Dr Jodie Lutkenhaus, a professor in the Artie McFerrin Department of Chemical Engineering, believes that lighter electric vehicles and aircraft can be achieved by storing energy within the structural body panels.

This approach presents its own set of technical challenges, as it requires the development of batteries and supercapacitors with the same sort of mechanical properties as the structural body panels. Specifically, batteries and supercapacitor electrodes are often formed with brittle materials and are not mechanically strong.

In an article published in – Matter, the research team described the process of creating new supercapacitor electrodes that have drastically improved mechanical properties.

In this work, the research team was able to create very strong and stiff electrodes based on dopamine functionalized graphene and Kevlar nanofibers.

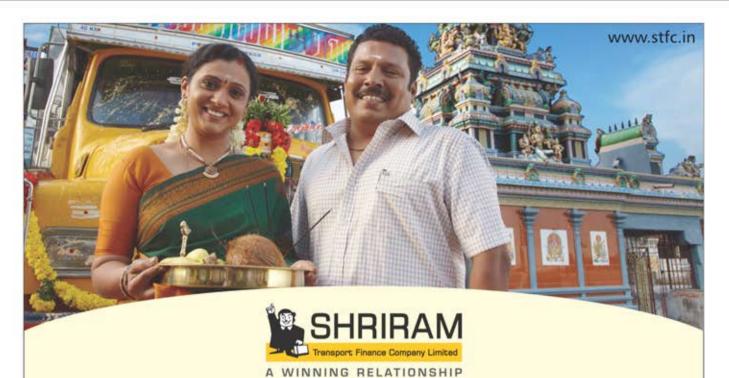
Dopamine, which is also a neurotransmitter, is a highly adhesive molecule that mimics the proteins that allow mussels to stick to virtually any surface. The use of dopamine and calcium ions leads to a significant improvement in mechanical performance.

In fact, in the article, researchers report supercapacitor electrodes with the highest, to date, multifunctional efficiency (a metric that evaluates a multifunctional material based on both mechanical and electrochemical performance) for graphene-based electrodes.

This research leads to an entirely new family of structural electrodes, which opens the door to the development of lighter electric vehicles and aircraft.

While this work mostly focused on supercapacitors, Lutkenhaus hopes to translate the research into creating sturdy, stiff batteries.

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Mr. Sunil Arora Elected ACAAI President For 2019-21



ongratulations to Mr.
Sunil Arora, for being elected President of ACAAI for 2019-21!
He will be installed as the new president at the forthcoming ACAAI Convention in Phuket, Thailand, from 21-24, Nov, 2019.

It has been a long journey there for Sunil in ACAAI, starting in 2002-03 as an office bearer, now culminating as the President of this prestigious organization.

During the course of his two year presidency, Mr. Sunil Arora will focus on improving relations between ACAAI, the Air Cargo Industry, stakeholders in the Supply Chain support system, allied associations in India and abroad, the government, regulatory authorities, etc., to ensure smooth working relationship with all entities involved in the Air Cargo ecosystem.

Another significant event which is coming up is the Golden Jubilee of ACAAI in 2020, which will be celebrated appropriately, at that time. Flamboyant, savvy, industrious and a team man, Sunil is set to add laurels to his enviable career in the Air Cargo Agents' Association of India. We wish him magnificent success in this endeavour.

ACAAI is the premier recognised National Association representing the air cargo industry in India. Founded in 1970 with 16 members, ACAAL currently, has a strength of almost 600 members. ACAAI endeavours to safeguard and promote the interests of its members by providing them professional assistance and guidance on relevant matters of concern to them and the industry. ACAAI has its Head Office at Mumbai, and has 8 Regions located at New Delhi, Mumbai, Chennai, Kolkata, Bengaluru, Thiruvananthapuram, Kochi, Ahmedabad and Hyderabad. It strives to facilitate the growth and smooth functioning of the air cargo industry, and plays a pivotal role in achieving the export targets of India. In this context, ACAAI works closely with a number of Government Ministries and Departments, airlines, international Associations such as IATA, FIATA and FAPAA, etc., on behalf of its members. The Association liaises regularly with the Union Ministries of Finance. Commerce and Civil Aviation, CBEC, CBDT, AERA, BCAS, AAI, Ground Handling agencies of airports, Export Promotion Council, IATA, FIATA, FAPAA, airlines, etc. in order to resolve issues of concern to its members, and to facilitate the smooth functioning of the industry. ACAAI promotes the growth, development and professionalism of the air cargo industry in India. The Association provides a regular medium for dialogue with the members' principals, the airlines, their

customers, the exporters and importers, and various Government Departments and Authorities.

ACAAI maintains close contacts with world bodies related to the air cargo trade, and represents matters affecting our country's air freight forwarding industry at various international fora. ACAAI gathers useful information about different aspects of the industry and disseminates the same to its members through regular circulars and updates. ACAAI is an invited member of various Government Committees, such as the Standing Committee on Promotion of Exports by Air (Scope Air), Air Cargo Logistics Promotion Board (ACLPB), and Advisory Committees of the Indian Customs such as Trade Facilitation Committee (TFC), Cargo Facilitation Committees of the Airports Authority of India (CAFAC), amongst others. ACAAI conducts regular training programmes for its members in jobrelated subjects such as Basic Cargo, Dangerous Goods Regulations (DGR) and DGR Refresher, to equip the employees to carry out their job functions professionally and competently.

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

This article was written before the ACAAI Convention at Phuket (Nov. 21-24, '19)

Affordable Technology + Mass Awareness = Lower Road Deaths in India

Rama Shankar Pandey

he Governing Council Member of Automotive Skills Development Council, Shri Rama Shankar Pandey is associated with the auto component industry for over 20 years now. He is passionately involved in making India free from avoidable road deaths by making technology affordable and increasing awareness among the masses. At the recently concluded convention of AITWA, Shri Pandey shared his lines of thought. He began by appreciating AITWA's vision of drivers being the highway heroes because whatever happens in the industry directly impacts a driver. And, to him, the vision holds the potential to change the nation. But, first it's time to transform at the individual level.

Shri Pandey stated a chalak or a sarathi or a truck driver's biggest threat is losing life. And, this makes it an unattractive career option. He emphasized on respecting the people working at the grass root level in any profession. Considering the gravity of the issue and drivers' woes, AITMA and CIA in collaboration has begun the Drive Safe Club, which organizes training programmes for drivers. Besides, they have associated with TCS to rate drivers (how safe do they driver?) and escalate their skills.

Further, he requested all dignitaries hailing from the transport and logistics industry at the event to pardon him for tweaking the subject a little from 'road safety' to 'curbing road deaths'. Moving ahead, Shri Pandey talked about the mobility movement. He said that earlier cities were settled around rivers but these days, they are planned around roads. And, this shows the charm of roads, which also drives logistics. He highlighted that it's a bane disguised as boon. Because, around 1 lakh to 1.5 lakh people form a city and with most of them using roads, which offer a limited area to

move, increases complexities. To him the limited area for movement when clubbed with speed forms the lethal combination, which is difficult to escape.

Talking about the automated vehicles, he shared that the issue of sustainability has gripped the politics of automation. According to the popular opinion, no diesel vehicles should run because people are dying owing to the increase in CO2 emissions. All must shift to the green and clean energy fuel or electric vehicles or adopt Euro 6 regulations. But, a big threat to India is being missed here. Road deaths! And, it must be featured on the list of national security problems as a city (like Darjeeling, Rorkee or Anantnag) is being lost every year.

Besides losing life, road accidents poses a loss of Rs. 3, 80,000 crore (3% of GDP) to the Indian economy. As per the government data, almost 1.51 lakh people lost their lives in road accidents in 2018, which translates to 17 deaths every hour due to an accident. And, of the accident victims, 50% are the ones in the age bracket of 18-45 years, the most productive resources to any nation. Calling this a situation more severe than that of Jallianwal Bagh massacre, Shri Pandey said that this is one area where Union Road Transport and Highways Minister Nitin Gadkari had accepted his failure. So far, the minister has not even reached close to his target of reducing road accident deaths by 20 percent.

Notably, the increase in road accidents is leading to a hike in the cost of accident cover (insurance premium) too. Moreover, he stated that whenever an accident occurs people don't wait for judiciary to pass its verdict but the angry mob on the road resort to beating the driver hard, in serves cases leading to his death on the spot. Serious actions need to be taken to check such lynching acts.

To promote road safety, many vehicles these days are packed with advance technologies like AI, IoT and ML. But, the question is how far the industry is being benefitted by them. The technology is available and the driver is not using it... Who is to be blamed here? Truckers know about the high and low beam function but how many of them use it to avert accidents, especially when their vehicles are overloaded. Getting the best technology and laws from across the world won't help. It's all about enforcement. Awareness about new technologies is one thing but how to customize it to benefit the industry is another. Adding a purpose to the technology is important!

Furthermore, Shri Pandey emphasized on adopting the first things first approach. He said first we need to fix things at the local level. What's the point of having an airbag or a driver assistance system when the visibility to drivers is extremely poor at night even with head lights on. And, this makes trucks at night nothing short of live bombs. The biggest reason is the poor quality lens used to manufacture them. The story doesn't end here, the gravity of the issue increases with the increase in speed when drivers are not left with breaking distance visibility. Drivers can't be left to die like this. They need to be assisted, alarmed and trusted. They are required to see, stop and save themselves and others at the same time.

To deal with road deaths, no compromise must be made when it comes to safety. It's not about good quality products alone but right installation too. Needless to mention, there's a need to create awareness among drivers. If 98% of road accidents are attributed to human errors, then of the 98%, only 14% is owing to driving skills and the rest of the causes include fatigue and poor roads. Shri Pandey also said road accidents are all about science and not luck. Not just this, if people will stop flouting traffic rules, things will start to fall on track on its own.

Women in Logistics



Ms. Sumiit Sharma Head: Client Relations, Marketing and Regional Head -North India - Logistics Kart

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

I am a Sales & Marketing professional with the Indian Shipping Industry, for the last 16 years.

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

I landed up in this profession by default, as a post graduate / management trainee. Ever since, 16 years in this profession have been challenging, but equally rewarding. Women continue to be in a minority in the industry. This trend is slowly shifting, primarily with multinational

companies hiring staff based on talent, rather than gender.

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

I have been lucky to have had great colleagues and seniors who recognized my abilities and provided the right environment for growth. Even my subordinates understood that they have to respect me for my work, and not look at me as a female superior.

I decided it was best to silently prove myself through my work and professionalism. In the final analysis, performance and the right attitude is what matters.

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

Business development and sales is my forte'.

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

The Maritime industry in India is an integral part of the country's logistics eco-system. It facilitates movement of goods, creation of employment through import, export and allied services, like warehousing, other modes of transportation, etc. It also contributes to manufacturing and supports many industries, through Exim of machinery, raw material, finished goods, etc. It has a huge direct and indirect impact on the country's economy and that's what makes it exciting to be a part of this industry.

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

I believe that performance matters and any growth opportunity I can hope for, should be by virtue of my competence. Everyone must earn his or her promotions / upgrades through quality of their work, irrespective of gender. I am very confident to stand shoulder to shoulder with my male counterparts and compete for the same rewards that they are vying for.

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

Yes, home is also a priority and there needs to be a balance, so that home front does not suffer due to professional responsibilities. It really is a decision you take when both segments hold equal importance in your life -- and the balance just comes on its own.

This is possible with the family's support for sure and I have been fortunate in this regard.

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

Believe in yourself, but stay grounded. Do not look for special treatment. Just prove yourself through your work and let your effort speak for itself. Roller coasters will come through the journey of life. Every experience shapes our character and makes us grow. Enjoy every bit of the ride.

Vinod Kaul

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ADDRESSING risks beyond Transportation



Yashesh Sampat (Head Affinity and Association) Edelweiss Insurance Brokers Ltd.

ompanies are constantly looking for ways to improve their supply chain performance to be effective and efficient. Given the risk environment that lead to supply chain vulnerability, managing risk across entities has become a significant activity.

In traditional parlance supply chain management, has been viewed as a process of converting raw materials into final products and subsequently transported to the end-consumer. Supply Chain includes the manufacturer and suppliers, transporters, warehouses, retailers, and customers themselves. The main objective is creating net value, building a competitive infrastructure, synchronizing the goods supply, measuring the performance globally and leveraging transportation & logistics.

Over the last decade, the globalization of business has made it imperative for executives and risk managers to deep dive and assess the growing number of risks faced by their organizations, especially those affecting supply chains. Risk may be generated by risk 'drivers' that are either internal or external to the company.

One risk that tops the chart is the warehousing risk. Warehouse stock is an asset that requires protecting against several dangers including property damage due to man-made activities or natural calamities, crime, accidents, rodents, temperature variation etc. Prevention is better than the cure, however. Fire, floods and poor racking are the most common warehouse concerns.

There are various insurance options available in the current times that to mitigate the risk that warehouses are susceptible to. The buildings and contents, much like with home insurance, can be insured against fire, theft, flooding and other forms of damage. And whilst these types of policy help replace physical losses, business interruption insurance covers the trade losses incurred whilst the functioning is not at full capacity.

Goods in transit is also an important cover to ensure that the risk of transportation is hedged with a marine insurance policy. Irrespective of the mode of transport and the location – a transit insurer can allow coverage for material damage due to unforeseen events.

Additionally, employees are the most valued asset for any organization. Happy employees make the best of organizations. Coverages such as i. Group health insurance – that protects the employees and their families in case medical emergencies, ii. Employers liability/Workmen's compensation - covers the staff at the workplace, are important for organizations to create a healthy employee friendly culture.

All employees, contractors and external agency staff working in a warehouse need to be well trained or adequately briefed on health and safety measures. Losses occur as result of actions from somebody who is not familiar with the work environment, or any person who uses mechanical handling equipment, such as forklift trucks, needs to be trained by a competent body, and supervised.

For analysing and assessing the risk exposure it is important to attain inputs from Risk Managers, Insurance brokers and Insurers. This will ensure that the exposures are tied in end to end and leaves little scope for uncovered risk.

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J.P.Border	¥.	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
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Cross Charge Under GST | A Challenge For Goods Transport Agency

By Smritikona Dutta (director – Indirect Tax, EY LLP) (The author may be reached at email id -smritikona.dutta@in.ey.com)



he Logistic Sector has mostly been perceived as an un-organized sector due to its scattered business operations, small vendors and involvement of unregistered customers.

However, presently the sector is going through a transformational phase and plays a critical link in the overall supply chain that would support in making India a 5 trillion-dollar economy.

A sluggish economy fuelled with stringent GST provisions, has made it evident that the Government's 'one-sizefits-all' approach is not helping the Logistic sector at all.

One of the pertinent issues which the sector is grappling with is the requirement of cross-charge. Due to dual GST model in India, the Head Office and each inter-state branch is viewed as separate entities. Further, support services provided and received by one branch to/ from another requires to be valued at an open market value ('OMV') and GST at 18 percent is to be charged.

The Government has relaxed valuation related provisions in cases where the recipient branch is eligible to claim the entire input tax credit. However, in case of goods transport agency ('GTA') wherein the provider of services has chosen an option to discharge tax under reverse charge mechanism, the issue of valuation of services exists. As per provisions of GST law, when a GTA selects an option to discharge tax on reverse charge then it cannot avail input tax credit on inward supplies received from vendors. Thus, the benefit of relaxation with respect to valuation of intra company support services with respect to this sector cannot be enjoyed when such an option is exercised by the GTA.

The business operations in this sector

are such that goods must travel through multiple states to reach its destination from the point of booking. Further, during this journey, branches located in various states perform support activities such as loading / unloading, storage, delivery of goods etc. Now, the challenge comes in valuation of such services for cross-charge.

OMV means the full value of money payable for a transaction between unrelated parties. In this scenario, OMV would mean the value chargeable by a third-party vendor for providing similar services to the recipient branch. The GTA incurs various costs such as lorry hire expenses, loading / unloading expenses, salary cost, warehouse rent etc., and majority of such expenses are not subject to GST. Therefore, in case the branch providing support services values its services at OMV for crosscharge then it would result in an additional tax cost of 18 percent for the GTA, since the recipient branch cannot claim input tax credit of such amount. The same has been explained by way of an illustration below:

GTA books consignment in the state of Haryana to be delivered in the state of Kerala. The said consignment is first transported to its hub in the state of Maharashtra wherein following activities are performed:

- · Loading/unloading of goods;
- Lorry hire for transport from Maharashtra to Kerala;
- · Management of goods;
- Storage of goods in the warehouse etc.

Further, the Kerala branch performs following functions for its Haryana office:

· Loading/unloading of goods;

 Delivery of goods to respective address of customers etc.

Therefore, in the above illustration, the Maharashtra branch and Kerala branch has rendered business support services



Now, the challenge in this sector is that the Harvana branch is not eligible to claim the input tax credit against the inward supplies. Therefore, say Maharashtra and Kerala has jointly provided services amounting to INR 50,000/- (open market value) to Haryana then the GST component charged on such amount (i.e. INR 9,000/-) becomes a cost for the GTA



to their Haryana branch. The Haryana branch has entered into a contract with customer and the revenue shall be booked at Haryana office. However, the cost involved in delivery of goods are booked at all three locations i.e. Haryana, Maharashtra and Kerala. Thereupon, the requirement of crosscharge arises i.e. Maharashtra and Kerala should cross-charge the support services provided to Haryana at OMV.

Now, the challenge in this sector is that the Haryana branch is not eligible to claim the input tax credit against the inward supplies. Therefore, say Maharashtra and Kerala has jointly provided services amounting to INR 50,000/- (open market value) to Haryana then the GST component charged on such amount (i.e. INR 9,000/-) becomes a cost for the GTA. The same is because the services such as loading/unloading of goods, lorry hire expenses, warehouse rent etc. are typically exempt or are received from small vendors not registered under GST. Thus, there is no input tax credit available to be set off against the value of INR 50,000 and the entire GST becomes cost for the recipient branch.

The Government should provide relaxation to this sector from crosscharge and address this grave concern at the earliest. The said issue is new to this industry since under erstwhile regime, there was provision of centralized registration and no such cross-charge was required. The sector which plays a vital role in economy by meeting demand of industries and customers needs special attention and tailor-made solutions for addressing their concerns. Moreover, for service providers, it is high time to evaluate their business operations for instance opt for a forward charge or design a GST compliant mechanism, to optimize the requirement of cross-charges and avoid any potential cost in litigations.

सड़क परिवहन एवं राजमार्ग मंत्रालय ने 'भारत में सड़क दुर्घटनाएं-2018' रिपोर्ट जारी की



सड़क परिवहन एवं राजमार्ग मंत्रालय ने अपनी रिपोर्ट 'भारत में सड़क दुर्घटनाएं – 2018' जारी की है। यह सड़क परिवहन एवं राजमार्ग मंत्रालय के परिवहन अनुसंधान शाखा का वार्षिक प्रकाशन है, जिसमें राज्यों और केन्द्र शासित प्रदेशों की पुलिस से मिले आंकड़ों के आधार पर दुर्घटनाओं, इससे होने वाली मौतों एवं घायलों के बारे में वर्षवार विवरण उपलब्ध कराया जाता है।

पीआईबी के अनुसार रिपोर्ट के प्रमुख निष्कर्ष इस प्रकार हैं:

- 1. रिपोर्ट के अनुसार, वर्ष 2018 के दौरान देश में सड़क दुर्घटनाओं में 0.46 प्रतिशत की वृद्धि हुई। वर्ष 2017 में 4,64,910 के मुकाबले 4,67,044 सड़क दुर्घटनाएं हुई। इस अवधि के दौरान मृत्यु दर में भी लगभग 2.37 प्रतिशत की वृद्धि हुई है। 2017 में 1,47,913 के मुकाबले 2018 में 151471 लोग मारे गए थे। सड़क दुर्घटना में घायलों की संख्या में 2017 की तुलना में 2018 में 0.33 प्रतिशत की कमी आई।
- 2. रिपोर्ट यह भी बताती है कि 2010 तक

दुर्घटनाओं, मौतों और घायलों की संख्या में वृद्धि दर्ज की गई थी। इसके बाद वर्ष दर वर्ष मामूली उतार-चढ़ाव के साथ वे कुछ हद तक स्थिर हो गए। इसके अलावा, 2010-2018 की अवधि में दुर्घटनाओं के साथ-साथ दुर्घटनाओं की वार्षिक वृद्धि दर में भारी गिरावट आई और ऑटोमोबाइल के विकास की अधिक दर के बावजूद, पिछले दशकों की तुलना में कम थी।

3. राष्ट्रीय राजमार्ग, जिसमें कुल सड़क नेटवर्क का 1.94 प्रतिशत शामिल है, कुल सड़क दुर्घटनाओं के 30.2 प्रतिशत और 2018 में 35.7 प्रतिशत मौतों का कारण है। राज्य के राजमार्गो में सड़क की लंबाई का 2.97 प्रतिशत हिस्सा 25.2 प्रतिशत दुर्घटनाओं और 26.8 प्रतिशत मृत्यु का कारण है। अन्य सड़कें, जो कुल सड़कों का लगभग 95.1 प्रतिशत हैं, क्रमश: 45 प्रतिशत दुर्घटनाओं और 38 प्रतिशत मौतों के लिए जिम्मेदार थीं।

 सड़क उपयोगकर्ता की श्रेणी के द्वारा दुर्घटना संबंधी मौतों के संदर्भ में, पैदल चलने वालों की संख्या 15 प्रतिशत थी, साइकिल चालकों की हिस्सेदारी 2.4 प्रतिशत थी और दोपहिया वाहनों की संख्या 36.5 प्रतिशत थी। साथ में ये श्रेणियां दुर्घटना संबंधी मौतों का 53.9 प्रतिशत है और वैश्विक रुझानों के अनुरूप सबसे असुरक्षित श्रेणियां हैं।

5. 2018 के दौरान, पिछले दो वर्षों की तरह, 18 से 45 वर्ष के युवा वयस्क लगभग 69.6 प्रतिशत सड़क दुर्घटनाओं के शिकार बने। कुल सड़क दुर्घटनाओं में होने वाली मौतों में 18 वर्ष से 60 वर्ष आयुवर्ग के कामकाजी आयु समूह की हिस्सेदारी 84.7 प्रतिशत थी।

6. 2018 में हिट एंड रन के मामलों में 18.9 प्रतिशत मौतें हुई थीं, जबिक 2017 में यह 17.5 प्रतिशत थीं। 2018 में लगभग 56 प्रतिशत व्यक्तियों की मौत आमने-सामने टक्कर और उसके बाद पीछे से लगी टक्कर के कारण हुई। इस श्रेणी में 2018 में मारे गए व्यक्तियों के संदर्भ में अधिकतम वृद्धिदर्ज की गई थीं।

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02 मिर्दिए स्वरकार्त नई दिल्ली, 17 - 23 नवम्बर, 2019

टक डाइवरों के जीवन को ऊपर उठाने के लिए एटवा की हाईवे हीरो योजना





क्षेत्र का प्रतिनिधन्त करता है, जिसमें इंडवर नहीं बनाना चाहता है। उपरोक्त झोडी दिखाई। वास्तव में उन्होंने इस शा और इसे राजमार्ग नायकों अर्थात सड़क परिवहन और सड़क परिवहन उद्योग के राज्य एसोसिएशन तथा रेग्झॉकित करते हुए परवा के महम्य प्रामित हैं। हेज में परवा के चेयरमैन कुल पाल बुलाईके 65 प्रशिष्ठत हिनसे प्रदीप सिंघल और में सड़क परिवहन कर योगदान है और इस प्रकार यह अर्थव्यवस्था का एक आर्थ ने कहा इस

हिस्सों में अधिन स्वच्छ प्रविधाएं नहीं को ऊपर उद्यने का कटम उदाया है। हैं। ये ज्यादातर टक में सोते हैं और

नई दिहाती। ऑस इंडिया के कारण प्रति १०० दकों का अनुपात

अवसर पर माननीय परिवहन मंत्री ट्रांसपोर्टर्स वेलफेयर एसोसिएशन - घटकर 58-60 रहगवा है।इन्हीं बजहों - नितन गडकरी ने 12 नवंबर की - ग्रीटिंग जारी किया था जहां इसने ्छा । भारत भरमें सब्क परिवहन से कोई भी बाहुबर अपने बेटे को सुबह एटवा के अभियान को हरी बाहुबरों के काम को स्वीकार किया

> जबरदात समर्थन हाईवे हींगे प्रोजेक्ट के केवरमैन स्पेश एटवा के चेवरार्मन प्रदीप सिंचल और पष्टिय अध्यक्षमहेट अध्यक्ष के क्या प्रदेश कर कारण निर्माण के क्या स्थापन स्थाप प्रदेश अध्यक्षमहेट अगर में कर प्रदेश कर कारण निर्माण के कारण को अपना सदेश वाहनों की संख्या है जो राष्ट्रीय

बदन बाज दिस्सा है और लगभग ५६ - वर्ष भारत भर में क्षेत्रीय संगठनों के - भेजने के लिए एक वीहियो सेटेश - गतमानों पर चला करने हैं। जबकि लाख दकाँ जो पूरे भारत के संपर्मेदम साथ एटवा ने अपनी महत्वाकांक्षी भी सांझा किया है। परियोजना- हुईये एटवा विभिन्न कार्यनियों से जरूने की परियोजना-हाईवे हीरो के तहत हीरो को औपचारिक रूप से 12 योजना बना रहा है जो अपने जिनस्थितियों में ट्रक ब्रह्मवर खते विश्वीभन योजनाओं और गतिविधियों नवंबर को लॉन्च किया गया है। व्यवसाय के अस्तित्व के लिए युकिंग हैं वेदयनीय हैं। उनके पास देश के कई के माध्यम से ट्रक ब्रह्जवरों के जीवन एटवा को भरोसा है कि, सभी सेवाओं का उपयोग करते हैं और हिनधारकों के समर्थन से, पनि टकों आगे आने वाले इस प्रोजेक्ट में इस दिशा में अभी हाल ही में की संख्याओं के सम्बंध में ब्राइवर्गे सीएसआर के तहत उन ड्राइवर्गे में सड़क किनारे कवी में खाना खाते हैं। एटवा ने 11 और 12 नवंबर को नई के कम होने की समस्या का एक ऐसा टेलेन्ट पैटा करते हैं जो इस समुदाय द्वारा चिकित्सा शर्तों को दिल्ली में अपना राष्ट्रीय सम्मेलन समाधान किया जाएगा और ब्राइवर उनके कारोबार को चालू रखने में भीटबाटिया जाना है। इन मध्यम्याओं 2010 आयोजिन किया है। इस स्मादाय के मध्य ऋषान को देखा । यदद करना है।

व्यापार केसरी

ट्रक ड्राइवरों के जीवन को ऊपर उढाने के लिए एटवा की हाईवे हीरो योजना





मई शिल्सी, 17 चकका। ऑल प्रकारकों के कराण प्रति 100 दुखें 2019 आयोजिन किया है। इस जाएगा। वॉर्थ ने हाल ही में एव इंडिया टॉसपोर्टर्स केलकेवर का अनुसान स्टास्ट 58-60 रह गया अवसर पर मानतीय परिवहन मंत्री सीटिंग जारी किया वा जहां इस

वृद्धिक हो हमाने हैं । ज्यादिक के अपने प्रकार की 100 हुआ है । हिन सम्बाद्धिक के अपने प्रकार है । ज्यादिक के अपने प्रकार है । व्यक्ति के विकार के अपने प्रकार है । ज्यादिक है । ज्यादिक के अपने प्रकार है । ज्यादिक के अपने प्रकार है । ज्यादिक ह

फिटनेस में फेल तो दुबारा नहीं देनी होगी फीस

अब एक फीस में तीन बार करा सकेंगे फिटनेस जांच, नियमावली में संशोधन

डाथरस, टी.टी.एन.। फिटनेस में फेल रहे वाहन स्वामियों के लिए राहत भरी खबर है। उन्हें दो बार जांच कराने पर भी फीस नहीं देनी होगी। एक बार फीस भरने पर तीन बार फिटनेस जांच करा सकेंगे। हालांकि वाहन निरीक्षण फीस ली जाएगी। शासन से नियमावली में संशोधन किया गया है। उल्लेखनीय है कि जिस वाहन की फिटनेस फेल जाएगी तो उसके मालिक को दुबारा ऑनलाइन टाइम स्लॉट लेने के दौरान फीस नहीं भरनी होगी। वाहन मालिकों को ये सुविधा 30 दिन के भीतर सिर्फ दो बार और तीसरी बार आवेदन करना होगा। हालांकि नियमावली में संशोधन के बाद अभी सॉफ्टवेयर में अपलोड नहीं हो सका है।

सॉफ्टवेयर अपडेट होने के बाद वाहन स्वामी फिटनेस फेल वाहन की दोबारा जांच कराने के लिए आवेदन करेंगे तो सिस्टम फीस जमा करने का ब्योरा डिस्प्ले नहीं करेगा। इस मामले में एआरटीओ प्रशासन नीत सिंह का कहना है कि नियमावली में संशोधन हुआ है। सॉफ्टवेयर अभी अपडेट नहीं हो पाया है। अभी वाहन स्वामियों को कुछ दिन इंतजार करना पड़ेगा।



10 साल पुराने ट्रक न चलने के तनाव में टांसपोर्ट कारोबारी ने दी जान, फंदे से लटके

 पुलिस ने ट्रक ड्राइवर के शब को कब्जे में लेकर पोस्टमार्टम कराया, वह सुबह सैर पर निकलने के बाद दफ्तर में पंखे से लटके मिले

देवताहून, टी.टी.एन. ह्येलोचीन रोड विवत अपने कार्यालय में फंदे से लटके मिले दर्शन रालुजा नगर स्थित दर्शन द्वारपोर्ट के स्वामी दर्शन साल सलुजा ने फांसी सनाकर आत्मकरच कर भी। उनके बेटे का कहना है कि दस वर्ष पुराने टुकों के न चलने की चयाओं के बाद से उसके पिता डिग्रेशन में थे। उनके तीनों केंटर इस साल पुराने हैं। पुलिस ने शब करने में लेकर पोस्टमार्टम कराख। यह सुबह सैर पर निकानने के बाद दंपतर में पंखे से लटके मिले। पुलिस के अनुसार पंजाबी मोहल्ला निवासी 70 वर्षीय दर्शन लाल सल्जा सुबह अपने ट्रांसचेट के दफार में फांसी पर लटककर जान दे थी। कोतवाल संजय पाठक ने बताया कि इसइसअई देवेंद्र गीरव ने मौके पर पहुंचकर टांक्पोर्टर के शब को अल्पनाल मेगा।

दर्शन लाल सल्जा के बेटे अंकुर सलुआ ने बताया कि उनके पिता नियमित बॉक के लिए फीलीपीत रोड पर घर से मंडी समिति दक जाते थे। हर रोज की तरह सुबह सवा पांच बजे बॉक पर गए थे। घर लौटने से पहले चैलीचीत रोड स्थित द्यारा गए गहाँ उनका शब चंदे में सदका मिला।



करीब पवास वर्षों से वह ट्रांसपोर्ट का काम कर रहे थे

अस्पताल में उनके बेटे अंकुर ने बताया कई अन्य ट्रब्ड अटैच हैं। करांब प्रवास वर्षों से वह ट्रांसपोर्ट का काम कर रहे थे। वर्तमान में दोनों भाई भी पित के साध-साथ क्रीम कर गरे थे। दर्शन लाल डीन पड़वों में दूसरे नंबर के थे। उनके परिवार में पानी मीना सालुका और बेटे नवीन सल्जा, अंकुर सल्जा और बेटी विशिषा कर्य है।



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South Zone

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

West Zone

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

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

TOTAL FREIGHT (INT'L+DOM.)

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

S.	Airport		The Mo			Period Apr	
no.		Sept.	Sept.	%	2019-20	2018-19	Page 12 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1
-	L.	2019	2018	Change			Change
(A)	20 International	Airports					
1	Chennai	29279	35412	-17.3	184719	216669	-14.7
2	Kolkata	17645	13788	28.0	79229	83351	-4.9
3	Ahmedabad	8732	8298	5.2	55142	49888	10.5
4	Goa	448	358	25.1	2712	2423	11.9
5	Guwahati	958	1955	-51.0	9169	11187	-18.0
6	Lucknow	1485	484	206.8	7876	3541	122.4
7	Jaipur	1640	1542	6.4	8629	8870	-2.7
8	Trivandrum	2346	2193	7.0	14593	12254	19.1
9	Bhubaneswar	929	861	7.9	4851	4462	8.7
10	Calicut	2354	1421	65.7	15106	7052	114.2
11	Coimbatore	1061	1233	-13.9	6262	6646	-5.8
12	Varanasi	311	289	7.6	1758	965	82.2
13	Srinagar	196	584	-66.4	4704	4431	6.2
14	Amritsar	116	93	24.7	1385	860	61.0
15	Mangalore	239	229	4.4	1319	2047	-35.6
16	Portblair	632	457	38.3	3276	2444	34.0
17	Trichy	749	609	23.0	4213	3285	28.2
18	Imphal	614	719	-14.6	3862	3052	26.5
19	Vijayawada	182	92	97.8	1251	191	
20	Tirupati	0	0		0	0	
Tota		69916	70617	-1.0	410056	423618	-3.2
	7 JV Internation						
	7 5 V Internation	ai Aiipoi					
21	Delhi (DIAL)	82220	90318	-9.0	493384		-3.5
22	Mumbai (MIAL)		77259	-8.0	434721		-10.1
23	Bangalore	32349	32972	-1.9	191822	201595	-4.8
	(BIAL)						
24	Hyderabad (GHIAL)	11763	12083	-2.6	72806	72615	0.3
25	Cochin(CIAL)	6064	6413	-5.4	41182	32977	24.9
26	Nagpur (MIPL)	664	840	-21.0	5175	4747	9.0
27	Kannur (KIAL)	0	0		0	0	
Tota	al .	204118	219885	-7.2	1239090	1306643	-5.2
(C)	10 Custom Airp	orts					
28	Pune	3395	4218	-19.5	18334	27302	-32.8
29	Patna		1078			5789	11.6
30	Bagdogra	1196 763	622	10.9	6458 3976	3390	17.3
				47.9	3217	2823	
31	Visakhapatnam Chandigarh	562 603	380 502	20.1	4719	2719	14.0
33	Madurai	304	493	-38.3	1549	2459	73.6 -37.0
	THE RESIDENCE OF STREET				516		37.2
34	Surat	21 40	63 180	-66.7	345	376 1145	
35	Aurangabad	0	180	-77.8			-69.9
36 37	Gaya	910	1050	-13.3	5571	6032	7.
Tota	Indore	7794	8586	-9.2	44685	52035	-7.6
	57 Domestic Air		0300	-9.2	44003	32033	-14.1
-	Marie Control of the		211	2.2	2062	2017	1.2
38	Ranchi	532	544	-2.2	2963	2917	1.6
39	Raipur	495	443	11.7	2938	2273	29.3
40	Agartala	416	565	-26.4	2403	2712	-11.4
41	Udaipur	1 127	0	20.7	3	2	50.0
42	Jammu	127	164	-22.6	751	961	-21.9
	Dehradun	17	24	-29.2	81	94	-13.8
43	Vadodara	292	219	33.3	1680	1302	29.0
43 44		135	91	48.4	1021	573	78.2
43 44 45	Leh			-41.2	617	788	-21.7
43 44 45 46	Bhopal	104	177	1000			-75.0
43 44 45 46 47	Bhopal Jodhpur	104	1	-	1	4	-100
43 44 45 46 47 48	Bhopal Jodhpur Hubli	104 0 6	1 0	-	54	0	-75.0
43 44 45 46 47 48 49	Bhopal Jodhpur Hubli Rajahmundry	104 0 6 0	1 0 7	-	54 0	0 34	
43 44 45 46 47 48 49 50	Bhopal Jodhpur Hubli Rajahmundry Silchar	104 0 6 0 73	1 0 7 83	-12.0	54 0 441	0 34 371	18.9
43 44 45 46 47 48 49 50 51	Bhopal Jodhpur Hubli Rajahmundry	104 0 6 0	1 0 7	-	54 0	0 34	

S.	Airport	For	The Mo	Freight (nth	And in contrast of the last of	Period Apr	il To Sep
no.	interference in	Sept. 2019	Sept. 2018	% Change	2019-20	2018-19	% Change
(D)	57 Domestic Air		2010	Change			Change
53	Gorkhpur	0	0		0	0	
54	Jabalpur	0	0		0	ĭ	
55	Dimapur	25	34	-26.5	146	244	-40.2
56	Bhuj	0	3	-	0	15	
57	Tuticorin	4	3	33.3	31	18	72.2
58	Prayagraj	0	0	-	0	0	
59	Jorhat	0	3		0	23	
60	Juhu	33	31	6.5	188	175	7.4
61	Kanpur(chakeri)	17	0		88	0	
62	Jaisalmer	0	- 0		0	0	
63	Guggal(kangra)	0	0		0	0	
64	Cuddapah	0	0	9	0	0	
65	Pondicherry	0	0		0	0	
66	Jamnagar	0	1		0	2	
67	Belgaum	0	0	2	0	0	
68	Bikaner	0	0		0	0	-
69	Porbandar	0	0	-	0	0	-
70	Khajuraho	0	0	- 2	0	0	_
71	Bhavnagar	0	0		0	0	
72 73	Kandla Adampur	0	0	5	0	0	
74	(Jalandhar) Mysore	0	0	-	0	0	
75	Salem	0	0	-	0	0	
76	Agatti	8	2	300.0	27	11	145.5
77	Bhatinda	0	0	300.0	0	0	143
78	Bhuntar	0	0	-	0	0	
79	Gwalior	0	0	-	0	0	
80	Diu	0	0		0	0	
81	Agra	0	0	-	0	0	
82	Kishangarh	0	0	-	0	0	
83	Pakyong	0	0		0	0	
84	Ludhiana	0	0	2.	0	0	
85	Kolhapur	0	0	- 2	0	0	- 5
86	Patnagar	0	0	-	0	0	
87	Barapani (shillong)	0	0	5	0	0	
88	Pathankot	0	0	- 2	0	0	
89	Lakhimpur	0	0		0	0	
0.0	(lilabari)						
90	Shimla	0	0	-	0	0	- 3
91	Tezpur	0	0		0	0	
92	Jalgaon	0	0		0	0	
93	Pasighat	0	0		18	0	
94 D) 5	Jharsuguda 7 Domestic Airports	2376	2483	-4.3	13938	13073	6.0
-	9 St.Govt. / Pvt		2403	144	10000	15075	0.
95	Shirdi	0	0	-	0	0	
96	Lengpui(aizwal)	40	45	-11.1	209	280	-25.4
97	Nanded	0	0		0	0	
98	Vijayanagar	0	0	- 2	0	0	- 3
99	Durgapur	0	0	-	0	0	
	Nasik(Hal ozar)	0	40	-	7	95	-92.0
	Mundra	0	0	-	0	0	74.
	Jagdalpur	0	0		0	0	
	Pithoragarh	0	0		0	0	
		40		-52.9	216	375	-42.4
	St.Govt. / Pvt Airports Other Airports	0	85	-32.9	216	0	-42.
	nd Total	U	0	-	- 0	0	1
	B+C+D+E+F)	284244	301656	5.0	1707985	1705744	-4.

(DURING APRIL TO OCTOBER'2019* VIS-A-VIS APRIL TO OCTOBER'2018) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

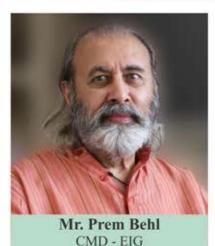
(*) TENTATIVE

(IN '000 TONNES)

PORT TRAPFIC FOLDIA FORM FORMINGA FORMIN			100000000				0.000						ь.	_
FRIOD (Crude, Liquids) Incl. FINA RANY Thermal Coking Tomas TELIS Misc LNG LNG 2 2 124 2 124 2 124 288 300 2061 1034 FAPRIL-OCT., 2018 350 450 21 343 6 25 9 1472 5889 300 2061 1034 FAPRIL-OCT., 2018 450 234 124 234 1144 9977 7724 6106 435 24800 FAPRIL-OCT., 2019 5500 3392 1809 438 1184 9977 7724 6106 4435 24800 FAPRIL-OCT., 2019 5300 3392 1809 438 1144 9977 7724 6108 36400 FAPRIL-OCT., 2019 2360 1325 24 25 134 997 776 498 3671 4860 FAPRIL-OCT., 2019 2301 1122 234 1134	ORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	lizers	Cos	_	Contai	ners	Other		% VAR.
FARRIL-OCT., 2019 380 450 21 343 6 25 9 1243 5884 408 2064 10391 FARRIL-OCT., 2018 435 2.9 182 1144 8734 182 102 4134 2609 FARRIL-OCT., 2018 3455 2879 244 150 234 1323 8948 182 116 4155 2480 FARRIL-OCT., 2018 3346 322 244 150 234 1323 8948 182 116 4155 2480 FARRIL-OCT., 2019 3344 322 244 150 234 1324 8948 182 1144 8734 486 6496 3524 FARRIL-OCT., 2019 3271 120 232 1324 377 486 734 4185 4468 352 FARRIL-OCT., 2019 371 430 430 430 430 430 430 430 FARRIL-OCT., 2019 3340 342		PERIOD	(Crude, Prod., LPG/ LNG)		Incl. Pellets	FIN.	RAW		Coking & Others	Tonnage	TEUS	-		AGAINST 2018-19
FAPRIL-OCT, 2018 380 450 21 343 6 9 1243 5884 408 2044 10391 RAPRIL-OCT, 2018 343 436 284 143 5884 408 204 10347 RAPRIL-OCT, 2018 4865 2879 244 150 234 1323 8948 1812 106 4435 2480 RAPRIL-OCT, 2018 4865 2879 244 150 234 1322 100 460 460 460 35237 RAPRIL-OCT, 2018 5344 3222 244 219 239 1188 7345 111 5 450 6039 360 460 3537 RAPRIL-OCT, 2018 5371 1882 144 9977 7774 48 418 46	OLKATA			ATT (SEL)	2000	2007.000	1		T. Carrier	1000	100000		0.000	
FAPRIL-OCT., 2018 479 343 - 69 25 9 1472 5889 390 2061 10347 FAPRIL-OCT., 2018 5820 2942 148 95 182 1144 873 180 4435 2890 FAPRIL-OCT., 2018 5800 3392 1809 438 1184 9977 7724 510 6496 3527 FAPRIL-OCT., 2018 5344 322 1809 438 1882 1042 7724 510 6496 3527 FAPRIL-OCT., 2018 5344 322 1809 438 188 1144 9977 7724 510 6496 3527 FAPRIL-OCT., 2018 5312 1187 257 1304 486 476 5174 41185 6468 FAPRIL-OCT., 2019 5136 1345 377 4860 476 5174 301 4488 1842 1486 FAPRIL-OCT., 2018 3318 487 - 102 418	olbata Dock System	TRF APRIL-OCT., 2019	380	450	21	343	9		1243	5884	408	2064	10391	500,000
FAPRIL-OCT., 2019 5220 2942 1788 95 182 1144 8734 1840 102 4134 26079 RAPRIL-OCT., 2018 5600 3392 1894 180 144 997 7724 10 496 6496 35237 RAPRIL-OCT., 2018 5340 3322 244 129 259 132 10420 7704 496 6496 35237 FAPRIL-OCT., 2018 23112 1028 6375 - 2470 1886 7345 111 5 450 6496 35237 FAPRIL-OCT., 2019 1230 1126 171 1345 377 480 776 1467 76 1496 6496 35237 FAPRIL-OCT., 2019 2310 134 377 480 476 567 3679 3655 464 367 373 480 476 367 373 480 476 369 3673 373 480 476 367 3674	Ulhata Loch System	TRF APRIL-OCT., 2018	479	343		69	25	6	1472	5889	390	2061	10347	0.43
RF APRIL-OCT., 2018 4865 2879 244 150 234 1323 8948 1812 106 4435 2480 RF APRIL-OCT., 2019 5304 3392 1809 438 1144 9977 7774 510 6198 36470 RF APRIL-OCT., 2019 22801 921 11887 239 15044 756 124 6 649 36237 RF APRIL-OCT., 2019 22801 921 11887 237 15044 466 266 35237 RF APRIL-OCT., 2018 1312 1028 6375 2470 18868 7345 111 5 4501 4561 4870 RF APRIL-OCT., 2019 1320 124 127 4860 4767 517 4861 -4664 36237 4604 36237 4861 -678 4866 -678 4866 -678 4869 4664 36237 1878 4869 4664 36239 4861 -678 4869 4664	oldio Dock Complay	TRF APRIL-OCT., 2019	5220	2942	1788	95	182	1144	8734	1840	102	4134	26079	
KFAPRIL-OCT., 2019 5560 3392 1809 438 188 1144 9977 7724 510 6198 36470 KFAPRIL-OCT., 2018 2344 322 244 219 259 1332 10420 7701 496 6496 3237 KFAPRIL-OCT., 2019 22801 1224 7671 1345 377 4860 4767 5174 30 4561 1185 FAPRIL-OCT., 2018 11206 1224 7671 1345 377 4860 4767 5174 301 4561 1185 FAPRIL-OCT., 2018 2819 6 - 11024 4761 1345 377 4860 4767 5174 376 4864 266 5424 3736 FAPRIL-OCT., 2018 2819 6 - 1102 - - 11877 894 436 - 1887 - 1887 - 1887 - 1887 - 1887 - 1887 - </td <td>aidia Doen Complex</td> <td>TRF APRIL-OCT., 2018</td> <td>4865</td> <td>2879</td> <td>244</td> <td>150</td> <td>234</td> <td>1323</td> <td>8948</td> <td>1812</td> <td>106</td> <td>4435</td> <td>24890</td> <td>4.78</td>	aidia Doen Complex	TRF APRIL-OCT., 2018	4865	2879	244	150	234	1323	8948	1812	106	4435	24890	4.78
RF APRIL-OCT., 2018 5344 3222 244 219 259 1332 10420 7701 496 6496 3227 FE APRIL-OCT., 2018 21312 1028 6375 2470 1886 7345 111 5 4530 6468 FE APRIL-OCT., 2018 1132 1028 6375 - 2470 1886 734 301 6406 3237 FE APRIL-OCT., 2018 971 1162 516 1345 47 480 467 76 190 6408 3237 FAPRIL-OCT., 2019 971 184 430 6579 3655 466 264 266 5424 37736 FAPRIL-OCT., 2019 2819 - 11054 499 1467 76 180 448 - 488 - - 11054 499 1467 76 180 448 - - - 180 - - - - 1108 - - -	OTAL: KOLKATA	TRF APRIL-OCT., 2019	5600	3392	1809	438	188	1144	7166	7724	510	8619	36470	
RAPRIL-OCT, 2019 22801 921 11887 237 15004 7266 124 6 3901 64468 RAPRIL-OCT, 2018 21312 1028 6375 - 2470 18868 7345 111 5 4550 62039 FAPRIL-OCT, 2018 11206 1224 7671 1345 377 4860 4767 314 377 4860 4664 266 2424 377 4860 4767 314 377 4860 4767 314 377 4860 4767 314 377 4864 266 2424 377 4864 4664 266 2424 377 4864 4664 266 2424 377 486 178 7 1896 76 1893 364 486 1902 1898 4664 266 3476 378 378 378 378 378 378 378 378 378 378 378 378 378 378 378		TRF APRIL-OCT., 2018	5344	3222	244	219	259	1332	10420	7701	496	6496	35237	3.50
KF APRIL-OCT, 2018 21312 1028 6375 - 2470 18868 7345 111 5 4530 62039 FA ARIL-OCT, 2018 11206 1224 7671 1345 377 4860 4767 5174 30 4561 41185 FA ARIL-OCT, 2018 2939 84 - 9 - 11054 499 1467 76 1904 FA ARIL-OCT, 2018 2839 84 - - 9 - 11054 499 1467 76 1804 FA ARIL-OCT, 2018 2839 6 - - 102 - - 1657 853 234 1948 FA ARIL-OCT, 2018 381 55 99 - 102 - - 1657 853 334 3948 - - 102 - - 1657 859 3349 3448 - - 108 - - 108 - - - 102	ARADIP	TRF APRIL-OCT., 2019	22801	921	11887	257	2307	15004	7266	124	9	3901	64468	
KF APRIL-OCT, 2019 11206 1224 7671 1345 377 4860 4767 5174 301 4561 4185 FA APRIL-OCT, 2018 9371 1162 5136 1315 430 6579 3655 4664 206 5424 37736 FA APRIL-OCT, 2018 2339 84 - - - - 11054 895 1467 76 1804 - FA APRIL-OCT, 2018 2389 - - 108 - - 108 - 18807 9486 - - 18807 9486 - - 108 - - 18807 9486 - - 1888 - - 1888 3848 - - 1888 3848 - - - 1889 3848 - - - - - - - - - - - - - - - - - - <td< td=""><td>- Constant</td><td>TRF APRIL-OCT., 2018</td><td>21312</td><td>1028</td><td>6375</td><td></td><td>2470</td><td>18868</td><td>7345</td><td>111</td><td>8</td><td>4530</td><td>62039</td><td>3.92</td></td<>	- Constant	TRF APRIL-OCT., 2018	21312	1028	6375		2470	18868	7345	111	8	4530	62039	3.92
KF APRIL-OCT., 2018 9371 1162 5136 1315 430 6579 3655 4664 266 5424 37736 FF APRIL-OCT., 2019 2939 84 - 99 - 11054 499 1467 76 1902 18044 FF APRIL-OCT., 2019 2819 66 - - 102 - - 16577 89 349 1467 76 1902 1888 FAPRIL-OCT., 2019 340 770 - 139 362 3859 3541 9934 486 2332 2127 FAPRIL-OCT., 2019 340 770 - 139 362 3859 3541 9934 486 2332 2127 FAPRIL-OCT., 2019 330 770 - 120 - - 1657 89 3746 490 486 233 233 1343 FAPRIL-OCT., 2018 338 355 9 122 209 5334 876	ISAKHAPATNAM	TRF APRIL-OCT., 2019	11206	1224	7671	1345	377	4860	4767	5174	301	4561	41185	
RAPRIL-OCT., 2019 2939 84 - 99 - 11054 499 1467 76 1902 18044 FAPRIL-OCT., 2018 2819 66 - - 1 - 1 13906 855 27 1 1813 19486 FAPRIL-OCT., 2019 7713 847 - - 1 - - - - 18807 974 3984 1486 - 1828 -		TRF APRIL-OCT., 2018	9371	1162	5136	1315	430	6259	3655	4664	266	5424	37736	9.14
RFAPRIL-OCT., 2018 2819 66 - - 13906 855 27 1 1813 19486 FAPRIL-OCT., 2019 7713 847 - 102 - - 16577 859 3349 28588 FAPRIL-OCT., 2018 7641 892 - - 108 - - 18877 934 486 2332 2858 3492 - - 1887 9934 486 2332 21277 - - 1887 9934 486 2332 21277 -	AMARAJAR(ENNORE)	TRF APRIL-OCT., 2019	2939	84		66	9	11054	499	1467	16	1902	18044	
RAPRIL-OCT., 2019 7713 847 - - 102 - - 16577 859 3349 28588 RFAPRIL-OCT., 2018 7641 892 - - 108 - - 18807 974 394 31432 - RFAPRIL-OCT., 2018 340 770 - 139 362 3859 3541 896 436 2332 21277 FAPRIL-OCT., 2018 3381 555 99 122 209 5330 2534 8706 430 2049 19985 FAPRIL-OCT., 2018 13200 274 2 2 2 2 4 480 332 21277 FAPRIL-OCT., 2018 13020 274 2 2 2 4 4 2 2450 1 FAPRIL-OCT., 2018 11632 1070 252 129 3 253 455 455 456 2426 -1 FAPRIL-OCT., 2018 1163 1165		TRF APRIL-OCT., 2018	2819	99	3.5	71	25	13906	855	27	-	1813	19486	-7.40
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RF APRIL-OCT, 2019 22021 1239 3769 191 54 2385 1677 182 17 4112 35630 RF APRIL-OCT, 2018 21633 1123 3953 119 83 2517 1626 206 17 3908 33168 RF APRIL-OCT, 2018 2163 1564 - - - - 35399 2975 545 39848 RF APRIL-OCT, 2018 2350 1615 - - - - 35785 3040 567 40547 RF APRIL-OCT, 2018 37591 6230 277 2848 46 9452 610 3723 239 10316 71093 RF APRIL-OCT, 2018 36705 8845 812 2445 - 9424 398 1964 118 10878 68471 RF APRIL-OCT, 2018 137742 17746 28822 3667 3602 51100 33437 86867 5940 40408 403605 RF APRIL-OCT,		TRF APRIL-OCT., 2018	338	335	3357	149		740	3477	287	22	1973	10656	-18.03
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RF APRIL-OCT., 2018 135435 17262 22503 4623 3776 62083 31286 83920 5779 42717 403605 1.70 2.80 28.08 22.58 -4.61 -17.69 6.88 3.51 2.79 -5.41 0.44	LL PORTS	TRF APRIL-OCT., 2019	137742	17746	28822	2995	3602	51100	33437	86867		40408	405391	
1.70 2.80 28.08 22.58 -4.61 -17.69 6.88 3.51 2.79 -5.41		TRF APRIL-OCT., 2018	135435	17262	22503	4623	3776	62083	31286	83920	- 44	42717	403605	0.44
	Variation from previous y	ear	1.70	2.80	28.08	22.58	-4.61	-17.69	6.88	3.51	2.79	-5.41	0.44	

Source: LP.A.

The Trade Promotion Facilitator



Mr. Prem Behl is a doyen of trade promotion industry. He founded Exhibitions India Group (EIG) in 1987, creating opportunities for investments, joint ventures and technology transfers. Today, EIG is a well-established entity and has organised

over 100 international trade shows, which is India's largest portfolio of exhibitions serving B2B sectors of the economy. Through its series of expos, EIG has made significant contributions to the Government of India's campaigns like Make in India, Digital India, Skill India, Start-up India, Smart Cities, Swachh Bharat Abhiyan, etc. Mr. Prem Behl is globally recognised for his wide-ranging contributions to the exhibitions industry. He has shown commitment to provide best-in-class solutions to create a seamless experience for exhibitors. Through his pioneering role, he has set new standards to attract unparalleled levels of foreign and domestic investment inflows, generating new employment opportunities and changing lifestyles. He has always been open to new business opportunities and that has been part of his success.

Mr. Behl is, currently the Founder & Chairman Emeritus of the Society of Cable Telecommunication Engineers India. He has been Chairman of the Indo-US Economic Summit and the sub-committee on exports of the Ministry of Textiles. Awards showered include 'Lifetime Achievement Award for Outstanding Contribution to the Exhibitions Industry' from the Indian Exhibition Industry Association, 'Award for Dynamic Leadership' from the Indo-American Chamber of Commerce, etc.

Ouestionnaire

(1) How long have you been in operation?

We organised the first exhibition in 1986 on the electronics and semi-conductor sector. The next one was in 1987 on the telecommunications sector. However, Exhibitions India came into existence only in 1987. We have been serving the trade promotion industry in India for the last 32 years.

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

We are a trade promotion organisation dedicated to

promoting Indian large, medium, small and micro businesses, particularly in the MSME sector, to grow nationally and internationally. Our focus is to encourage technology, investments, joint ventures and business. We have a total of 160 full-time employees across six cities including Delhi, Bangalore, Chennai, Hyderabad, Kolkata and Mumbai.

(3) How can technology help in the growth of the Indian logistics industry? Where is your organisation positioned in the relevant technology?

The logistics sector in India is ripe for the inclusion of technology to improve efficiency, reduce costs and support the growth of the Indian economy. There are young entrepreneurs who have been educated in some of the finest institutions in the country. It would not be out of place to acknowledge that young Indian entrepreneurs could be among the new unicorns specific to the logistics sector.

(4) Who are your present clients?

We have some of the finest clientele among the organisations who wish to organize conferences, seminars and expos in the B2B segment. The Government of India has also honored us by making us a part of their campaigns like Make in India, Digital India, Skill India, Start-up India, Smart cities, Swachh Bharat Abhiyan, etc.

(5) What are the special services offered by you?

EIG takes pride in providing quality of the highest order in all aspects of a trade show. This includes attention to minute details in organizing qualitative conferences and booth displays. Our endeavor is to ensure that speakers, delegates, exhibitors, their staff, as well as the visitors are able to conduct their business in a highly professional environment, and leave with a positive impression. We are one of the few trade fair organizers in India to have ISO 9001:2015 & ISO 14001:2015 and OHSAS 18001:2007 certification.

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

From all accounts, the logistics sector in India is poised to grow exponentially. The government has initiated steps for co-ordinated support from road, rail, air, sea and inland waterways for the smooth functioning of businesses. Logistics will play an important role in the delivery of products and services in a timely, efficient and cost-effective manner. The co-ordination between the government organisations, logistics industry, business and industry will not only improve in the future; it will create a favourable ecosystem capable of having a direct impact on the growing Indian economy.

Vinod Kaul

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



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KEY FACTS

Group Turnover



Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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