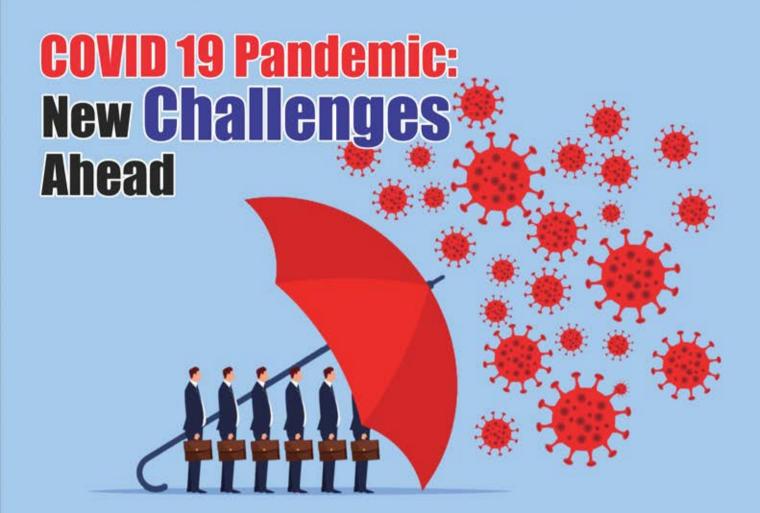
Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Road Transport Ministry Notifies Standardised Transport Vehicles Dimesions On International Norms

Page 20

VECV Launches Uptime Centre To Remotely Detect Faults In Trucks

Page 30

On The Anvil: Draft Logistics Policy

Page 36

AITWA PROPOSES -SUPREME COURT DISPOSES

Page 40

One Organization Multiple Solutions

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





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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

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

REGIONAL OFFICE: Chennai · Mumbai · Kolkata

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

MEMBER OF:













contents

- 04 Editorial
 - Think Ahead...Beyond COVID-19
- 06 Outlook
 - From Chaos to Consolidation !
 - COVID-19 Pandemic: Fuel Prices Surges, Freight Prices Plunges
- **Cover Story**
 - ▶ COVID-19 Pandemic: New Challenges Ahead
- 18 Issue
 - Plan to kick start cashless treatment of motor accident victims
 - Hike In Fuel Prices Pinches Transporters Hard
- Government Policies & Initiatives
 - Road Transport Ministry Notifies Standardised Transport Vehicles Dimesions On International Norms
 - सड़क परिवहन एवं राजमार्ग मंत्रालय ने एनआईसी से नए वाहनों के पंजीकरण से पहले और राष्ट्रीय परिमट वाले वाहनों के लिए फिटनेस प्रमाणपत्र जारी करते वक्त फास्टैंग विवरण लेना सनिश्चित करने को कहा
 - सड़क परिवहन एवं राजमार्ग मंत्रालय ने सीएमवीआर के तहत टायरों, सेफ्टी ग्लास, एक्सटर्नल प्रोजेक्शनों आदि के लिए विनियमनों को अधिसुचित किया
 - Government Accepts Demand for Greenfield Expressway to Amritsar
 - Rs 8200 Crore Project Passing Through MP, UP And Rajasthan Envisages Connecting Bhind To Kota
 - New Economic Corridor Projects Worth Over Rs 20,000 Crore in Haryana
 - Union Road Transport Minister Chairs Key Meeting On Chaardhaam All Weather Road Project
- 28 Technology
 - Xcient Fuel Cell Trucks Arrive In Europe
 - Tesla To Do Cross-country Drive With Cybertruck Later This Year
- Industry
 - VECV Launches Uptime Centre To Remotely Detect Faults In Trucks
 - · Renault Trucks partners with SUEZ to provide electric trucks
 - Deteriorating Demand Keep CV Dealers Under Pressure
- 34 New Arrivals
 - Ashok Leyland Delivers Its Modular AVTR Trucks
 - Eicher To Offer Connected Commercial Vehicles In India

EDITOR-IN-CHIEF: S. N. Arya

EDITOR: Ashok Gupta

PRINTED & PUBLISHED BY: Ashok Gupta SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India

PUBLISHED AT M-5. Ashoka Centre, 4E/15. Jhandewalan Extr. New Delhi-110055. India

Tel: -011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com The All India Transporters Welfare Association, as a matter of policy, disclaims its responsibility for any views expressed by the authors/employees. The views expressed in this magazine are those of the authors and do not necessarily represent the views of either the organisation to which they belongor the All India Transport Welfare Association. This magazine is strictly for private circulation only. All India Transport Welfare Association, Website: www.aitwa.org, Email: aitwaho@gmail.com, info@aitwa.org

- Issue
 - On The Anvil: Draft Logistics Policy
- Women In Logistics
- Supreme Court Matter AITWA PROPOSES - SUPREME COURT DISPOSES
- 42 New Vehicle Dimensions
- **Transport Sector Issue**
- 44 ACFI Update / Petronet Plan
 - New Management Team takes over at ACFI
 - PETRONET PLANS LNG DISPENSING STATIONS PAN INDIA
- e-Gate Pass
 - First time in India, DIAL Cargo introduces e-Gate Pass, collaborating with DCBA
- 46 AITWA New Member List 2019-20
- Vehicle Scrapping Policy
 - ▶ Transporters' Associations Raise Concern Over Scrapping Policy, Write to Nitin Gadkari
- **Government Policies &** 50 **Initiatives / Newspaper** Cutting
 - एनएचएआई स्थानीय विशेषज्ञता का लाभ उठाते हुए राजमार्ग अवसंरचना में सुधार के लिए प्रमुख तकनीकी संस्थानों के साथ सहयोग और साझेदारी करेगा
- Statistics Air Freight
- **Statistics Ocean Freight**
- Corporate Profile
 - THE INDIAN SPECIALIST ON DGR

Think Ahead... Beyond COVID-19

COVID-19 is perhaps the worst pandemic that hit the entire world after 1920 crisis. The impact of the pandemic is so devastating that it forced the government of India to call for a nationwide lockdown. First for fifteen days and then for another fifteen days, the lockdown continued for a series as there is no improvement in the situation was witnessed on analysis. Currently, it is still prevalent in a few states, while a few unlocked but implemented again seeing the spike in the number of COVID 19 positive cases.

Today, public transportation is almost closed. Therefore the concept of 'Work from Home' is adopted by almost all the corporate houses and local firms. Departmental stores, local grocery shops and stores with daily requirement goods are offering 'Home Delivery' services so that people come out of their homes in fewer numbers. All India Transporters' Welfare Association (AITWA) inspired its members to stay home and stay protected. It avoided getting the hard copy of its monthly journal 'Parivahan Pragati' and went digital. AITWA posted the mouthpiece of transporters on its website and send the links to regular and prospective readers.

AITWA did its bit to educate members and employees by organizing various webinars, video conferencing and online posts. As the representative of transporters, AITWA insisted the government consider the driving license of truck drivers as the valid pass for his movement on highways and to cross the State's border through letters approved by the government. AITWA also negotiated with insurance companies for Corona Medical and Death insurance policies

to offer the best packages at reasonable prices.

AITWA also took effective step to cover truck drivers. Now that the backbone of the industry is known as Highway Heroes, not truck drivers, AITWA went all out to safeguard the transport sector's heroes. A Help Line number was introduced to support our heroes. He may be standing anywhere but he can access his needs through this number. Even without much circulation, the call received from drivers, members and others were over 300 in the first 15 days of the lockdown. The callers were provided with information about the availability of food, the status at state borders and new changes in notifications.

Further, the welfare organization for transporters also has written to the various government departments about the issues that the sector is facing forever and due to the pandemic situation.

As there is hardly business a large number of fleet operators are unable to pay vehicle EMIs and hence facing the threat from banks and financial institutions to take away their vehicles. Notably, the commercial vehicle loan delinquency is currently the highest in the retail loan portfolio. Typically, a truck loan ranges from Rs. 3 lakh at the lower end to Rs. 30 lakh for the premium segment. The Reserve Bank of India has announced moratorium to relief borrowers but until business happens how transporters will be able to repay banks or HFCs. Statistics show that around 90% of the CV customers who have taken a loan from NBFCs and 70% of borrowers of private banks have opted for moratoriums.



Ashok Gupta

Lack of labour is another concern. Even though the lockdown is lifted from almost all the states, the situation remains fluid on the ground. The reports of vehicles stranded for want of unloading at factories, warehouses, and godowns keep coming in. Also, the issues of loaded vehicles not getting unloaded as limited permission is available to open factories and godowns have aggravated things.

Besides, the issues of unreasonable increase in fuel cost are a serious concern. Along with this procurement of documents is still a hassle. Though the unified tariff structure - Goods and Services Tax (GST) is being introduced the lacunas are yet to be sorted. E-way bill gives more scare than relief. The industry is not just facing an acute shortage of drivers but don't know how to protect them. They are robbed on highways and have to put lives at risk.

As business is not yet in the flow, the transport fraternity must think ahead and see how to be ready for the future. Of course, what destiny has written that is not in transporters' control but the things that can be tackled or managed must be given a thought. After all, the industry is not of one individual but the community. Working in tandem with each other and the government will create a new landscape for the transport sector. Let's hope for the best!

- x -









ROAD

Al

SEA

TRAIN



We Give Wings To Your Deliveries



ANY THING | ANY WHERE | ANY TIME







ON TIME DELIVERY



PAN INDIA PRESENCE



24X7 CUSTOMER SUPPORT



SHIPMENTS TRACK



DOOR TO



Corporate Office:

130, Transport Centre, Ring Road, Punjabi Bagh, Delhi - 110035
Ph: +91 - 11 - 45970200 / 302 | Fax: +91 - 11 - 28316533
Email: omgroup@omlogistics.co.in Website: www.omlogistics.co.in

From Chaos to Consolidation!



Mahendra Arya National President, AITWA

fter the 2018 economic crash, India had just begun to find its feet on the ground, slowly and steadily.

The business has just begun to explore and trying to make it up for the downturn of 2018. But it was not to be as COVID-19 arrived and hard-hit the nation which was planning to increase its GDP as a brisk.

True! Some greats have very rightly said...it's not what you plan but what the destiny decides. Spot on! A new year that was supposed to bring prosperity, brought disparity instead. A year that was expected to relieve all introduced uncertainty to all. The COVID-19 pandemic made life miserable of entire mankind. Be it rich or poor, old or small, man or woman.

Amidst life-threatening atmosphere, with extra precautions to combat COVID-19, business operations have started. The road goods transportation which was partially opened to deliver daily household goods including medicines and vegetables also has resumed operations fully. However, this is on paper only and the reality is far away from what documents suggest. Lack of business means a huge percentage of trucks are not on the roads and the move. They are parked at roadside or hubs.

COVID-19 is not an issue for India alone, as it has caught hold of developed, developing and underdeveloped countries. Many

covident control contr

transport sectors across the globe have seen it as an opportunity to analyze, introspect, and chalk out a strategy to overcome this pandemic as early as possible. The Indian transport industry should also take inspiration from foreign counterparts and try to fix their issues to grow exponentially soon.

An opportunity to promote

sustainable mobility

On a positive note, COVID-19 can be seen as an opportunity to plan and conceptualize a formula that can boost the industry. To power the industry further for delivering constructive results in near future. Until the industry recovers fully the fraternity can use this period to shape new forms of mobility that can provide clean air, reduced congestion, minimize road accidents and effective turnaround.

Mexico City, Bogota, Oakland, Lima, Berlin, London, Wuhan, Milan, Paris and New Zealand offer many examples of how urban mobility is being rethought. Though it is for passengers, these cities offer a lot to take inspiration from. They have been motivating commuters to opt for walking and cycling. One can easily hire a bicycle at a reasonable price and move around anywhere during the stipulated time-frame. No doubt, the mentioned cities have not only invested in infrastructure for these modes of transportation but also have created space for other sustainable options over a longer time horizon.

And as in the rest of the world, the post-recovery period in India too is likely to see a rise in home-based work and schooling, walking, cycling and the use of public transport. More so because of India's high-density urban agglomerations and its vast numbers of low- and middle-income urban families for whom public transport often provides a lifeline. This is a good time to build upon the lessons of this crisis and rethink the new normal.

But for truckers, the new normal is focusing on digitalization and establishing a system that is organized. Of course, the government has a greater role to play in making it an organized sector but everything will count on members' inclination and will to be a part of the organized sector. There will be lots of benefits but sacrifices have to be offered too.

However, all will start with the existing issues. These problems must be addressed to the government regularly. As these issues are not new

and have been laying in the Minister for Finance and Minister for Road Transport and Highways' desk. Some of the predominant issues are:

Unreas on able increase in fuel cost is a serious concern

In the current scenario, 60 per cent of the logistics cost is of fuel. Needless to say that if the fuel price will

remain high, the logistics cost will also move along with it. But, why is the fuel price 'unreasonably' high only in India and not in our neighbouring countries? Isn't it because of the taxes (excise duty and VAT – which varies state to state) we pay along with it is very hefty? For instance, if Indian Oil Corporation charges Rs 39.21 a litre to dealers (excluding VAT and excise) the end-users end up paying nearly Rs 80 a litre fuel. The government should not levy such a hefty tax on fuel, which eventually adds to the logistics cost.

Shortage of truck drivers is a big issue

Poor remunerations; unlimited working hours; unsafe environment; no job security; no PF, ESI, leave structure, gratuity, pension and risk cover; unavailable healthcare facilities and above all no respectable place in the society has led the existing members to leave truck driving or are responsible for keeping the new and young drivers at bay. Driving training schools should be opened and people should be inspired to join the profession.

When will transporters be able to say bye-bye to illogical toll tax?

Good roads are necessary for a safer, faster and hassle-free drive. But how convincing is this? For instance, the



Good roads are necessary for a safer, faster and hassle-free drive. But how convincing is this? For instance. the Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/km. But the toll tax increases with the size of the vehicle. It is not just money lots of time also gets wasted on the due course

Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/km. But the toll tax increases with

> the size of the vehicle. It is not just money lots of time also gets wasted on the due course.

Procurement of documents is still a hassle

A lot of time is wasted while procuring a driving license, vehicle papers, motor vehicle tax, motor permit, passing, traffic fee etc. In this era of digitalization, with

governments initiative, it could be much easier.

A unified tariff structure - the Goods and Services Tax (GST)

There is still so many confusion hovering in the minds about the GST that it looks more of a burden than a simple tax reform.

E-way bill gives more scare than relief

Most of the people working in the transport sector are academically not proficient, so, chances are there that there are errors in filling the e-way bill.

Drivers are not just robbed on highways; their life is at risk too

Due to the defragmented nature of our highway system, Indian goods carriers are never safe at any point in time.

Transporters' must use this free period to explore and plan more about their business and the industry. All India Transporters' Welfare Association (AITWA) is always there to help its members to its fullest capacity. The fraternity should pray together to overcome from this pandemic and to scale up for brighter tomorrow.

- X -

COVID-19 Pandemic: Fuel Prices Surges, Freight Prices Plunges



S. K. Kedia National Treasurer, AITWA

iding on the back of advanced medical sciences, no one would have ever thought of a pandemic in the 21st century. Without a doubt, the COVID-19-induced crisis has brought the world to a standstill. From economic slowdown to home arrest, people across the globe are suffering emotionally and financially. And, the story is no different for the tough guys in truckers and transporters for whom being on the wheels is life.

In India, where a major part of the goods transport business is still unorganized, the challenges are more and bigger. The Indian transport industry was already suffering due to the shortage of drivers, highway robberies and taxation policies. And, the lockdown added to their sufferings. Owing to demand contraction, many large fleet operators were unable to pay vehicle EMIs and faced the threat of banks and financial institutions repossessing their vehicles.

Amidst lockdown with limited movement of trucks, the reports of vehicles stranded for want of unloading at factories, warehouses, and godowns, keep coming in. Not just this, drivers were harassed and trucks were stopped by the authorities insisting on local permission in spite

of the Union Home Ministry quashing the need for any separate passes for the inter-state movement of trucks. Last but not the least, an increase in excise duty on petrol and diesel left no stone unturned in dampening the spirits of truckers.

Though an old story, the unprecedented increase in the diesel prices hit truckers really hard, making the going really tough. While fuel constitutes around 60 per cent of the total operational cost, a 20 per cent hike in diesel prices made it difficult to either absorb the increase or pass it on to consumers when the industry is suffering demand contraction owing to the pandemic.

Aggravating the problem, fresh lockdown in cities to combat the pandemic and a steep hike in fuel prices have once again reduced the movement of trucks on road. Bringing a dip of over 15 per cent in business, this has hit transporters who were anticipating a revival in business in the second quarter of the fiscal.

Amidst limited load from industries and traders, the delay in delivery due to lockdown and lengthy procedures at checkposts are further hurting the transport business. Also, many transporters have reported that for an error in GST number and e-way bill of a single consignment, the entire truck load is stopped and this causes delay in other dispatches also. It must be considered that often truckers load goods from different suppliers for the same destination in a single vehicle.

As transporters lack the expertise to cross-examine stocks packed in a consignment, they must not be held responsible if an error occurs in the consignment of a single supplier. Their vehicle must not be stopped for days, which delays dispatch of other goods. Transporters appeal to the government to put up a mechanism in place where objected goods can be

pulled back and the rest be allowed to move. Besides, relaxation on tax and penalty must be offered. This will not only regularize vehicles but also help the transport department earn revenue.

Moreover, freight charges, which are market-driven in the country, have dropped to unviable levels amid the COVID-19 outbreak. Transporters thank the Centre for urging state governments to issue the minimum freight rates to help the industry in this difficult time. The need of the hour is to fix minimum freight price per tonne per kilometer for various categories of vehicles.

Notably, the provision for state governments to fix minimum freight charges already exists in the Motor Vehicles Act but has not been exercised. The Section 67 (1) of the Motor Vehicles Act, 1988 stipulates that state governments, having regard to promoting effective competition among the transport service providers, may issue directions through notifications to both the state transport authority and the regional transport authority, regarding the passengers' convenience, economically competitive fares, preventing of overcrowding, and road safety, the advisory said. Further, the Section 67 (2) of the Act allows state governments to relax these provisions as and when needed.

Relying on government relief packages alone will slow down the recovery rate. Have faith in the age-old theory of "you must fight your own battles." The transport fraternity is known for working hard and supporting each other to gain the ground in difficult times. Undoubtedly, their dedication and determination towards their work will continue to keep their spirits high what come may.

- X



DIRECTLY TO

RETAILERS

Call The Logistics Experts

Lead The GST Revolution

With GST, now you can deliver smaller consignments directly to retailers or customers anywhere in India. Reduce your costs significantly by eliminating the intermediaries from your supply chain. Now is the time to call Safexpress, the Logistics Experts. Safexpress has India's largest Logistics Network, covering all 30,338 Pincodes of India.

SAFEX PRESS

info@safexpress.com www.safexpress.com

Call: 1800 113 113

Distribution Redefined

COVID-19 Pandemic: New Challenges Ahead



ndisputably, change is the only constant in this world. And, the change brings in new and different challenges to let others realize it. Take the instance of COVID-19 pandemic, which forced the Government of India to order a nationwide lockdown on March 24, 2020. Soon after, the images of thousands of trucks, some full of goods, stuck on state and national highways flashed through daily news bulletins on televisions that had become commonplace nationwide.

Barring those ferrying pharmaceutical, FMCG and essential goods, which form around 15 per cent of the 80 lakh commercial vehicles, all other goods carriers have been affected. With no business, the problem of loan repayment showed

Take the instance of COVID-19 pandemic, which forced the Government of India to order a nationwide lockdown on March 24. 2020. Soon after, the images of thousands of trucks, some full of goods, stuck on state and national highways flashed through daily news bulletins on televisions that had become commonplace nationwide

up. Truckers faced the threat of banks and financial institutions repossessing their vehicles. Thanks to Reserve Bank of India (RBI), which announced the extension of loan moratorium till September.

Notably, statistics show that around 90 per cent of the CV customers who have taken a loan from NBFCs and 70 per cent of borrowers of private banks have opted for moratoriums. But, the problems of the transport fraternity are increasing day by day and despite the moratorium, finance companies keep pressurizing small operators to payback.

Then came the implementation of the directives of the Ministry of Home Affairs (MHA) at the ground. Despite the government clearly stating that the licence of the driver is enough for the



CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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

- Safety & Transit Insurance
- **Reverse Logistics**
- * Supply Chain Optimization



- * Full Truck Load
- Parcel Train
- O Darci Nepal ODarci
 - * Full Truck Load
- C Fr8ology Private Limited fr8ology
 - **★Technology based Logistics Solution**
- CJ Darcl Logistics Limited

CIN No.: U60222HR1986PLC068818

Website: www.cjdarcl.com

Registered cum Corporate Office:

Darcl House, Plot No. 55 P, Sector-44, Institutional Area, Gurugram - 122003(Haryana) Ph: 9015202121, 25-26, Fax: 0124-4034162, Email: co@cjdarcl.com, ro@cjdarcl.com

Head Office: Hisar

19/3, Tilak Bazzar, Hisar (Haryana)

Ph. 01622-241003-06, 321001-03, Fax: 01662-232269, Email: ho@cjdarcl.com











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

movement of goods, local authorities denied to comply with the same. They demanded for local permissions at state borders. This did get a little better after Union Home Secretary Ajay Bhalla directed states and union territories to ensure uninterrupted movement of trucks. But, the active COVID-19 cases are increasing in India and more and more states are introducing fresh lockdown. And, the situation doesn't seem to improve for transporters anytime soon.

In many places governments are coming to the rescue of transporters. Recently, Bihar transport secretary asked the DMs of the districts where lockdown is in place in view of rise in number of COVID-19 cases to allow loading and unloading of goods from trucks. The officer said that there was no restriction in the movement of trucks carrying all types of goods, including construction materials. He added that action would be taken against cargo vehicles in case of overloading.

On the other hand, the Tamil Nadu government informed the Madras High Court that providing road tax exemption to commercial motor vehicles for the lockdown period would cost the state Rs 1,724.43 crore, while making it clear that such a relief cannot be considered. "Since the movement of goods transport vehicles were not banned even by the state or the central government, the question of granting exemption from payment of road tax for April to September could not arise. Lockdown period has not affected free flow of goods," said the state government, reported PTI.

During the initial days of lockdown, the unloading woes of transporters increased. The issues of loaded vehicles not getting unloaded as limited permission was available to open factories and godowns aggravated things. Also, sufficient transporters' way.

Just like other frontline warriors during the pandemic, truck drivers in the country have started contracting



labor and support staff were not

This is forcing many drivers to stay off duty in the absence of any COVID-19 insurance. Without a doubt, drivers becoming a coronavirus carrier is a dangerous proposition. And, it will be difficult to track backwards because of the wide geography traversed by them

available as most of them had migrated to their home towns. But, the unlock phase offered respite to COVID-19. This is forcing many drivers to stay off duty in the absence of any COVID-19 insurance. Without a doubt, drivers becoming a coronavirus carrier is a dangerous proposition. And, it will be difficult to track backwards because of the wide geography traversed by them. Transporters have been urging the government to help them cope with this and bring back drivers on duty.

In order to prevent truck operators from going bankrupt, transport welfare associations have sought relief from the government in terms of soft loans, and deferment of statutory compliances, among others. All India Transporters' Welfare Association (AITWA) also sought the refund of TDS, with no cap on refund amount, to help meet the administrative expenses of transporters.

"The Only Way To Do Great Work Is To Love What You Do..." - Steve Jobs



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

360 DEGREE SUPPLY CHAIN SOLUTIONS WITH A GLOBAL REACH











WAREHOUSING







INTERNATIONAL TRADING

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

Further, increase in fuel prices, which form a major part of the operational cost, hit truckers hard. And, during the lockdown, the impact was massive.

The already burdened transporters saw a 20 percent hike in the prices of diesel, which at one point surpassed petrol. And, this was owing to the government's decision to raise excise duty levels on petrol and diesel by historic high levels has taken up tax component on the retail price of auto fuel closer to 70 per cent level.

With the prices of petrol and diesel increasing by Rs. 8.50/litre and nearly Rs 10.48/litre, respectively, there is anger in transporters. About 65 per cent of the total trucks in the country are sitting idle due to spiraling fuel prices, corruption and no tangible relief to transporters who are hit hard by COVID-19. As the unbridled hike in fuel rates has made their operations unviable, the road transport fraternity of India strongly protests against the historic hikes in diesel as it is resulting in large scale shutting down of operations, loss of livelihood in this sector.

In the present scenario, on the one hand there is economic slowdown, and there is no demand on the other. To add to it rising fuel cost has increased operational costs by 20-25 per cent. And, corruption and increasing crime on highways is taking a toll on the goods transport sector, leading to further idling of vehicles.

Notably, around 70 per cent of the retail price of fuel constitutes the central and state taxes, which in turn is about 275 per cent and 255 per cent on



In the present scenario, on the one hand there is economic slowdown, and there is no demand on the other. To add to it rising fuel cost has increased operational costs by 20-25 per cent. And, corruption and increasing crime on highways is taking a toll on the goods transport sector, leading to further idling of vehicles

petrol and diesel, respectively, over the base price. As diesel prices account for about 65 per cent of the operating cost of a truck, it has become difficult

> to sustain transport operations as hike in fuel prices have a cascading effect.

> With diesel prices increasing on daily basis, the operating cost increases substantially but the case is not same with the freight paid. As such most of the operations result in losses. The situation is s a m e for contractual work. which are revised quarterly, semi-

annually or annually. Trucks, small fleet owners operations have now become more unviable due to daily fuel price hikes.

Further, there has been no relief from the government to this sector post lockdown. And, the high operational costs cannot be passed on to consumers as is widely perceived as the freights depend on demand and supply forces. The daily fluctuations and variances in prices across the country could not be absorbed in freight and result in negative cash flow for operators. The road transport sector is devastated due to back-to back lockdowns amid COVID-19 pandemic and closure of economy. Moreover, demand is not yet normalized.

The road transport fraternity of India appeals to the government to roll back fuel price hike. They demand for the rationalisation of taxes on fuel and uniform rate of diesel across the























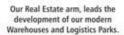


Multimodal



TCI COLD CHAIN







Affiliated to NSDC and LSC, TIOL offers training programs for different entry-level employees in the logistics sector.



Our social arm, committed to serve the nation with a motto of equality and better life for all citizens.



A joint venture between TCI and Mitsui & Co Ltd. TCI which is a logistics partner for Toyota Kirloskar Motors Ltd. & other Japanese companies in India.

KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



Transport Corporation of India Limited

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











country besides monthly or quarterly revision in fuel prices.

Offering some respite to the transport industry, the Centre has urged state governments to issue minimum freight rates. This comes after representations from the transport industry had been received by the ministry of road transport and highways in view of the issues faced by the road transport sector due to weak demand.

However, this is the best time to introspect and plan for the future. In order to move with the world leaders, the industry cannot do way with digitalization rather than enduring it. From business enquiries to filing and submitting the tenders - everything has changed to the online format. Look at the software WhatsApp, what it has done to the business community! It is just not a social media platform any longer it has become a daily conference place between groups of managers, branches and even clients.

Online mode of payment is another significant option that has opened the avenues for business community. The road transporters should avail this facility, as it is safe and frees a driver from all tensions of carrying a huge amount of cash in order to meet the payment of fuel, toll and their expenses.

Further, Fuel Card is also available which is a preloaded card used for making the payment of fuel en-route. The real-time information on payment makes thing even smarter, as the message reaches the company instantly. In addition to this, RFID toll cards are also helping the cause of transporters and drivers as they need not to be in a long queue any longer at tolls as it has made the payment procedure easy.

Digitalization is also helping

companies to have their own customized app for various purposes. It helps boost the services of a

66

Digitalization is also helping companies to have their own customized app for various purposes. It helps boost the services of a transport company and to be in touch with the driver all through his journey. Drivers, on the other hand, can search road maps/ routes, location, nearest hospital, police station, distance and even estimated time required for a journey after considering the road hurdles



transport company and to be in touch with the driver all through his journey. Drivers, on the other hand, can search road maps/ routes, location, nearest hospital, police station, distance and even estimated time required for a journey after considering the road hurdles.

Additionally, drivers are the backbone of any transport company. Therefore, a company requires skilled drivers to grow continuously. The company should value the potential of drivers and do as much they can to retain them. A recent survey on driver turnover rate shows that over 30% of drivers would resign within three months of being hired and about 50% of them would quit within the first six months. Drivers must be offered new looked trucks to deliver goods on time. Trucks should have an air-conditioned driver's cabin as we know drivers spend most of their lifetime inside the cabin and it becomes very important that they remain calm and avoid road accidents. Around 5,00,000 accidents happen every year in India.

Besides, truck owners should seriously think to register with MSME. It is immeasurably beneficial. One of the big reliefs that the truckers can have is that if an MSME transporter is not paid within 45 days, he can take the issue to the MSME Samadhaan portal and get his issue resolved. Further, as an MSME member, a transporter can help his employees to avail 16-17 facilities.

Not to mention that if discussed points are covered, the transport sector will be one of the finest and organized sectors in India. To deal with so many odds, it will be a challenge. But we must remember, if, together we fight, together we can win. Therefore there is a need to stand united in order to come out of the doldrums, and achieve the new normal. More power to transporters!

- x -





Dear CEO's & Logistic Heads

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

- WE CAN —

APML model offers solution with it's unique concept of

"TRUCKING CUBE"

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





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

APML Suvidha

Moving App

Available on:



World Book of Records (UK) Holder Limca Book of Records Holder

C 09 300 300 300

www.agarwalpackers com **

Plan to kick start cashless treatment of motor accident victims

inistry of Road Transport and Highways has prepared a blue print for implementing the scheme of cashless treatment of motor accident victims, as contemplated under the MV Act 2019. This includes treatment of victims during the crucial Golden hour. The ministry has written to principal secretaries and secretaries in charge of transport in all States and union territories soliciting their views on concept note of the scheme by the 10th of this month. The scheme also includes creation of a Motor Vehicle Accident Fund.

The National Health Authority being the nodal agency for PM-JAY and having footfall across the country with over 21,000 hospitals on board has been entrusted to implement the scheme.

It has been envisaged in the scheme to provide compulsory insurance cover to all Road users in the country. The Fund would be utilised for treatment of road accident victims and for payment of compensation to the injured or to the family of person losing life in hit and run cases. The proposed modalities of the scheme have been designed in a way that they allow access to quality care at the right time for all individuals, irrespective of their capability to pay.

Hike In Fuel Prices Pinches Transporters Hard

his is no news that fuel (diesel or petrol) is the major contributor to the logistics cost. And, if the fuel price will remain high, then the logistics cost will also surge along with it. Though, June saw a record high in diesel prices with it surpassing petrol, July offered a little respite with diesel prices remained untouched across the four metros during the month.

Talking about the steep hike in diesel prices, Pradeep Singal (AITWA – National President), told CNBC-TV198 that during the lockdown period, diesel prices have seen a



Pradeep Singal Chairman, AITWA

rise of 20 per cent, which amounts to Rs. 15. He shared that it is very difficult to either absorb or pass it on the consumer during the difficult situation created by the COVID-19 pandemic. Transporters are already suffering demand contraction and shortage of drivers and support staff, and this diesel fuel price hike has increased the cost of operations further.

Stating that it is a bad time for transport industry, the executive urged the government to focus on creating logistics demand, which is getting a blow owing to frequent rise in fuel prices. He added that such frequent changes in fuel prices bring in lots of losses for transporters because they are unable to pass on the effect to the periodic contracts.

Talking about the relief from fuel price hike in July, it may not continue for long, as prices may see an uptick in mid-August due to rise in crude oil prices. "We will observe the price movement for the next couple of days and if oil prices remain firm, a decision may be taken to revise retail product prices again under the daily price revision mechanism," an executive of a public sector oil company on the condition of anonymity told IANS.

Other area of concern is the increase in vehicle prices by 20-30 percent post BS-VI switchover with dealers telling ETAuto that the prospects for a rapid recovery don't appear to be on the horizon.

"Even during an economic slowdown we used to sell about 180 trucks per month. However, with sudden surge in fuel prices we saw an exponential increase in cancellation of heavy truck orders last month and our overall sale last month came down to mere 10 trucks, " said an Ashok Leyland dealer on the condition of anonymity indicating that his order book for the months ahead is not in a decent shape.

"We used to receive bulk orders from transporters who have failed to achieve profits due to higher diesel cost and unavailability of return freight. We don't see any growth in FY21, unless a scrappage policy gets announced," the dealer cited above said.



Our new visual identity. Symbolising our lasting commitment.

With over two decades of moving goods across India, Maa Annapurna Transport Agency has been commonly referred as MATA by all our stakeholders including clients, vendors & well-wishers. Our identity is now a reflection of MATA.

The new identity is driven by the belief that 'Nothing is too far'. Committed to partner organisations in achieving their aspirations, take up every challenge, crossing every terrain and enabling them to reach the distance, MATA is gearing up to welcome a brighter, more audacious future.



2 Decades



350 branches



400 owned vehicles



2000 people



1.5+ million sq ft of warehousing space across India



25+ hubs



400+ loadings per day pan India



20000+ packages delivered daily

Maa Annapurna Transport Agency Pvt limited , Hi-Tech Chambers, 5th Floor 84/1B, Topsia Road (South), Kolkata - 700 046, India. P: +917890744444, 7890844444, 7890944444. F: (033) 22851286. E: corporate@matagroup.in

www.matagroup.in

Road Transport Ministry

Notifies Standardised Transport Vehicles Dimesions On International Norms

he Ministry of Road Transport and Highways through GSR No. 414 (E) dated 26th June 2020, has published a notification to amend Rule-93 relating to dimensions of motor vehicles under the Central Motor Vehicle Rules 1989.

These amendments would provide for standardization in the dimensions of the Motor Vehicles which would be in line with international standards and further a step by the Ministry to improve the logistics efficiency in the country as the enhanced dimensions would provide for extra passengers or extra carrying capacity within the prescribed weight.

The Amendments inter-

alia include to provide for Dimensional details in respect of two wheeled vehicles (L1 and L2) which were not prescribed till now has been prescribed. L2 to Length of max 4 mtr height 2.5 mtr as per EU norms, three wheeler (L5 M/L5 N) height has been increased from 2.2 to 2.5 mtrs and Pneumatic trailer through this notification has been made at par with Modular Hydraulic Trailer and it is expendable upto 50 MTR without increase in load to facilitate transport of goods of exceptional length.

Road Trains with length at par with EU as 25.25 mtrs have been proposed to be included on select routes.

The dimension, particularly the height of the N category vehicles (goods vehicles) has been amended to encourage containerized transport.

The dimensions, particularly the height of the M category vehicles has been amended from 3.8 meter to 4.0 meter except in the case of Airport passenger bus (retained at 3.8 meter), in line with international UNECE standards.

The dimensions,
particularly the height
of the M category
vehicles has been
amended from 3.8
meter to 4.0 meter
except in the case of
Airport passenger bus
(retained at 3.8
meter), in line with
international UNECE
standards

The length of the M3 (buses) with two axles is amended from 12 meters to

13.5 meter.

In case of N category of goods vehicles, height has been amended from 3.8 meter to 4.0 meter except in case of N1 category of vehicles (N1 are utility vehicles with GVW up to 3.5 tons) where the height has been

restricted to 3.0 meter.

The length of the Trailers (T category) is amended from 18.0 meters to 18.75 meter to accommodate ISO standards containers of 45 ft. The height of the trailer is amended from 3.8 meter to 4.0 meter with certain exceptions.

Semi trailers carrying ISO series/freight containers or fabricated/refrigerated containers or with containerized body shall not exceed 4.52 meter.

In case of Truck-trailers/
Tractor-trailer engaged by Auto
manufacturers to carry motor
vehicles/ construction equipment
Motor vehicle/ livestock / white goods
with closed body or meant to carry
indivisible loads, the overall height of
the motor vehicle shall not exceed
4.75 meter.

In case of invisible load following relaxations are made with respect to dimensions namely:

-200 mm projection on each lateral side permissible in case motor vehicle has the actual width as 2.6 meter subject to height up ato 4.75 with certain conditions namely.

-In case of mechanical trailers carrying goods of exceptional length (for eg. wind mill blades), the trailers with extendable length are proposed to be included.

- x -

सड़क परिवहन एवं राजमार्ग मंत्रालय ने एनआईसी से नए वाहनों के पंजीकरण से पहले और राष्ट्रीय परिमट वाले वाहनों के लिए फिटनेस प्रमाणपत्र जारी करते वक्त फास्टैग विवरण लेना सुनिश्चित करने को कहा

सड़क परिवहन एवं राजमार्ग मंत्रालय ने देश भर में वाहनों का पंजीकरण करने या उनको फिटनेस प्रमाण पत्र जारी करते समय फास्टैग विवरण लेना सुनिश्चित करने का फैसला लिया है। एनआईसी को लिखे एक पत्र में, सभी राज्यों और केंद्र शासित प्रदेशों को भेजी इसकी प्रतियों के साथ मंत्रालय ने सूचित किया है कि वाहन (वीएएचएएन) पोर्टल के साथ राष्ट्रीय इलेक्ट्रॉनिक टोल संग्रह (एनईटीसी) को पूरी तरह जोड़ दिया गया है और यह 14 मई को एपीआई के साथ लाइव हुआ है। वाहन प्रणाली अब वीआईएन/ वीआरएन के माध्यम से फास्टैग पर सभी जानकारी हासिल कर रही है।

इस प्रकार, मंत्रालय ने नए वाहनों का पंजीकरण करते वक्त और राष्ट्रीय परिमट के तहत चलने वाले वाहनों को फिटनेस प्रमाण पत्र जारी करते समय भी फास्टैग विवरण लेना सुनिश्चित करने को कहा है।

एम और एन श्रेणी के वाहनों की बिक्री के समय नए वाहनों में फास्टैग लगाना 2017 में अनिवार्य कर दिया गया था। लेकिन बैंक खाते के साथ जोड़ने या उन्हें सिक्रय किए जाने से नागरिक बच रहे थे जिसकी अब जांच की जाएगी। फास्टैग लगाना यह सुनिश्चित करना है कि राष्ट्रीय राजमार्ग शुल्क प्लाजा को पार करने वाले वाहन फास्टैग भुगतान के इलेक्ट्रॉनिक माध्यम का उपयोग करते हैं और नकद भुगतान से बचा जाता है। फास्टैग का यह उपयोग और प्रचार राष्ट्रीय राजमार्ग शुल्क प्लाजा पर कोविड के प्रसार की संभावनाओं को कम करने में भी प्रभावी होगा।

इस योजना पर सड़क परिवहन एवं राजमार्ग मंत्रालय ने नवंबर, 2017 में राजपत्र अधिसूचना जारी की थी।

सड़क परिवहन एवं राजमार्ग मंत्रालय ने सीएमवीआर के तहत टायरों, सेफ्टी ग्लास, एक्सटर्नल प्रोजेक्शनों आदि के लिए विनियमनों को अधिसूचित किया

सड़क परिवहन एवं राजमार्ग मंत्रालय ने दिनांक 20 जुलाई, 2020 के जीएसआर 457 (ई) द्वारा सीएमवीआर 1989 में निम्नलिखित संशोधन किए हैं:-

अधिकतम 3.5 टन मास तक के वाहनों के लिए टायर प्रेशर मॉनिटरिंग सिस्टम (टीपीएमएस) के लिए विनिर्देश, जो अगर वाहन में लगा हुआ है, तो वाहन के चलते रहने की स्थिति में टायर या इसके वेरिएंशन के इंफ्लेशन प्रेशर की निगरानी करता है और ड्राइवर को अग्रिम रूप से जानकारी संप्रेषित करता है और इसके माध्यम से सडक सुरक्षा में बढोतरी करता है।

टायर रिपेयर किट की अनुशंसा की गई है: टायर पंचर (ट्यूबलेस टायर) की दुर्घटना के दौरान, रिपेयर किट के उपयोग से सीलेंट को टायर ट्रेड में पंचर हुए स्थान पर एयर सील के साथ डाला जाता है।

अगर टायर रिपेयर किट और टीपीएमएस उपलब्ध कराया गया है तो ऐसे वाहनों में अब अतिरिक्त टायरों की आवश्यकता समाप्त हो गई है। अंतरराष्ट्रीय मानदंडों के अनुरूप, यह अधिक जगह उपलब्ध कराएगा जिससे ईवी के लिए बैट्टी आदि को समायोजित किया जा सकता है।

सेफ्टी ग्लास के एक विकल्प के रूप में मानकों के अनुरूप सेफ्टी ग्लेजिंग का समावेश। बहरहाल, सामने तथा पीछे की खिड़िकयों (70 प्रतिशत) तथा बगल की खिड़की (50 प्रतिशत) के लिए लाइट के विजुअल ट्रांसिमशन की प्रतिशतता सेफ्टी ग्लेजिंग के साथ शीशे पर सेफ्टी ग्लास के लिए समान ही रहेगी।

वर्तमान में, दुपहिया के स्टैंड विनियमित नहीं हैं और उनकी समिन्वत आवश्यकताएं नहीं हैं जिनके लिए एआईएस मानक अनुशंसित किए गए हैं। इसके अतिरिक्त, सीएमवीआर के तहत दुपिहया एक्सटर्नल प्रोजेक्शन आवश्यकताओं के लिए कोई मानक उपलब्ध नहीं था जिसे अब पैदल चलने वालों तथा गितमान वाहनों के संपर्क में आने वाले सवारों के मामले में पंगु बनाये जाने की घटनाओं में कमी लाने के लिए अनुशंसित किया गया है, मानक निर्धारण, जिसमें टेस्टिंग डिवाइस के साथ संपर्क के सभी बिंदु होंगे, में न्यूनतम अनुशंसित रेडियस होंगे या साफ्ट मैटेरियल से निर्मित्त होंगे।

इसके अतिरिक्त, दुपहिया वाहनों में फुट रेस्ट आवश्यकताओं के लिए भी मानक अधिसूचित किए गए है।

दुपहिया वाहनों में, अगर एक हल्के वजन का एक कंटेनर पीछे की सवारी के पीछे के स्थान, पर लगा हुआ है, पीछे की सवारी की अनुमित देने के लिए एक प्रावधान किया गया है, वशर्ते कि आयामों एवं सकल वाहन वजन (जैसािक वाहन निर्माता द्वारा विनिर्दिष्ट है और टेस्टिंग एजेंसी द्वारा अनुमोदित है) के लिए मानदंडों को पुरा किया गया हो।

अगर प्रावधान किया गया तो एक स्वैच्छिक मद के रूप में कृषि ट्रैक्टर के लिए मैकेनिकल कपलिंग के लिए विनिर्देश।

X

Government Accepts Demand for Greenfield Expressway to Amritsar

nion Minister for Road Transport & Highways and MSMEs Nitin Gadkari announced the development of a new Greenfield connectivity to Amritsar City from Nakodar via Sultanpur Lodhi, Goindwal Sahib, Khadoor Sahib as part of Delhi-Amritsar Expressway. He said, the road from Amritsar to Gurdaspur would also be fully developed and made completely signal free. With this, traffic would have option to travel to Gurdaspur onwards from Nakodar, i.e. via Amritsar or via Kartarpur. The Minister said, this greenfield alignment will not only provide shortest and alternate express connectivity to Amritsar city but also to other religious centres of Sultanpur Lodhi, Goindwal Sahib, Khadoor Sahib as well as the recently developed Dera Baba Nanak/Kartarpur Sahib International Corridor in Punjab.

Gadkari informed that with this expressway, travel time from Amritsar to Delhi International airport would reduce to about four hours from the present about eight hours. He said, this would fulfil one of long standing demands of the people of Punjab. The first phase of expressway would involve investment of about Rs 25,000 crore.

Ministry of Road Transport & Highways have taken up development of Delhi Amritsar Katra Expressway under Bharatmala Pariyojana. The alignment of expressway was firmed up in January 2019 and process of land acquisition was initiated. Recently, the issue of alignment of Expressway to Amritsar has been taken up by the Minister of Food Processing

Industries Smt. Harsimrat Kaur Badal, and the Minister of State (I/C) Civil Aviation, Housing & Urban Affairs Hardeep Singh Puri with the Union Minister for Road Transport & Highways Nitin Gadkari. The issue was also raised by Shwait Malik, MP (Rajya Sabha), Gurjit Singh Aujla, MP (Lok Sabha), Govt. of Punjab, Sikh organisations and other public representatives.

Chief Minister of Punjab Captain Amrinder Singh, Union Minister of Food Processing Industries Smt. Harsimrat Kaur Badal, Union Minister of State (I/C) Housing & Urban Affairs Hardeep Singh Puri, MoS (I/C) MoDoNER Dr Jitender Singh, MoS (RT&H) Gen V. K. Singh, Shwait Malik, MP (Rajya Sabha), Gurjeet Singh Aujala, MP (Lok Sabha) and Anil Joshi, Ex Cabinet Minister, Govt.



It may be pointed out that Govt. of J&K had initially proposed Delhi-Katra Expressway. However, the Union Minister for RT&H Gadkari had envisaged that the proposed expressway would pass through Amritsar looking at religious importance of the city, where over four million tourists visit every year, and hence conceived Delhi-Amritsar-Katra Expressway under Bharatmala.

In order to discuss and resolve issue of alignment to Amritsar, a VC meeting was held under Chairmanship of Nitin Gadkari, which was attended by the of Punjab. Secretary MoRT&H, Chairman NHAI and other senior officers were also present in the meeting.

It is reiterated that Amritsar city was always an integral part of the Delhi-Amritsar-Katra Expressway. From beginning Expressway was proposed as combination of Greenfield and Brownfield alignment in two phases.

Gadkari also requested Govt. of Punjab to provide requisite support to NHAI to expedite Land acquisition for proposed expressway in the State of Punjab.

X



BLR Logistiks (I) Ltd

OHSAS 18001:2007 & ISO 14001:2004 Certified

General Transportation & Beyond...

Warehousing: 6,00,000 sq ft

•General •Bonded •Temperature Controlled

Global Freight Forwarding

Over 50+ International Agents Network

Project Logistics & ODC

Multi Location Turnkey Projects

General Transportation

Pan India Coverage from 50 years

Creating Value

by Simplifing Supply Chains

Corp Off: D-201/202, Lotus Corporate Park, Near Jaycoach Naka, Off W.E. Highway, Goregaon – East, Mumbai - 400063, Maharashtra, India.

- Tel: +91 22 4041 9090, 22 6288 9090
- · Email: info@blrlogistiks.com









Rs 8200 Crore Project Passing Through MP, UPAnd Rajasthan Envisages Connecting Bhind To Kota

nion Minister for Road
Transport & Highways
and MSME Nitin
Gadkari reviewed the
proposed Chambal
Express Project with Shivraj Singh
Chauhan Chief Minister, Madhya
Pradesh, Narendra Singh Tomar,
Minister of Agriculture & Farmers
Welfare and Jyotiraditya Scindya,
Member of Parliament, through Video
Conference.

Speaking during the meeting Gadkari emphasised on expeditious environment clearance, land acquisition and royalty/local tax exemptions to make project see the light of the day soon. He underlined that apart from providing smooth traffic & goods movement the project will immensely benefit the area and people of the backward region along the Expressway. Gadkari also stated that land acquisition should cater to the development of way side amenities besides industrial and commercial clusters with potential for having smart cities, mandis, humar haats etc on both sides.

Thus the project offers huge employment potential in this districts & adjoining areas, he added.

Rs 8200 crore Project passing through

MP, UP and Rajasthan envisages connecting Bhind to Kota. It also will provide cross connectivity with Golden Quadrilateral's Delhi-Kolkata corridor, North-South Corridor, East-West Corridor and Delhi-Mumbai - Expressway.

Stressing the need to bring down cost of the project he said royalty and tax exemption on the project material will save more Rs 1000 crore.

Union Minister suggested that Chief Ministers of these States through which road will pass should chair a State level High Powered Committee meeting to sort all State specific issues which will facilitate the faster implementation at optimum cost. It may be stated that Madhya Pradesh has already exempted royalty on minerals for this project.

Gadkari informed that he has directed Chairman NHAI to prepare DPR at the earliest. It is expected that project may be completed in about 2 years after land acquisition.

He opined that A CHAMBAL Development Authority can be formed for better coordination & progress of this region and called upon the States to sort out forest, environment & Land acquisition issues in top priority.

Further Gadkari invited the States to

send Bus Ports & Driver Training school proposals along this & other region.

The Minister felt that Project can also have logistics parks on the lines we are making Logistics park(MMLP) in Indore, Jabalpur & Jaipur.

It may be added the 404 km (approx) project provides alternate route from Kanpur to Kota through MP & then it will join Delhi Mumbai Corridor—The Lifeline of the country.

Senior officers of the State of Governments of Madhya Pradesh, Rajasthan, Uttar Pradesh, Union Road Transport and Highways Ministry and NHAI participated in the online

Senior officers of the State of Governments of Madhya Pradesh, Rajasthan, Uttar Pradesh, Union Road Transport and Highways Ministry and NHAI participated in the online review meeting. MP Chief Minister also concurred with Gadkari about expediting project implementation and cost savings

review meeting. MP Chief Minister also concurred with Gadkari about expediting project implementation and cost savings.

"Do What You Can With All You Have, Wherever You Are," - Theodore Roosevelt

New Economic Corridor Projects Worth Over Rs 20,000 Crore in Haryana

nion Minister for Road Transport, Highways and MSMEs Nitin Gadkari inaugurated and laid the foundation stones of various Highway projects as part of a new economic corridor worth about Rs 20 thousand crore in Haryana

through webcast. The function was presided over by the Chief Minister of Haryana Manohar Lal. Union Minister of State for Road Transport and Highways Gen (Retd) V K Singh, Deputy Chief Minister of Haryana Dushyant Chautala, Union Ministers Rao Inderjit Singh, Krishnapal Gurjar, Rattan Lal Kataria, NHAI Chairman S S Sandhu, senior officers of the Ministry of Road Transport & Highways and officers from Haryana State Government participated in the virtual function.

Union Minister for Road Transport, Highways and MSMEs Nitin Gadkari inaugurating and laying the foundation stones of various Highway projects as part of a new economic corridor in Haryana today thru webcast.

The projects inaugurated include the 35.45 km 4-lane Rohna/Hasangarh to Jhajjar section of NH 334B costing Rs 1183 crore, the 70 km 4-laning of Punjab-Haryana Border to Jind section of NH 71 costing Rs 857 crore, and the 85.36 km 2-lane with paved shoulders Jind-Karnal Highway on NH 709 costing Rs 200 crore.

Foundation stones were laid for projects including the 227 km 6-lane access controlled Greenfield expressway from Ismailpur to Narnaul on NH 152D in 8 packages costing Rs 8650 crore, the 46 km 4-lane Gurugram Pataudi-Rewari section of NH 352W costing Rs 1524 crore, the 14.4 km 4-lane Rewari Byepass costing Rs 928 crore, the 30.45 km 4lane Rewari-Ateli Mandi section of



NH 11 costing Rs 1057 crore, the 40.8 km 6-lane Narnaul Byepass on NH 148B, NH 11 and Narnaul to Ateli Mandi section of NH 11 costing Rs 1380 crore, the 40.6 km 4-lane Jind-Gohana (Pkg 1, Greenfield alignment) of NH 352A costing Rs 1207 crore, the 38.23 km 4-lane Gohana-Sonipat section of NH 352A costing Rs 1502 crore, and the 40.47 km 4-lane UP-Haryana Border to Roha on NH 334B costing Rs 1509 crore.

Union Minister for Road Transport, Highways and MSMEs Nitin Gadkari inaugurated and laid the foundation stones of various Highway projects as part of a new economic corridor in Haryana today thru webcast.

Speaking on the occasion, Gadkari said, these projects will benefit people

of Haryana in big way by providing smooth connectivity within the State, as well as to other States like Punjab, Rajasthan, Delhi and Uttar Pradesh. The Minister also said that these important projects will decongest big cities reducing travel time. It will take about 2 hrs to reach Delhi Airport from

> Chandigarh against 4 hrs now. The projects will also save on time, fuels and cost, as also boost development in backward areas of the State. He said, the Government is committed to progress and prosperity of the country, and Rupees two lakh crore worth of works will be completed in the first two years of this government. He recalled that the Prime Minister has conceived Rs 100 lakh crore worth of infrastructure development towards achieving the five trillion economy. The Minister said,

people in the State should consider adopting crops for bio fuels, which has the capacity to improve their all-round life. This will ensure employment opportunities within the villages, which will also stop mass migration in search of employment. The Minister said, the proposed Delhi-Mumbai Expressway, Trans Haryana Economic Corridor and the Gurugram-Rewari-Ateli-Narnaul are the highways of a new emerging India, which will bring development in all corners of Haryana.

Gadkari requested the Chief Minister to expedite land acquisition for National Highway Projects in the State. For this purpose the issues may soon be discussed and sorted out with the Minister of State for RTH Gen. (Retd) V. K. Singh.

- X -

Union Road Transport Minister Chairs Key Meeting On Chaardhaam All Weather Road Project

nion Minister for Road Transport & Highways and MSMEs Nitin Gadkari reviewed the CHAARDHAAM ROAD PROJECT in the State of Uttarakhand via Video Conference. Union Minister for Environment, Forests & Climate Change. Information & Broadcasting, and Heavy Industries & Public Enterprises Prakash Javadekar, Chief Minister of Uttarakhand Trivendra Singh Rawat, Union Minister of State for Road Transport & Highways Gen (Retd) V K Singh and the State's Ministers of Environment & Forest, PWD among others participated in the meeting. Union Secretaries of Road Transport & Highways, Environment and Forests, DG Roads (MoRTH), DG (BRO) and senior officers of the two Ministries, as well as from State Government, also attended.

Union Minister for Road Transport & Highways and MSMEs Nitin Gadkari today reviewed the CHAARDHAAM ROAD PROJECT in the State of Uttarakhand via Video Conference.

Gadkari called for expeditious disposal of all pending issues and for completing land acquisition at the earliest. He emphasised that this project is of great national importance and should be handled from that perspective by all concerned. He requested CM Uttarakhand to personally review issues pending at the level of State Government especially those related to environment, land acquisition etc. and asked for strict monitoring and cautioned against deliberate delays.

Speaking on the occasion, Union

Environment Minister Javadekar stressed upon taking up of project implementation by the Ministry of Road Transport & Highways based on the recommendations of High Powered Committee. The Environment Minister further assured

Speaking on the occasion, Union Environment Minister Javadekar stressed upon taking up of project implementation by the Ministry of Road Transport & Highways based on the recommendations of High Powered Committee. The **Environment Minister** further assured to extend all required cooperation from the Ministry for an early completion of Projects

to extend all required cooperation from the Ministry for an early completion of Projects.

Javadekar informed that the Zonal Master Plan(ZMP) for the Bhagirathi Eco-Sensitive Zone, prepared by the Government of Uttarakhand and appraised by the Ministry of Jal Shakti, has been approved on 16th July, 2020. The ZMP is based on watershed approach and includes governance in the area of forest and wildlife, watershed management, irrigation, energy, tourism, public health and sanitation, road infrastructure, etc.

Union Minister for Environment, Forests & Climate Change, Information & Broadcasting, and Heavy Industries & Public Enterprises Prakash Javadekar addressing the review meeting on CHAARDHAAM ROAD PROJECT in the State of Uttarakhand via Video Conference today.

It was further decided that Secretary, Ministry of Environment, Forest and Climate Change will review the pending issues related to environment and forest clearances with the officials of Ministry of Road Transport and State Government Departments.

CM Uttarakhand Rawat assured to personally review and thrash out all issues pertaining to the project pending at State level, including faster land acquisition. He requested Gadkari to consider a proposal being worked by the State Govt for NH connectivity to Gairsain, the summer capital of Uttarakhand. He said, DPR is being prepared for the same, Gadkari assured that the same will be considered expeditiously as soon as it is received in his Office.

The Chaardham Project proposes to connect Yamnotri, Gangotri, Badrinath and Kedarnath which host Chaardham Yatra in the State of Uttarakhand. The all-weather Chaardham Road has in all 53 projects of 826 km length, involving an investment of Rs 12000 crore.

– x -



AIR TRANSPORT CORPORATION (ASSAM) PVT. LTD.

We Carry TRUST ...



CORPORATE OFFICE:

Chandra Shekhar Bhawan, 13B, Rauz Avenue, 1st Floor,
Vishnu Digambar Marg, New Delhi - 110002

Board line(s): (011) 23234453, 23230650, 40108545/84, Mobile:(+91) 9953655343

E mail :admin.del@atclindia.com | www.atclindia.com

CIN: U74140DL2011PTC213799

Xcient Fuel Cell Trucks Arrive In Europe

Hyundai Motor Company has shipped the first 10 units of the Xcient Fuel Cell, a heavy-duty truck, to Switzerland, the company announced.

The company plans to ship a total of 50 Xcient Fuel Cells to Switzerland this year, with handover to commercial fleet customers starting in September. Hyundai plans to roll out a total of 1,600 Xcient Fuel Cell trucks by 2025 to reduce carbon emissions through zero-emission solutions.

Xcient is powered by a 190 kW hydrogen fuel cell system with dual 95-kW fuel cell stacks. Seven large hydrogen tanks offer a combined storage capacity of around 32.09 kg of hydrogen. The driving range per charge for Xcient Fuel Cell is about



400km. Refueling time for each truck takes approximately 8~20 minutes.

"Xcient Fuel Cell is a present-day reality, not as a mere future drawing board project. By putting this groundbreaking vehicle on the road now, Hyundai marks a significant milestone in the history of commercial vehicles and the development of hydrogen society," said In Cheol Lee, Executive Vice President and Head of Commercial Vehicle Division at Hyundai Motor, reported Times of India.

Tesla To Do Cross-country Drive With Cybertruck Later This Year

Tesla aims to do a cross-country drive with Cybertruck later this year to let people closely see the electric pickup truck, said Elon Musk.

A fan asked Tesla CEO when the East Coast of the US would get a glimpse of the futuristic EV pickup. "Sure, we will aim to do a crosscountry drive with Cybertruck later this year," replied Musk, reported IANS.

> West Coast is Cybertruck's exclusive area. The truck was recently on display at the Petersen Automotive Museum in Los Angeles, California.

> A cross-country road trip in a Cybertruck would undoubtedly generate an enormous amount of traction on all social platforms for the truck and

the manufacturer.

Tesla is also reportedly planning to build its next Gigafactory to produce Cybertrucks near Austin, Texas.

As per reports, Musk is set on bringing the next Tesla Gigafactory, or 'Terafactory', to Austin, Texas, or at least close to the city.

The factory could produce Tesla's electric pickup truck as well as company's new Model Y crossover electric vehicle.

The Palo Alto-based company said it delivered 90,650 vehicles in the June quarter. It achieved the feat despite its Fremont, California based factory was out of action owing to Covid-19 lockdown for most part of the quarter.

Tesla delivered 80,050 Model 3s and Model Ys in the quarter and 10,600 of its Model S luxury sedan and Model X SUVs.

X

"I Think Goals Should Never Be Easy, They Should Force You To Work..." - Michael Phelps

P₄D

PAY PER PALLET PER DAY

Now book Warehouse Space online @ www.p4d.pw



Everything in its Place And Place for Everything

An initiative of IndoArya

Salient Features

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

We are Available at:

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

VECV Launches Uptime Centre To Remotely Detect Faults In Trucks



hen talking about strong aftermarket support to customers, whether digitised or technical solutions, it is hard to beat Volvo Eicher Commercial Vehicles (VECV). Working in this direction, the company has also set up an uptime centre that works seamlessly to remotely detect faults in the trucks running anywhere in India and provide them the required support. Also, it has introduced 8-year-long driveline warranty for Haulage and 15,000 hours for tippers for the BS6 vehicles. Besides, VECV recently became the first company to offer 100 percent connected trucks in the commercial vehicle industry in India.

In order to understand what all aftermarket initiatives VECV currently offers and how digitisation can help fleet operators save big in terms of cost, Express Drives recently had an interaction with Vinod Aggarwal, MD & CEO, VECV.

Aggarwal says that out of the two fundamental things, first is the product that includes its policies, reliability, and performance. Second is the aftersales because these trucks are industrial and business assets. Therefore, both the product and aftersale service must be best in class. He adds that since the company has a collaboration with Volvo, VECV is a Volvo group company and as far as the products are concerned, the group has adopted a lot of Volvo group technology. VECV says that its vision is modernising the commercial vehicles industry in India.

Vinod Aggarwal says that if you look at the trucks on the Indian roads, the technology used in them is quite poor. 80% of the trucks are sold without cabin and body and these cabin and bodies are built on the roadside. He says that one might also ask why multinationals have not done it like in two-wheeler or car but why not trucks. The reason is the price which is a very big barrier. Since the trucks are business assets and not status assets, people do not bother about the technology or how it looks or what is the comfort for the drivers and they do not take care of the drivers.

The owner's mentality is that the trucks must deliver on time. If you look at the logistics cost as the percentage of the GDP, it is 10-13% as compared to developed markets where it is 5-6%. Aggarwal says that presently, all these multinationals have world-class technology and Indian customer is not ready to pay the price. One might not has seen much of the international companies that have

come here and these have not been successful that is why VECV is investing in compliances especially heavy-duty trucks which are the main truck market and they continue to be ruled by strong duopoly. Aggarwal adds that when they collaborated with the Volvo group in 2008, the company's objective was to modernise the trucking industry in India and round the world. So, a lot of Volvo group technology has been incorporated in VECV's Indian R&D centre and at Indian cost. Hence even though they have been modernised, but they can compete at the same price levels and continue to give the technology and that is the secret of VECV's high profit in the past.

The company continues to provide trucks with factory-built bodies and now has its our own inhouse plant so that it can provide buses to the customers which are built in VECV's own factory and not on the roadside. VECV believes that the products must be of superior quality and provide best in class fuel efficiency and hence, the VECV trucks are known as 'Mileage ka Badshah'. So, Mileage ka Badshah comes from better productivity better driver comfort if you provide comfortable cabins. For e.g. if you are comfortable you can drive more in a day and in normal trucks you can drive 300km in our trucks you can drive 400-500km or if you have given cruise control feature like in cars that people can put on when the roads are smooth and highway then you don't have to even put on the clutch or the accelerator.

According to VECV, the fuel accounts for 40-60% of the total cost of ownership of a truck so anything that you save on fuel help you to save money. Also, the company says that if you give a good product which offers best fuel efficiency and best in comfort and other features, the company must

ensure that it stays for a maximum period. VECV says that it has taken a lot of steps in the last few years because one can leverage a lot of electronics and the brand also has the access to a telematics system which is Volvo verified.

Now, here comes the most important part. VECV has set up first of its kind

Now, here comes the most important part. VECV has set up first of its kind uptime centre, where any truck either from workshop or on the road can be taken control of by the uptime centre through a digital tool and then it can provide real time guidance to the technicians if he gets struck anywhere either on the road or on the workshop

uptime centre, where any truck either from workshop or on the road can be taken control of by the uptime centre through a digital tool and then it can provide real time guidance to the technicians if he gets struck anywhere either on the road or on the workshop.

Since BS6 is very new and complex technology and calls for building up the competency of the technicians preparing the infrastructure, they know the technology and help the customer. Therefore, it is very important to develop the right competency of our people and aftersales people also of the dealership people and dealer's technicians who work in the workshop. That is the second area if you must give the best aftersales service to your customers.

VECV says that it has also done a lot of digitalisation that helps in creating the right understanding at all levels like what the sort of response the company is giving to its customers, how much time a truck takes when it enters the workshop and then exits the workshop. VECV has divided its entire workshop into 7 or 8 sessions at each session and there is a display box because everything is now digital. The moment the truck enters the workshop, the entire details are saved in the smartphone or in the laptop. After that, there are seven sessions like first is the advisor in the workshop to understand from the driver what is the problem then he will listen to him and put down the details of what is to be done, that then again gets locked in at the digital platform.

Then the staff checks the problem that happened while providing the servicing of the vehicle and in the meanwhile, the technician takes care of the problem through the digital tool. All these locations are very clearly mentioned on VECV's digital platform. With over 300 workshops across the country, in the first phase, the diagnostics services are provided and in the second stage, the company provides the predicted maintenance. The second phase is based on the telematics system with the help of which, the staff at VECV is able to understand the behaviour of the truck. This system is an advance technology that captures various types of behaviour in the vehicle like its routine, tempering of the fuel, how long has the engine been kept on without moving, etc.

Renault Trucks partners with SUEZ to provide electric trucks

enault Trucks has joined hands with SUEZ to use electric trucks for waste collection. The first Renault Trucks D Wide Z.E. model (26 tons), which is a completely zero-emission model will be used for waste collection in Paris region, claims the company in a release.

The Renault's zero-emission truck is manufactured at the automaker's plant in Blainville-Sur-Orne in the Calvados department (France). As the company claims, it will begin operations in July 2020 on several SUEZ's waste collection contracts in the Paris region.

Commenting on this, Olivier Metzger, Director of Alternative Energies at Renault Trucks France, said, "This model is the product of a true partnership between SUEZ and Renault Trucks. We have been working for a long time with SUEZ, an environmental business leader in France, to develop this type of 100% electric solutions. Our relationship of trust is key for developing strategic projects," reported ET Auto. As the company claims, garbage trucks have many start-stop use cycles. This drives up fuel consumption and means that the vehicle's braking system is in near-constant usage. Electric vehicles offer solutions to both these issues.

This next-generation garbage truck is claimed to be providing a collection service in urban areas without emitting any pollutants or CO2 during use. At the same time, their rounds will be quieter, since special attention has been paid to reducing the noise the waste makes upon entry into the vehicle, claims the company.

Deteriorating Demand Keep CV Dealers Under Pressure

s coronavirus ravages economy and saps demand, the sales of commercial vehicles have come to a shuddering halt with no clear signs of revival in sight.

Unlike the passenger cars and two-wheelers that witnessed early signs of sales rebound last month, the demand for the medium and heavy trucks in particular, continue to remain in red as a larger part of it supports construction and industrial activities where only limited operations are happening as of now, reported ET Auto.

While Tata Motors reported 89.6 percent year-on-year (YoY) decline in volume for Q1 of FY21, other prominent players like Ashok Leyland, M&M and VECV have reported declines of 81.3 percent, 36.5 percent and 70.7 percent Y-o-Y last month, respectively.

In-depth channel checks by leading broking houses highlighted that after a scathing period of lockdown there has been a severe dearth of inquiries of trucks at the dealerships. A recent report by East India Securities said that CV dealers hardly see any inquiries due to lockdown as almost all the construction activities are shut.

As per the report, excess capacity with transporters has also muted the prospects of hike in inquiry levels in near future. "...if in case there is a pickup in September that excess capacity will get utilised first and then only customers can look for buying new trucks," the report pointed out.

Underscoring the challenges on the financing side analysts of the report said that transporters don't have orders in hand and financiers are not lending to those who have already taken EMI moratorium.

The delinquency rate in CV loans has increased exponentially in the last one year due to the economic slowdown.

"Prior to March, a minimum of 40,000 vehicles had been repossessed by financiers. Repossession is expected to increase manifold once the moratorium is lifted," revealed the latest report by Dolat Capital.

In addition, the significant reduction in used trucks prices is further putting a dent on new truck demand in near term. As per the industry sources, used truck dealers are offering almost 50 percent discount on 2-3 year old trucks.

- X -



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

The New CHAPP VAN by Agarwal Packers and Movers

The shifting Experts

(Car Household Artifacts Plants Pets)

Dayanand Agarwal (CMD)



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

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

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

Call: 93 6001 4001

Experience it for yourself, call us today.

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

Agarwal Packers and Movers (DRS Group)

220, Kabra Complex, 61 M.G. Road, Secunderabad - 500 003. Phone: +91-40- 27711276/504. Toll Free No: 1800 420 4321

E-mail: info@agarwalpackers.in















Over 10 lakh happy customers | Services to 1200 destinations nationwide | 60 fully computerised branches | 24 hours Customer Care Warehousing facility | Pre-Shifting to Post Shifting Services | Worldwide Door to Door Service

Ashok Leyland Delivers Its Modular AVTR Trucks

Ashok Leyland of the Hinduja group launched its latest range of modular AVTR trucks. They were delivered to the customers in the presence of COO of Ashok Leyland Anuj Kathuria and CEO of TVS & Sons Private Limited Madhu Raghunath.

"Our AVTR range of trucks provides our customer with the latest in technology and innovation. With our economy gradually picking up and business coming to normalcy, these trucks will play a crucial role to get the goods moving," Kathuria said in a press release.

With cost management being crucial, the new trucks would set benchmark in terms of total cost of ownership, including best in class operation and maintenance cost, he said, reported PTI.

"With our reliable partners TVS & Sons, we hope our family of customers grows...," he said in the release.

With so many options to customise,

customers can now get exactly what they want for their specific business, Raghunath said.

This, along with the latest iGen6 technology, makes AVTR the preferred choice for truck buyers, he said.

"We are certain to meet the business requirements of as many customers as possible to see the value in investing in these trucks which will eventually help them grow their business profitably," Raghunath said.

Eicher To Offer Connected Commercial Vehicles In India

Commercial vehicle manufacturer, VE Commercial Vehicles Limited (VECV) announced its industry-first proposition of 100 per cent connected vehicles across its entire product portfolio, powered by their connected vehicle solution—Eicher LIVE.

As per the release, from 1st August 2020 onwards, the trucks and buses built on the EUTECH6 platform will be equipped with prefitted hardware that would enable them to be completely connected while on the road along with the ecosystem.

The company further claims that the connected Eicher Trucks & Buses come with a host of

features that will enable three key benefits for the customer including fuel-efficient operations, superior uptime enabled by the industry-first Eicher Uptime Centre support, and segment-specific benefits such as enhanced logistical efficiency in ecommerce & passenger safety in buses.

Commenting on the announcement, Vinod Aggarwal, Managing Director & CEO, VE Commercial Vehicles said, "The unique proposition of connected vehicles is a significant step

EICHER CONTRACTOR OF THE PARTY OF THE PARTY

towards modernising the CV industry. Starting with Eicher Live, then the uptime centre and now with 100% connected vehicles, we are closing the loop on providing a connected ecosystem for tomorrow, which is driven by the BS-VI wave," reported

ETAuto.

On expanding the technology across 100 per cent of the vehicle range, he added that "Large fleet customers who have high demands of fuel efficiency, safety and driving behaviour as critical elements will be able to maximise

> their productivity and profitability. This technology will not only benefit the big logistics players but also the last mile vehicles as effectively."

> Eicher's advanced telematics system is fully integrated with the vehicle's electronics and is engineered as an integral part of it. With the new emissions era of BSVI, the

telematics system leverages the several sensors fitted in the vehicle and converts the large amounts of data to enable deeper insights, thereby creating a unique value proposition for customers, added the release.

– x –



SOUTH EASTERN CARRIERS PVT. LTD.









VISION

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

MISSION

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

SOUTH EASTERN CARRIERS PVT. LTD.

Corporate Office:

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

FAX: 0124-5067199 E-mail: delhi@secl.net

Registered Office:

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

On The Anvil: Draft Logistics Policy

"Government is in the process of drafting a National Logistics

drafting a National Efficiency Advancement Predictability and Safety (NLEAPS) Act which will be a unified logistics document covering end to end logistics services including all modes of transport, " said Pawan Kumar Agarwal, Special Secretary (Logistics) - Department of Commerce, Union Ministry of Commerce & Industry, reported UNI.

He was speaking at the first session of the SCM

Summit Series-Transforming Supply Chain Towards New Era - organised by the Indian Chamber of Commerce. The first session culminated in a virtual conference on roads and highways representation by AITWA where representatives pressed forward the ground level issues faced by the transport and logistics sector and suggested recommendations for the same that could boost the overall supply chain of the country.

Pradeep Singhal, Chairman, AITWA, put forward issues such as standardization of penalties, multiple registration in each state due to GST, absence of infrastructure for data collection for proper planning etc. He suggested to have a policy for a 1000 km movement of truck per day, raising it from the current 300 km per day mark.

During the summit while Mahendra Ayra, President, AITWA vouched for

ocess of the need for technology adoption in ogistics the sector. Vivek Kele, Chairman,



During the summit
while Mahendra Ayra,
President, AITWA
vouched for the need
for technology
adoption in the sector.
Vivek Kele, Chairman,
Team Global suggested
that popularization of
emerging routes to
boost volume, and
building proper
highway amenities is
crucial for the
transport sector

Team Global suggested that popularization of emerging routes to boost volume, and building proper highway amenities is crucial for the transport sector.

> Pointing out the issue on corruption in highways, Abhishek Gupta, Hon. Joint Secretary, AITWA suggested a centralised online payment of penalties.

> Agarwal also invited opinions from all stakeholders in drafting the document which he said was "beyond just a logistics document". He stated that efficiency in logistics comes from end to end services and hence

the document will not just focus on multimodal transport but also introduce end to end logistics such that mainstreaming logistics service provision becomes a norm.

He also informed that in order to ensure real time visibility across supply chain, some apps will be introduced that will be available in a matter of weeks in the ecosystem. Government is also working on Geotech and Geomapping for having digital control tower and routing.

N Sivasailam, IAS, Immediate Past Special Secretary, Logistics, also graced the session and stated that better logistics in the North Eastern region of India is the need of the hour. This is because the India-India trade i.e. trade between the rest of India and the NE states has a 10x-12x potential than compared to India's trade with the neighbours.

- X

FR8 www.booking.fr8.in

India's Largest 32ft MXL/SXL **Truck Broker**





Price Lesser than market price



Quality Verified Trucks



Service On-time delivery & POD

Contact us for trucks

West	Sou	ith	North	East
MUMBAI	CHENNAI	BANGALORE	GURGAON	KOLKATA
9372872048	7010985739	7010985737	8053619267	7010985745
9361515464	7010985732	9361515470	7010985738	7010985733
PUNE	COIMBATORE	HYDERABAD	JAIPUR	BHUBANESHWAR
7358289033	8610561791	8919955307	9371199759	6901119314
9361515464	7010985749		7010985738	
AHMEDABAD	TIRCHY	VIJAYAWADA	AMBALA	GUWAHATI
7010985744	7010985748	7010985735	8296911066	7010985743
9361515464	7010985749		7010985738	
NAGPUR	COCHIN		RUDRAPUR	SILIGURI
7010985741	9361515465		7010985736	9361515463
9361515464				
GOA				PATNA
9361515464				79361515471





🌄 93 8282 4141

Women in Logistics



Armed with a Bachelor's Degree in English and fortified with a PG Diploma in Computer Applications, her initial career interest was in Software development. Early in her career she was introduced to Shipping which was, at that time, a 'not-so-popular' sector as a career opportunity. After handling various responsibilities in a German based shipping company M/s. Hapag-Lloyd in the capacity of Sales and Customer

Service for 16 years, she moved to a logistics organization, M/s. Jas Forwarding Worldwide, a USA based MNC, wherein she has handled Ocean Operations, Key account management and currently is handling P&L position as Regional Manager – Western India, based in Mumbai. She is also associated with WISTA, an international networking organization whose mission is to attract and support women at the management level in Maritime, Trading and Logistics.

Questionnaire

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

I have been in the Shipping & Logistics industry for almost 25 years. Recalling the nostalgia of the journey brings back memories associated with great leaders and mentors without whose attention and guidance I could not have travelled such a distance in my career. The interesting aspect of my career, so far, has been very challenging in keeping the business momentum at the highest standards and to keep my customer centricity as a primary priority.

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

Yes, it is true that Logistics industry has traditionally been associated with field activities and physical work and was considered to be of virile domain, but now with latest technological advancement it is no longer a barrier and women are making their mark. Today, no industry is gender specific—it only needs one to demonstrate leadership traits and business acumen.

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

Interestingly, I don't see any such reactions as our efforts and core values are always on the business objective of winning, so we go together to win new accounts and bring food to the table!! I think the times are changing, from when the lady bosses were treated indifferently in many

organizations to now, when strategic key decision-making roles are handled by women.

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

Ocean Product Operations, Customer Relationship & Accountability.

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

The interesting factor is that the learning is in different fields of interest from Fashion to Food, Automobile to Aerospace, Industry to Defence, Projects to Powertrain, and the list goes on as 'Logistics' moves the world. There are so many intricacies in delivering JIT (Just In Time) products for OEM's, Pharmaceutical and other E&M companies, while keeping up with customer expectations one has to coordinate with all service providers and vendors to "Make it Happen" irrespective of the hindering factors.

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

I am very much confident of equal opportunity in future, as there is a mammoth change in the outlook of employers when hiring. The world is moving towards gender sensitization and women have started demanding equal payouts. Personally, I would like to point out that I was never denied any opportunity owing to gender reasons. I have always been recognized for the skills and talents I acquired and have never been overlooked for being a woman! Passion and skill matters!

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

I am confident to have justified motherhood by contributing sufficient quality time spent with children during their younger age when the most attention was required and now with the support of my husband and grown up teens, the work life balance has become much easier. It is important for any woman to have support from the family to become successful in her career. I practice meditation and chant holy hymns & mantras to keep calm. Good music to ears with good thoughts in mind, makes one stress-free and energetic.

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

My paramount advice to younger women who choose any vertical in this industry, is to keep learning new applications and be hands on, to compete with stiff competition to lead professional roles with larger responsibilities. Believe in yourself and your skills only to ladder up and never expect any rules to be changed for you for being a woman, as survival is not gender-specific. One must expect and accept challenges on the career path and be ready to take opportunities that come on the way.

A woman is like a tea bag – you can't tell how strong she is until you put her in hot water'! – Eleanor Roosevelt.

Vinod Kaul

Mobile: 9711875283 | e-mail: kaulv22@gmail.com

– x -







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

ASSOCIATED ROAD CARRIERS LIMITED

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

Registered Office:

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

Office Corporate:

Surya Towers, 3rd Floor, 105, S.P.Road, PB No.1661

Secunderabad - 500 003, (Telangana)

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

DELHI BOOKING OFFICE

Kashmiri Gate	÷	1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	8	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	:	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	e :	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	:	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	1	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	:	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	*	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	1	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar		Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	5	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	*	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	*	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	÷	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	2	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

DELHI REGIONAL OFFICE

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



AITWA PROPOSES - SUPREME COURT DISPOSES

They also serve who only stand and wait

SUMMARY

AITWA has always stood by our members in resolving trade issues, which were making life difficult for them. When we did not get the necessary resolution through the official channels available to us, our National Committee decided to approach the Supreme Court and filed a writ petition, in July, under Article 32 of the Constitution of India, using a very good law firm with an experienced Senior Counsel, to plead our case. The matter came up for hearing on 17-7-2020, in the Supreme Court where a discussion ensued for about ten minutes, involving our lawyers. The final decision of the judges was that our issues need to be addressed to the Government and not to the Court. They asked us to withdraw the writ petition, so that we can file our request to the appropriate authority in the government, as advised by the Honourable Judges. Our lawyer Mahesh Agarwal later clarified that there is a shift in the attitude of judges, as the situation has become almost normal. Similar petitions were attended to in the months of May and June, but now they are simply not entertaining such requests. He also advised us to put up the matter to the Government, with a reference to the SC hearing.

BRIEF SYNOPSIS OF OUR PLEA (The original text is around 50 pages long, hence impractical to reproduce here fully.)

A. The present Writ Petition is being filed on behalf of the All India Transport Welfare Association ("AITWA") seeking appropriate reliefs qua the transport sector operating in the Country in the prevailing circumstances created due to the pandemic Covid-19.

B. Inter-alia the present Petition also concerns the implementation of Circular dated 27.03.2020 bearing No. RBI/2019-20/186 DOR No. P.BC.47/21.04.048/2019-20 on the transport industry. The said Circular is already pending consideration before this Hon'ble Court in the Writ Petition (C) Diary No. 11127 of 2020 (Gajendra Sharma vs Union of India & Anr.) and Writ Petition (C) Diary No. 11253 of 2020 (CREDAI HR & Anr. Vs Union of India & Ors.)

C. The entire Country has been facing an invisible enemy in the nature of Covid-19 pandemic and with the passage of time, the Government(s) is now coming out with various financial and relief packages to aid and help every sector revive and achieve normalcy. However, the attempts of the revival have completely ignored the 'road transport' sector which has been at the forefront in putting up the battle against the pandemic. The 'transport' sector

has made every possible attempt to ensure that the supply of 'essential' or even 'non-essential' goods including food and medicines never stopped in any corner of the Country and this, while being in the frontline of the battle which critically exposed the 'transport workers' (like truck drivers, staff, etc.) to the very pandemic they were fighting against. On one hand the medical professionals, police officers and other frontline warriors are deservedly being provided with several benefits to be able to continue working during the lockdown, on the other, those working in the 'transport industry' have been completely ignored when as such it is the transport industry which ensured that the supply chain of necessary items isn't affected so that the entire country could remain in their houses.

D. The other aspect of the matter concerns the entire transport industry which primarily includes about 70% 'single truck owners' and is facing an existential crisis and is in dire need of assistance to be able to revive itself in order to ensure that the 'supply chain' within the Country doesn't get affected. The bailout package' of Rs. 20 lac crores announced by the Government doesn't provide any relief to the truck owners despite having nil / negligible income during the lockdown period. This in addition to the fact that the truck owners have to continue paying the instalments towards the loans taken for the trucks, insurance premiums, road tax, tolls, salaries to the drivers, maintenance, etc. The entire industry would cripple under the pressure of the said expenditures with nil / negligible income if no help / assistance is provided to the 'transport industry'. Both the 'transport industry' and the 'transport workers' need immediate attention to be able to survive and continue working to achieve normalcy. The present Petition seeks to highlight the following issues being faced by the said transport industry and its workers which needs immediate attention:

PLIGHT OF 'SINGLE TRUCK OWNERS'

E. The 'Single Truck Owners' is an industry term used to represent such persons who (within their family) own less than 10 trucks at a time. India's road transport sector is majorly operated through the said 'single truck owners' who occupy more than 70% of the entire road transport community. In fact, a majority of the said 'single truck owners' are themselves the drivers of such trucks. Under Section 44AE of the Income Tax Act, special provisions have been made for the taxation of the said 'single truck owners' which states the follows:

Special provision for computing profits and gains of business of plying, hiring or leasing goods carriages.

- 44AE. (1) Notwithstanding anything to the contrary contained in sections 28 to 43C, in the case of an assessee, who owns not more than ten goods carriages at any time during the previous year and who is engaged in the business of plying, hiring or leasing such goods carriages, the income of such business chargeable to tax under the head "Profits and gains of business or profession" shall be deemed to be the aggregate of the profits and gains, from all the goods carriages owned by him in the previous year, computed in accordance with the provisions of sub-section (2). (2) For the purposes of sub-section (1), the profits and gains from each goods carriage,—
- (i) being a heavy goods vehicle, shall be an amount equal to one thousand rupees per ton of gross vehicle weight or unladen weight, as the case may be, for every month or part of a month during which the heavy goods vehicle is owned by the assessee in the previous year or an amount claimed to have been actually earned from such vehicle, whichever is higher;
- (ii) other than heavy goods vehicle, shall be an amount equal to seven thousand five hundred rupees for every month or part of a month during which the goods carriage is owned by the assessee in the previous year or an amount claimed to have been actually earned from such goods carriage, whichever is higher.]
- (3) Any deduction allowable under the provisions of sections 30 to 38 shall, for the purposes of subsection (1), be deemed to have been already given full effect to and no further deduction under those sections shall be allowed: **Provided** that where the assessee is a firm, the salary and interest paid to its partners shall be deducted from the income computed under sub-section(1) subject to the conditions and limits specified in clause (b) of section 40.
- (4) The written down value of any asset used for the purpose of the business referred to in sub-section (1) shall be deemed to have been calculated as if the assessee had claimed and had been actually allowed the deduction in respect of the depreciation for each of the relevant assessment years.

[.....]

F. Under the aforementioned provision, an assessee has to pay tax on a presumptive basis. For example, under clause (i) of sub-section 2 the owner of a heavy goods vehicle, shall pay an amount equal to one thousand rupees per ton of gross vehicle weight for every month or part of a month. The said taxes are recovered in a normal situation where the owner of the vehicle has earned monies after plying it for commercial purposes. However, most of the trucks could not ply during the lockdown, hence, there has been absolutely no generation of finances. In these circumstances, it is the need of the hour that the said taxes

ought to be exempted and / or at least reduced by a considerable margin.

G. Further, the aforementioned 'single truck owners' have to pay most of their asset related expenses in advance like Road Tax, National Permit, Insurance, Fitness, etc. Apart from this they have to pay monthly EMIs towards the loan repayment of the truck which is usually generated from month to month depending on the business.

H. Due to the prevailing circumstances created due the pandemic and the further Lockdowns announced by the Government, all the road movement came to a grinding halt and at least for the last nearly three months, the business of the most of the truck owners has been nil / negligible. This obviously resulted in a situation where even though the expenses to be incurred by the truck owners remained a constant, there was absolutely no income to meet the said expenditure.

OVERALL, THE PRAYER MADE TO THE COURT WAS FOR FINANCIAL SUPPORT REQUIRED FOR THE ROAD TRANSPORT SECTOR, INCLUDING GRANT OF MORATORIUM AND WAIVER OF INTEREST.

Sharing the order herewith:

HON'BLE MR. JUSTICE SANJAY KISHAN KAUL HON'BLE MR. JUSTICE M.R. SHAH

For Petitioner(s)

Mr. P.S. Narasimha, Sr. Adv.

Mr. Mahesh Agarwal, Adv.

Mr. Anshuman Srivastava, Adv.

Mr. Anirudh Bhatia, Adv.

Ms. Aditi Tripathi, Adv.

Mr. E. C. Agrawala, AOR

For Respondent(s)

Mr. Tushar Mehta, SG

Mr. K.M. Nataraj, ASG

Mr. Gurmeet Singh Makker, AOR

Mr. Rajat Nair, Adv.

Mr. Kanu Agarwal, Adv.

UPON hearing the counsel the Court made the following

ORDER

Learned counsel for the petitioners prays that he be permitted to withdraw the writ petition to enable him to represent the matter before the concerned authorities. Prayer is allowed.

The writ petition is dismissed as withdrawn with the aforesaid liberty.

(ARJUN BISHT) COURT MASTER (RENU KAPOOR) (SH) BRANCH OFFICER

- X -

We have made an easy to understand, graphical representation of the notification about new vehicle dimensions. Industry members must take note. Implementation in states is still pending but can be referred with the new notification as the new permissible dimensions.



No. RT-23018/21/2020-T Government of India Ministry of Road Transport & Highways Transport Section

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

24th July, 2020

To,

The Principal Secretary/ Secretary, Department of Transport, Govt of Sikkim and West Bengal.

Subject: Issues raised by Transport Associations.

Sir/Madam,

I am directed to refer to the representations received from Transport Associations on the following issues:

- Requirement of counter signatures on N/P vehicles: It has been brought to notice that the Sikkim Transport Department insist on the requirements of counter signature by West Bengal Government for vehicles entering into Sikkim from West Bengal despite possessing the valid National Permit. As per them, this requirement is being enforced by the Government of Sikkim for movement of goods vehicles from Sikkim under reciprocal agreement between Government of West Bengal and Sikkim. The Transport Associations have questioned the justification for such provisions for vehicles having National permit.
- Implementation of Revised Safe Axle limits as per CMVR 1989: It has been brought to notice that the State of West Bengal is not complying with the revised safe axle limits as prescribed by the Ministry vide S.O. 3467 (E) dated 16th July 2018 and further amended vide S.O. 3881 (E) dated 6th August 2018. Because of which the truckers and transporters of the West Bengal are bereft of this major reform and remain non-competitive and at a disadvantageous level to their counterparts from rest of the country.
- 2. Copies of the representation received from the Transport Associations are attached. It is requested that issues may please be examined and appropriate necessary action may please be undertaken.

Enclosures: As above

Yours faithfully,

(Sudip Dutta)

Under Secretary (Transport)

Tele: 011-23357125

Note: Action taken by the Ministry of Road Transport and Highways after AITWA raised the concern. Two letters were presented to the Joint Secretary, Transport on 10.07.2020 and 25.06.2020)

New Management Team takes over at ACFI



Mr. Cyrus Katgara is the new President ACFI

Air Cargo Forum India (ACFI) has completed its eighth constructive and successful year, serving the air cargo logistics industry and its members from various segments and from all over the nation. After completion of the two year (2018-20) term of the previous Governing Board, ACFI in its 8th Annual General Meeting (AGM), followed by its 63rd Board meeting held on July 17, 2020, has announced the new ACFI Governing Board members for the next two years, i.e., 2020-'22, which has taken over charge under the leadership of Mr. Cyrus Katgara, Partner M/s Jeena & Co. as President ACFI.

Mr. Cyrus N. Katgara is expected to bring in a lot of ideas and innovation to attain new heights of excellence during his tenure. ACFI strongly believes that the success of air cargo logistics industry will benefit not only its members but also the shippers, consignees, airlines, airport operators, cargo terminal operators, Customs and the country at large, by making the airfreight industry faster and more competitive.

Air Cargo Forum India (ACFI) is the only nationwide association having representation from the entire air cargo logistics supply chain industry, i.e., Airport Operators (Government & Private), Freight Forwarders, Airlines, Customs Brokers, Cargo Terminal Operators, Bonded Truck Operators, General Sales Agencies, Express Industry and the Associations of these stakeholders. In international collaborations ACFI is the member of The International Air Cargo Association (TIACA) and an Association Member of PHD Chamber of Commerce & Industry in India. ACFI works for the development of the air cargo logistics supply chain industry and for bringing improvements in the movement and processing of EXIM trade with the help of the government regulatory agencies.

PETRONET PLANS LNG DISPENSING STATIONS PAN INDIA

Petroleum Natural Gas Regulatory Board (PNGRB) in its public notice on 2nd June 2020 announced that any entity can set up an LNG station in any Geographical Area (GA) or anywhere else, even if it is not the authorised entity for that GA. This clarification by the PNGRB has been wholeheartedly welcomed by PLL management. PLL being the pioneer and the largest LNG infrastructure

company of India would like to facilitate LNG dispensing infrastructure across the country on major national highways and invites OMCs, CGD entities or any interested parties to partner up for this project.

Petronet MD & CEO Shri. Prabhat Singh said "PLL in its endeavour to contribute towards vision of Hon'ble Prime Minister Shri Narendra Modi ji and relentless efforts of Hon'ble Cabinet Minister of Petroleum and Natural Gas and Minister of Steel Shri Dharmendra Pradhan ji of making India a gas based economy is putting in all efforts to promote LNG as a cleaner, greener and economic automotive fuel for Medium and Heavy Commercial Vehicles M&HCVs) in India."

PLL will soon be coming out with the finer details of the partnerships in coming weeks.







Burak Kurt

First time in India, DIAL Cargo introduces e-Gate Pass, collaborating with DCBA

To implement the land mark decision taken at a recently held PTFC (Permanent Trade Facilitation Committee) meeting, Delhi International Airport (DIAL) in collaboration with Delhi Customs Brokers Association (DCBA) on June 1, 2020, launched the system of paperless e-gate Pass with QR coding at their cargo terminals in IGI Airport in New Delhi. DIAL is the first to introduce such facility in India owing to a long standing demand from Customs Brokers, Freight Forwarders and other stakeholders in this region.

The concept of paperless and contactless E-Gate pass is the vision initiated by the Chairman, CBIC. Jointly initiated by DCBA and DIAL Cargo, the e-Gate Pass concept received tremendous appreciation and support from Customs apart from terminal operators (Celebi and DCSC) and other stakeholders for fast implementation, in view of the exigency owing to ongoing COVID-19 pandemic. In the recently held PTFC meeting, it was decided that the e-Gate pass facility would be open to all stakeholders effective July 1 as an optional service and effective July 15 it will be made compulsory.

Formally launched by the Chief Commissioner of Customs through virtual inauguration, the event also had participation of Principal Commissioner of Customs, DCBA office bearers, its managing committee members, Ms. Vandana Aggarwal (Senior Economic Advisor, MoCA), DIAL cargo officials and terminal operators.

The e-Gate Pass facility for Import cargo delivery will not only help in ensuring social distancing by reducing human contact at the terminals, but will also expedite the process and save time. The move has been highly appreciated by the Customs and other stakeholders.

The airlines, consolidators or freight forwarders will now upload the scanned copy of Master Airway Bill/ House Airway Bill in the custodian system. The Bill of Entry (BoE) and Out of Charge, (OoC), is being transmitted electronically by the Customs to the custodian system. With these details, the Customs broker agent will submit the request for issuance of E-gate pass for the delivery of goods and will generate the QR code at his/her office itself, after due verification by the Cargo terminal operator, saving time and resources.

Commenting on the pioneering launch, Mr. S. Ramakrishna, President of Delhi Custom Brokers Association (DCBA) maintained that digitization is need of the hour.

According to Ms. Aggarwal, it is also vital for the collaborative approach being adopted between the Customs Brokers/Agents and the Custodian/Airport. E-Gate Pass will help optimize on timely delivery of services by the air cargo community, while adhering to the social distancing norms which are so essential in the present circumstances.

According to Mr. Burak Kurt, CEO, Celebi Delhi Cargo Terminal Management, the launch of e-Gate Pass is a path breaking initiative. "We have been committed to ensuring paperless transactions at our terminal and are excited to be a part of this prime initiative.

"DIAL has always been committed to the introduction and use of new technologies at its passenger and Cargo terminals at the airport, This new paperless and contactless E-gate pass facility is the need of the hour in this pandemic situation, aimed towards minimizing human interface at the cargo terminals. This will not only bring more efficiency in the process, but also reduce paperwork strengthening DIAL's commitment in taking measures to save the environment. We would like to thank all the stakeholders for their collaboration and enthusiasm in making Delhi the first airport in the country to introduce this facility," said a DIAL Spokesman.

Highlights:

- E-gate pass will reduce number of points of human contact
- Make the Gate pass issuance processes smoother and efficient
- Save time of stakeholders and public and help to avoid crowding the gate pass section at the terminal.

Vinod Kaul Mobile: 9711875283 e-mail: kaulv22@gmail.com

New Members, New Ideas ... to strengthen AITWA

All India Transporters' Welfare Association (AITWA) is extremely happy to introduce a bouquet of new members to it panel. The list follows:

S. No.	Names	Zone	AITWA - List of Membership	Address
1	Mr. Madanlal Agarwal	SZ	M/s. Anuj Cargo Movers	G-8, Elegance Royale, #16, 2nd Cross, Behind VISL House, J.C. Road, Bangalore - 560002
2	Mr. Kishan S Singhal	WZ	M/s. IVC Logistics Limited	706, Unique Tower, Opp. S.V. Road Goregaon (W) Mumbai -400104
3	Mr. Pritesh B. Gandhi	WZ	M/s. Darshan Roadlines Pvt. Ltd	301, Commercial Manor, 4th Cross Clive Road, Masjid Bunder (E), Mumbai- 400009
4	Mr. Pramjeet Singh Goldie	NZ	M/s. Delhi Goods Transport Association - DGTA	Flat No-03, 1st Floor, Gokhle Market, Tis Hazari, Delhi -110054
5	Mr. Priyansh S. Khetan	WZ	M/s. Eastern Western Roadways Pvt. Ltd	211/213, Orion Business Park Kapurbawdi, Ghodbunder Road, Thane (West) - 400610
6	Mr. Vimlesh S. Kavedia	WZ	M/s. Nutan Rajumani Transport Pvt. Ltd	403, Raheja Xion, Jetha Compound, Dr. B. Ambedkar Road, opp. Nirmal Park, Behind Petrol Pump, Byculla (E), Mumbai- 400027
7	Mr. Hira Lal Khanna	NZ	M/s. ATC Logistical Solutions Pvt. Ltd	C-200, 2nd Floor, Naraina Industrial Area, Phase -1, New Delhi -110028
8	Mr. Sunil Mani Tripathi	NZ	M/s. Supreme Freight Carrying Corporation	486/1, 3rd Floor, Main G.T. Road (opp Dilshan Garden Metro Station) Dilshad Garden New Delhi - 110095
9	Mr. Chirag Kutira	WZ	M/s. Shree Nasik Goods Transport Co. Pvt. Ltd	309/311, Narshi Natha Street, Katha Baazar, Masjid (W), Mumbai-400009
10	Mr. Jatin Tarun Shah Dharamshi	WZ	M/s. Deluxe Logistics Pvt. Ltd	204, Samarpan, New Link Road, Next to Mirador Hotel, J.B. Nagar, Chabha andheri (E) 400009 Mumbai
11	Mr. Norbert Thomas Noronha	WZ	M/s. Thomas Transport Pvt. Ltd	2/11, Koli Samaj Building , Sweri (East) - Mumbai - 400015
12	Mr. Rajnikant R. Parikh	WZ	M/s. Special Mover	B-29, Matruchhya Building Sarojini Naidu Road, Mulund (W) Mumbai - 400080
13	Mr. Mitesh Dharmendra Shah	WZ	M/s. BD Logistics LLP	603-604, Swastik Disha Business Park, Behaind Vadhani Industrial Estate, L.B.S, Marg, Ghatkopar (W)- Mumbai- 86
14	Mr. Vipul Tejaram Bansal	WZ	M/s. TEZ Gati Cargo Movers Pvt. Ltd	521, Swastik Chambers, off Sion Trombay Road, Chembur, Mumbai- 400071
15	Mr. Sandip Gupta	SZ	M/s. Network Carrying Company (P) Ltd	6-3-1099/1/14 & 15, 504, 5th Floor, Elcon Lake Melody, Raj Bhawan RD, Somajiguda, Hyderabad - 500082. A.P.
16	Mr. Hiren Harish Shethia	WZ	M/s. Lalji Mulji Transport Co.	506-509, Zest Buniess Spaces M.G. Road, Ghatkhopar (E) Mumbai -77
17	Mr. Girish Damji Limda	WZ	M/s. Jalaram Transport Co.	9-Kalyan Mission, 2nd Flank Road, Chinch Bunder, Mumbai- 09
18	Mr. Bimal Kumar Bajoria	WZ	M/s. National Carriers Co.	305, Bharat Chamber, 52 -C, Baroda Street, Masjid (E) Mumabi-09
19	Mr. Sujeet Arya	EZ	M/s. Prakash Transport Co.	Pilgrim Road, College Square, Cuttack - 753003, Odisha
20	Mr. Anil Kumar Sharma	NZ	M/s. Anil Cargo Pvt. Ltd	Plot No. 27, 2nd Floor, Paschim Vihar Extension, Near Metro Pillor No. 195. Opp. Ordinance Depot, Rohtak Road, N.D-63
21	Mr. Vijesh Kumar Daiya / Santosh Daiya	NZ	M/s. Atul Carriers Logistics Management P Ltd	9644 Islam Garj Liabarary Road Azad Market, Delhi -110006
22	Mr. Abhishek A Gupta	WZ	M/s. Prakash Parcel services Ltd	Chheda Bahawan, 2nd Floor, 98 Surat Street, Masjid Bander (E), Mumai- 40009
23	Mr. Dvesh Rathi	WZ	M/s. Delhi Rajasthan Transport Co. Ltd	1206, Ambience Court, Opp. APMC RTO Office, Sector-19D, Vashi, Navi Mumbai - 400705
24	Mr. Sanjay Agarwal	EZ	M/s. M.S. LPG Carrier	1st Floor, L.S-10, Zabbar Bazar, S.J. Road, Athgaon, Guwahati - 781001. Assam
25	Mr. Vinod Gupta	EZ	M/s. Surat Goods Transport (P) Ltd	718/1, Rasulgarh, Bhubaneswar - 751010
26	Mr. Vinay Gupta / Rakesh Kumar Agarwal	EZ	M/s. SVT Logistics (P)Ltd	Plot No. 392, Lewis Road, BJB Nagar, Bhubaneswar - 753014
27	Mr. Saurabh Khandelwal	WZ	M/s DGS Translogistics (I) P.Ltd.	G-465, Road No. 9A, V.K.I, Area Jaipur - 302013
28	Mr. Sanjay Jain	NZ	M/s. Automobile Carriers	Plot No. 35, Opp Maruti Gate No. 2, Old Delhi , Gurgaon Road, Haryana -122017
29	Mr. Sudipt Juneja	NZ	M/s. Varuna Integrated Logistics Pvt. Ltd	572, Pace City -2, Sector -37, Gurgaon - 122001
30	Mr. Pramod Kumar Srivastava	EZ	M/s. PDP International (P)Ltd	2 N.C. Dutta Sarani, Sagar Estate, 4th Floor, Kolkata - 700001
31	Mr. Sanjay Banka	EZ	M/s. ODC Logistics Pvt. Ltd	33A, Jawaharlal Nehru Road, CIC Building Suite-II, 4th Floor, Kolkatta. (W.B) -700071
32	Mr. Manoj R Bansal	WZ	M/s. Maharashtra Cargo Movers	Plot No.93 Sector No. 23, Jai Prakash Narayan Transport Nagar, Nigdi, Pune-411044



DHTC LOGISTICS LIMITED

India's Leading Transport and Logistics Company

Specialist in North East

- > Full Load & Part Load Services
- > ODC Services
- > Draft on Delivery
- > Freight Management
- Integrated Logistics Management







428, DLF Prime Towers Okhla Phase 1 New Delhi - 110020



011-41629791-94/93117-12840



info@dhtcmail.com



www.dhtclogistics.com

Branches all over India

Transporters' Associations Raise Concern Over Scrapping Policy,

Write to Nitin Gadkari

The Covid – 19 era coupled with back-to-back lockdowns has taken this sector to its nadir especially the 85% of the small operators of this road transport universe. Transporters have suffered huge losses in the last three months. After the lockdowns, majority of them in unorganized operators may not be able to recover due to measly demand, low freight rate and capacity utilization, and their inability to arrange for upfront costs. Majority of them have run out of their savings of their lifetime and are bringing down shutters.

Exorbitant Diesel Price hike, Toll, Registration Fees, Motor Vehicle Tax, GST, Fitness fees, Motor Insurance, Parking fees, Road tax, National Permit Fees, State Permit Fees, TDS, TCS are paid apart from increasing establishment cost, salaries, and vehicle cost. In spite of paying such exorbitant taxes they still have to pay irrational income tax u/s 44AE of IT ACT and unaccounted TDS transactions apart from hefty extortion by RTOs under political and bureaucratic patronage.

The Government sold the Vehicle Scrapping policy to the people of the country on the pretentious premise of saving environment from allegedly polluting diesel vehicles. The draft of the scrapping policy rolled out in May 2016 has gone under multiple mutations and kept under wraps since then to suit the ulterior object to benefit automotive sector.

The destruction of the lacs of vehicles will harm crores of livelihoods and sustenance of people dependent upon them. About 8.15 crore vehicles were registered in 2005 of which 2.25 crores constitute transport vehicles (jeeps, taxis, private buses, goods vehicles, LMV, tractors, trailors etc). Even if we take conservative estimate at 50%, about one crore transport vehicles will get scrapped. On one vehicle at least two families or 8 people are dependent, therefore it implies that the sustenance of about 8 crore people is threatened.

Recycling / Melting of crores of scrapped vehicles will enhance carbon and hazardous gas emissions apart from high quantum of energy usage. The very premise on which the vehicle scrapping policy is based stands defeated.

We had time and again suggested for retro- fitment of engines and pump, the polluting components in a vehicle, inspite of scrapping the entire body which in itself is not polluting. This way at one-third of the cost the vehicle could be converted to non-polluting one and its life could be extended. This is not acceded to, by the learned policy makers.

The real intended object may not be realised on account of Point 1.0 as majority of the small operators have no money to invest and buy high cost BS VI vehicles.

We suggest the following to achieve the main intended object of fostering sale of new high-cost BS VI vehicles and benefit automotive sector.

- The discount / salvage value of the scrapped vehicle should be minimum 30% of the cost of new vehicle of similar model for transport operators not availing ITC under GST.
- The Age of transport vehicles be fixed uniformly on pan India basis at 15 years for BS-IV vehicles or lesser versions.
- Relevant notification be issued and orders from Supreme Court/National Green Tribunal (NGT) regarding uniform life of vehicles for all States / Cities must be procured before rolling out Scrapping Policy. [The age of vehicles (even BS IV) is pegged 10 years and 8 years in Delhi & Mumbai respectively.]
- Age of non-polluting and high cost BS VI vehicles should be fixed at least 25 years so that the ROI becomes viable and attractive.
- The GST on purchase of new BS-VI vehicles should be ZERO or Minimum of the GST slabs available.
- Token amount should be taken for Road Tax, Motor Vehicle Tax for first 2 years.
- Token amount should be taken as Registration fees of new vehicles.
- The Third Party Insurance Premium for new BS VI vehicles should be subsidized / taken as token amount for the first two years.
- Soft loans should be made easily available for the small operators.
- The vehicles to be scrapped should be sent through the local dealer as the vehicle owner is in no way capable to send it to the scrap yard.

The dealer should issue the scrapping certificate for the vehicle and give discount /salvage value to the vehicle owner.

The cumulative discount / salvage value of the vehicles so scrapped as in point I should be adjusted towards the purchase of new vehicle/s or credited to the vehicle owner's account in case it is surplus to the cost of vehicle/s purchased or in case the vehicle owner does not intend to buy new vehicle.

We hope that the above would be considered in right earnest as these are indeed doable and needed for the success of the scheme and saving the livelihood of crores of people dependent upon these transport vehicles.

(Source: Transtopics)



एनएचएआई स्थानीय विशेषज्ञता का लाभ उठाते हुए राजमार्ग अवसंरचना में सुधार के लिए प्रमुख तकनीकी संस्थानों के साथ सहयोग और साझेदारी करेगा

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने विश्व स्तरीय राष्ट्रीय राजमार्ग (एनएच) नेटवर्क प्रदान करने के अपने प्रयासों के तहत सभी आईआईटी, एनआईटी और अन्य प्रतिष्ठित इंजीनियरिंग कॉलेजों से उनके संस्थागत सामाजिक उत्तरदायित्व (आईएसआर) के हिस्से के रूप में स्वैच्छिक आधार परराष्ट्रीय राजमार्ग के निकटवर्ती हिस्सों में सहयोग करने और उन्हें अपनाने के लिए संपर्क किया है। इसका उद्देश्य देश के सडक अवसंरचना पारिस्थितिकी तंत्र में सुधार के प्रति छात्रों और शिक्षकों की बौद्धिक समझदारी का लाभ उठाना है। इन संस्थानों के साथ-साथ इसके संकाय और छात्रों को स्थानीय आवश्यकता, भौगोलिक स्थिति, संसाधन क्षमता इत्यादि की बेहतर समझ है और एनएचएआई इन बेहतरीन सहयोगों का उपयोग निर्माण से पहले, निर्माण के दौरान और राष्ट्रीय राजमार्ग के एक हिस्से के संचालन के विभिन्न चरणों के दौरान कर सकता है। इस विकेन्द्रीकृत दृष्टिकोण से निर्णय लेने में भागीदारी की भावना का निर्माण करने के अलावा, छात्रों को सीखने का प्रायोगिक मौका, इंटर्नशिप का विकल्प और अनुसंधान के भावी क्षेत्रों को समझने का एक अवसर भी मिलेगा। राजमार्ग के एक हिस्से को संस्थान द्वारा अपनाने से महत्वपूर्ण आंकडों तक पहुंचने का रास्ता खुल जाता है, जिसका उपयोग एनएच की गुणवत्ता और सुरक्षा पहलुओं में सुधार और उन्नत प्रयोगशाला तथा अनुकरण प्रणाली के संदर्भ में संस्थान की स्थानीय क्षमता को बढ़ाने के लिए किया जा

सकता है।

किसी संस्थान द्वारा एनएच के एक हिस्से को अपनाने से इसके साथ हितधारकों के जुडाव को बढ़ावा मिलेगा और यातायात संचालन,भीड़-भाड़ और दुर्घटना संभावित स्थलों की तत्काल पहचान जैसी नियमित स्थानीय समस्याओं को कम करने में मदद मिलेगी। इससे राजमार्ग का इस्तेमाल करने वाले संस्थान और प्राधिकरण के माध्यम से स्थानीय समस्याओं को हल करने में अधिक सक्षम हो जाएंगे। ऐसे उदाहरणों से एनएचएआई को वर्तमान और भावी दोनों परियोजनाओं में स्थानीय जरूरतों को समझने. सड़कों का रख-रखाव और उन पर वाहनों की आवाजाही को सुगम बनाने और उपयोगकर्ताओं को बेहतर अहसास कराने के लिए सड़क किनारे सविधाएं विकसित करने में मदद मिलेंगी। इसका समग्र परिणाम राष्ट्रीय राजमार्गो पर यात्रियों के अनुकल और आवागमन सखद होगा।

बडी संख्या में आईआईटी, एनआईटी और इंजीनियरिंग कॉलेजों ने इस योजना में शामिल होने का विकल्प चुना है और एनएचएआई के अधिकारियों ने इच्छक संस्थानों के निदेशकों के साथ पारस्परिक परामर्श शुरू कर दिया है। इस योजना को संस्थागत रूप देने और देश में सड़क के बुनियादी ढांचे में सुधार लाने के लिए अलग-अलग संस्थानों और एनएचएआई के बीच समझौता ज्ञापन (एमओय) पर हस्ताक्षर किए जा रहे

पर्दाफाश • हाइवे पर ट्रकों से लूटते थे कीमती सामान, दो राज्यों में सक्रिय था गैंग

रईस व लंगड़ा गिरोह के 2 बदमाश पकड़े, लूटा कंटेनर व 50 लाख का माल बरामद

• हाइवे पर खोफ का पर्याय बना था गैग

मारकर न्यूज़ | वृद्ध

हाइये पर लुट व डकेती कर दहारात फैलाने बाले अंतरराज्यीय गिरोह का पर्शकाश कर दूर पुलिस ने दो अंतरराज्यीय सरगनाओं को गिरफ्तर बिल्या है। ब्राइधे पर रईमा और लंगता रिशेश लंधे समय से श्रीफ का चर्चाय बन चुका था। पुलिस ने आरोपी पोहर्मीन (32) पुत्र ललन खान निवसी रामगढ़ जयपुर व करण (26) पुत्र बुधाराम जैसवान निवसी मीनर जयपुर को गिरफ्तर कर इनमें लूटा हुआ कंटेनर एवं 50 लाख रुपए की कीमत का सामान भो बरामद किया है।

अयप्र ग्रामीण एमपी शंकर दल शर्मा ने बताय कि राष्ट्रीय राजमार्ग पर रहेम उर्फ लंगड़ा गैंग लूट व डकेती जैसी खरदात कर सनसनी पैश्वती है। गैंग का पर्शकाश करने के लिए दुद्द सीईओ देखेंद्र मित के नेतृत्व में विशेष टीम गठित की गई। बदमाशों को दबोचने वाले पुलिसकर्मी होंगे सम्मानित



हुदू । पुलिस गिरफ्त में लुट के आरोपित व जब्त कंटेनर।

युं की वी वारदात...कंटेनर चालक को बंधक बनाकर की लूट

10 जुलाई को कंटेनर मालिक गौरव खजा ने दूद धाना में लूट का मामाना दर्ज करवा कि संटेगर चालक एवं परिचानक 5 जुलाई को कोल्हापुर महाराष्ट्र के औद्योगिक क्षेत्र से 50 त्साब रूपए के औटो पार्ट्स भावत है

एसपी शंकर दल शर्मा ने बताय कि. परिचानक को बंधक बनाकर कीमती सायान से भरा कंटेनर लुट लिख। एमधी शंबर दस शर्मा ने गिरोह का पर्दाप्राश करने बाली टीम एसएचओ मुक्ता यादव, पुलिस निरोधक मनोज बेरकात, उप निरीधक भागनागम, unicited भगोला हरियाणा के लिए स्वाना महेन्द्र, सीताराम म ताराचंद्र की हुए थे। लेकिन लुटेरों ने चालक व सम्मानित करने की घोषणा की है।

खोक, राजस्थान और हरियाणा में करते हैं तूट

दूद मोईओ देवेंद्र सिंह ने बालक कि लुट गैंग से गहनता से पुछताछ की जा रही है। रईस और लंगड़ा गिरोह के बदयाल राजस्थान और हरियाण में हाइवे पर लुट की बारदात को अंजम देते है। गैंग के ऊपर राजस्थान और हरियाणा में संगीन केस दर्ज है।

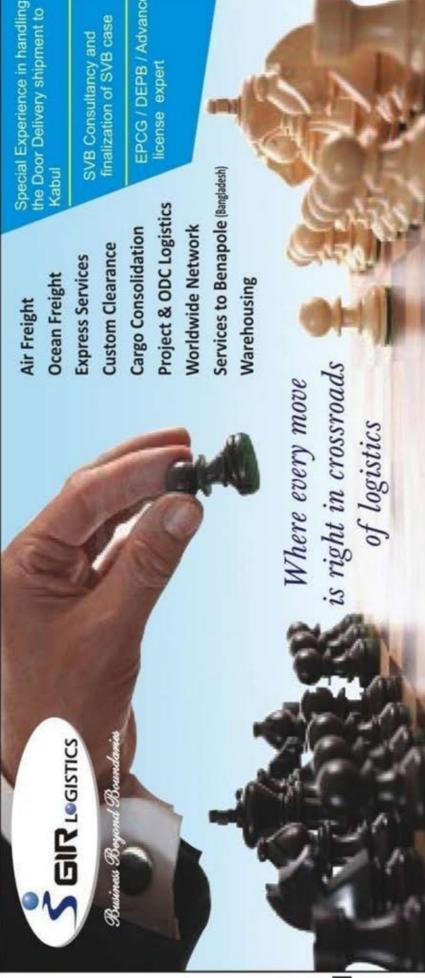
विशेष टीम का गठन कर दबोवा

 एसपी के निर्देशानुसार हर्दाव पर लूट, हत्या जैसी बारशत को पूरी

तरत खत्म करने के लिए विशेष टीम बनाई है। टीय ने दोनों बदमारतें को गिरफ्कर कर

50 लाख कीमत का माल बरामद किया। साथ से इत्सके में गरत व मुखबोर तंत्र को मजबूत किया जा

देखेंद्र सिंह, गोरंओ पूर



EPCG / DEPB / Advance

GIRMOVERS ROAD TRANSPORTATION

Corporate Office

GIR JUMBO ODC & PROJECTS

GIR EXDEL DOMESTIC CARGO



HIRD PARTY LOGISTICS GIR 3PL

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

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

Bangalore: 080-28390075, Chennai: 044-25530045, Hyderabad: 040-24558639/649, Kolkata: 033-22680177, Mumbai: 022- 49769164/42666579



Regional Office

Delhi Office













TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S.	Airport		The Mor	nth	For The Pe		To May
no.		May 2020	May 2019	% Change	2020-21	2019-20	% Change
(A):	20 International		2017	Change	b		Change
-			21250	(2.1	1/202	Z2221	72.00
	Chennai	11463	31350	-63.4	16505	63231	-73.9%
	Kolkata	2944	11850	-75.2	4040	22761	-82.3%
	Ahmedabad	889	9137	-90.3	1135	17947	93.7%
	Goa	15	463	-96.8	19	800	-97.6%
	Guwahati	201	1983	-89.9	363	3655	-90.1%
	Lucknow	147	1374	-89.3	162	2612	-93.8%
	Jaipur	17	1324	-98.7	17	2596	-99.3%
_	Trivandrum	890	2393	-62.8	1441	4580	-68.5%
	Bhubaneswar	64	686	-90.7	79	1505	-94.8%
	Calicut	537	2401	-77.6	1000	4787	-79.1%
	Varanasi	0	261	-100.0	0	532	-100.0%
	Coimbatore	63	1059	-94.1	82	2022	-95.9%
	Srinagar	46	1021	-95.5	46	1628	-97.2%
	Amritsar	10	321	-96.9	- 11	617	-98.2%
	Mangalore	121	217	-44.2	121	491	-75.4%
	Portblair	351	557	-37.0	370	1080	-65.7%
	Trichy	117	670	-82.5	117	1343	-91.3%
	Imphal	59	627	-90.6	160	1242	-87.19
19	Vijayawada	72	242	-70.2	72	437	-83.5%
-	Tirupati	0	0		0	0	
otal		18006	67936	-73.5	25740	133866	-80.89
(B) 7	7 JV Internationa	al Airport	s	T.			
-	Delhi (DIAL)	26077	84237	-69.0	36230	164616	-78.0%
	Mumbai (MIAL)	27392	78284	-65.0	43891	148482	
non-recorded to	Bangalore	14542	32672	-55.5	22708	63157	-64.0%
	(BIAL)	100000000	Arment	0.000.0000	E560.6000.	5/8/2/9488	0.0000000000000000000000000000000000000
	Hyderabad (GHIAL)	4779	13136	-63.6	8238	24831	-66.89
	Cochin(CIAL)	3053	6737	-54.7	4861	12791	-62.0%
	Nagpur (MIPL)	0	603	-100.0	0	1260	-100.0%
27	Kannur (KIAL)	0	0	-	0	0	
otal		75843	215669	-64.8	115928	415137	-72.19
-	l ST Govt./Pvt.	INTL Air	ports				
28	Shirdi	0	0	-	0	0	
otal		5958	7233	-17.6	91300	95462	-4.4
(D)	10 Custom Airpo	orts					
29	Pune	177	2342	-92.4	178	5403	-96.7%
	Patna	93	1053	-91.2	93	1943	-95.2%
	Bagdogra	94	716	-86.9	96	1269	-92.4%
20	Indore	26	1051	-97.5	35	1870	
	Visakhapatnam	198	515	-61.6	317	1098	-71.19
	Chandigarh	12	1415	-99.2	12	1842	-99.3%
	Surat	339	422	-19.7	613	890	-31.19
	Madurai	31	213	-85.4	33	477	-93.19
	Aurangabad	0	64	-100.0		164	-99.4%
			-	-100.0	0	104	-99.47
	Carro						00.00
38	Gaya	0 070	7701	077	1270		-90.89
otal		970	7791	-87.5	1378	14956	
otal (E) 5	58 Domestic Air	970 ports	7791				00.50
otal (E) 5	58 Domestic Air Ranchi	970 ports	7791 367	-94.8	19	1275	
otal E) 5	58 Domestic Air Ranchi Raipur	970 ports 19 45	7791 367 494	-94.8 -90.9	19 45	1275 962	-95.39
otal E) 5 39 40	58 Domestic Air Ranchi Raipur Agartala	970 ports 19 45 0	7791 367 494 382	-94.8 -90.9 -100.0	19 45 0	1275 962 802	-95.3% -100.0%
otal E) 5 39 40 41	58 Domestic Air Ranchi Raipur Agartala Jammu	970 ports 19 45 0 2	7791 367 494 382 137	-94.8 -90.9 -100.0 -98.5	19 45 0 2	1275 962 802 250	-95.3% -100.0% -99.2%
otal E) 5 39 40 41 42	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal	970 ports 19 45 0 2 5	7791 367 494 382 137 106	-94.8 -90.9 -100.0 -98.5 -95.3	19 45 0 2 5	1275 962 802 250 191	-95.3% -100.0% -99.2% -97.4%
38 Total (E) 5 39 40 41 42 43 44	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun	970 ports 19 45 0 2 5	7791 367 494 382 137 106 8	-94.8 -90.9 -100.0 -98.5	19 45 0 2 5	1275 962 802 250 191 22	-95.3% -100.0% -99.2% -97.4%
38 Total (E) 5 39 40 41 42 43 44 45 45	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur	970 ports 19 45 0 2 5 1	7791 367 494 382 137 106 8	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5	19 45 0 2 5 1	1275 962 802 250 191 22 0	-95.3% -100.0% -99.2% -97.4% -95.5%
38 Total (E) 5 5 5 5 6 6 6 6 6 6	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara	970 ports 19 45 0 2 5 1 0 5	7791 367 494 382 137 106 8 0 316	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5	19 45 0 2 5 1 0 5	1275 962 802 250 191 22 0 672	-95.3% -100.0% -99.2% -97.4% -95.5%
38 Total (E) 5 39 40 41 42 43 44 45 46 47	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh	970 ports 19 45 0 2 5 1 0 5 5	7791 367 494 382 137 106 8 0 316 186	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5 - -98.4 -97.3	19 45 0 2 5 1 0 5 5 5	1275 962 802 250 191 22 0 672 474	-95.3% -100.0% -99.2% -97.4% -95.5%
38 Fotal F	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	970 ports 19 45 0 2 5 1 0 5 0 5	7791 367 494 382 137 106 8 0 316 186 0	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5	19 45 0 2 5 1 0 5 5 5 0	1275 962 802 250 191 22 0 672 474	-95.3% -100.0% -99.2% -97.4% -95.5% -99.3% -98.9%
38 Fotal (E) 5 39 40 41 42 43 44 45 46 47 48 49 10 10 10 10 10 10 10 1	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	970 ports 19 45 0 2 5 1 0 5 5 0 0 0 0 0 0	7791 367 494 382 137 106 8 0 316 186 0 0	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5 -98.4 -97.3	19 45 0 2 5 1 0 5 5 5 0 0	1275 962 802 250 191 22 0 672 474 0	-95.3% -100.0% -99.2% -97.4% -95.5% -99.3% -98.9%
Total (E) 5	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	970 ports 19 45 0 2 5 1 0 5 5 0 0	7791 367 494 382 137 106 8 0 316 186 0 0 88	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5 -97.3 -97.3	19 45 0 2 5 1 0 5 5 5 0 0 0 6	1275 962 802 250 191 22 0 672 474 0 1	-95.3% -100.0% -99.2% -97.4% -95.5% -99.3% -98.9% -100.0% -96.4%
Total (E) 5 Total	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh Hubli	970 ports 19 45 0 2 5 1 0 5 5 0 0 6	7791 367 494 382 137 106 8 0 316 186 0 0 88 10	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5 -98.4 -97.3	19 45 0 2 5 1 0 5 5 0 0 0 6	1275 962 802 250 191 22 0 672 474 0 1 166 20	-95.3% -100.0% -99.2% -97.4% -95.5% -99.3% -98.9% -100.0% -96.4%
Total (E) 5 Total	58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	970 ports 19 45 0 2 5 1 0 5 5 0 0	7791 367 494 382 137 106 8 0 316 186 0 0 88	-94.8 -90.9 -100.0 -98.5 -95.3 -87.5 -97.3 -97.3	19 45 0 2 5 1 0 5 5 5 0 0 0 6	1275 962 802 250 191 22 0 672 474 0 1	-98.5% -95.3% -100.0% -99.2% -97.4% -95.5% -99.3% -98.9% -100.0% -100.0%

S.	Airport	For	The Mor	Freight (eriod April	To May
10.	Amport	May	May	%	2020-21	2019-20	%
		2020	2019	Change	2020 21	2013 20	Change
(E)	58 Domestic Air	ports	1		10		
54	Prayagraj	0	0	-	0	0	
55	Jabalpur	0	0	-	0	0	
56	Belgaum	0	0		0	0	TORSE .
57	Tuticorin	0	6	-100.0	0	12	-100.0%
58	Kanpur(chakeri)	0	14	-100.0	0	17	-100.0%
59	Rajkot	0	1	-100.0	0	4	-100.0%
60	Jharsuguda	0	31	-100.0 -93.5	0	2 64	-100.0% -96.9%
62	Dimapur Jaisalmer	0	0	-93.3	0	04	-90.97
63	Juhu	3	30	-90.0	5	58	-91.49
64	Guggal(kangra)	0	0	-70.0	0	0	71.17
65	Mysore	0	0		0	0	
66	Jorhat	0	0	-	0	0	
67	Gwalior	0	0		0	0	1
68	Kolhapur	.0	0	*	0	0	3
69	Kishangarh	0	0		0	0	
70	Cuddapah	0	0.	9	0	0	
71	Kandla	0	0	-	0	0	
72 73	Porbandar	0	0		0	0	
74	Jamnagar Pondicherry	0	0	*	0	0	-
75	Adampur	.0	0		- 0	- 0	
13	(Jalandhar)	0	0	9	0	0	
76	Bikaner	0	0		0	0	
77	Bhavnagar	0	0		0	0	
78	Agatti	0	3	-100.0	0	6	-100.09
79	Khajuraho	0	0		0	0	
30	Salem	0	0	-	0	0	
31	Bhuj	0	0	-	0	0	
82	Barapani	50	883		000	95	
	(shillong)	-0	0		0	0	
33	Pathankot	0	0		.0	0	
84	Diu	.0	0		0	0	
35	Bhuntar	0	0	-	0	0	
86	Bhatinda	0	0		0	0	
87	Lakhimpur	0	0		0	0	
88	(lilabari) Agra	0	0	-	0	0	-
89	Ludhiana	0	0	-	0	0	
90	Jalgaon	0	0		0	0	
91	Pathankot	0	0	-	0	0	
92	Kalaburgi	0	0		0	0	
93	Shimla	0	0		0	0	
94	Hindon	0	0	-	0	0	
95	Pakyong	0	0	1	0	0	
96	Tezpur	0	0	-	0	0	
E) 5	8 Domestic Airports	93	2263	-95.9	95	5144	-98.29
(F)	11 St.Govt. / Pvt	Airports					
7	Lengpui(aizwal)	15	35	-57.1	15	67	-77.69
98	Durgapur	0	0	-	0	0	1.107
9	Nanded	0	0		0	0	
	Nasik(Hal ozar)	0	0	-	0	7	-100.09
101	Vijayanagar	0	0	-	0	0	
	Pithoragarh	0	0		0	0	
03	Mundra	.0	0	-	0	.0	
	Jagdalpur	0	0		0	0	
	Hisar	0	0		0	0	
	Pasighat	0	0		0	0	
	Bangalore(Hal)	0	0	-57.1	0	74	70.70
	St.Govt. / Pvt Airports	15	35		15		-79.79
	Other Att	- 6					
(G)	Other Airports nd Total	0	0	-	0	0	

(DURING APRIL TO JUNE'2020* VIS-A-VIS APRIL TO JUNE'2019) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC	P.O.L.	Other	ron Ore	Fert	Fertilizers	Coal	_	Containers	ners	Other		% VAK.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST
KOLKATA			N.		0330			000000	2000000	37,000	1 0000	267.67.67.6	
Kolkata Dock System	TRF APRIL-JUNE' 2020	39	39	1 4	39	X 9		472	1709	102	457	2755	30.38
	TRF APRIL-JUNE: 2020	1987	878	975	42	54	437	2274	555	29	1764	9968	00.00
Haldia Dock Complex	TRF APRIL-JUNE' 2019	1995	1312	638	22	78	671	4419	792	43	1641	11568	-22.49
TOTAL: SMP, KOLKATA	TRF APRIL-JUNE' 2020	2026	716	975	8	54	437	2746	2264	131	2221	11721	
	TRF APRIL-JUNE' 2019	2180	1485	644	137	78	179	5047	3279	208	2592	16113	-27.26
PARADIP	TRF APRIL-JUNE' 2020	6964	291	6915	125	1054	5928	2441	55	m	1961	25734	
	TRF APRIL-JUNE' 2019	9458	450	4842	143	737	8032	2966	51	2	1526	28205	-8.76
VISAKHAPATNAM	TRF APRIL-JUNE' 2020	4310	430	3465	406	173	1285	1271	1930	114	2184	15454	
	TRF APRIL-JUNE' 2019	4530	524	3523	554	116	1965	2125	2176	127	1773	17286	-10,60
KAMARAJAR(ENNORE)	TRF APRIL-JUNE' 2020	1022	10		50	0	3086	73	705	37	273	5169	
	TRF APRIL-JUNE' 2019	1225	31	Œ.	79	35	5539	267	746	39	723	8531	-39.41
CHENNAI	TRF APRIL-JUNE' 2020	1873	231		25	25	•		4104	213	1024	7282	
	TRF APRIL-JUNE' 2019	3345	329	,	•	33)		7176	372	1235	12118	-39,91
V.O.CHIDAMBARANAR	TRF APRIL-JUNE' 2020	120	252	9	198	78	1727	1479	3126	153	989	7566	
	TRF APRIL-JUNE' 2019	148	336	24	46	163	1749	1440	4034	200	924	8843	-14.44
COCHIN	TRF APRIL-JUNE' 2020	3673	117		71	1	1		1551	113	294	5635	
	TRF APRIL-JUNE' 2019	5863	141	•	22	-1			2133	152	350	8509	-33.78
NEW MANGALORE	TRF APRIL-JUNE' 2020	6020	427	1110	118	28	685	219	442	28	250	9299	
	TRF APRIL-JUNE' 2019	4370	312	1405	124	27	1701	294	500	34	207	8940	4.02
MORMUGAO	TRF APRIL-JUNE' 2020	89	61	1799	(4)		253	2074	75	5	1167	5455	
	TRF APRIL-JUNE' 2019	176	54	819	13	1	410	2114	103	8	886	4476	21.87
MUMBAI	TRF APRIL-JUNE' 2020	8010	263	1143	139	37	480	351	22	2	1016	11461	
	TRF APRIL-JUNE' 2019	8805	480	1724	59	6.	1395	433	84	00	1947	14927	-23.22
J.N.P.T.	TRF APRIL-JUNE' 2020	923	447	*	0	00		•))	10659	848	70	12099	
	TRF APRIL-JUNE' 2019	1070	672		,	-	0	•	15613	1307	276	17631	-31.38
DEENDAYAL	TRF APRIL-JUNE' 2020	13191	1765	34	887	35	3838	41	1414	96	3844	25049	
	TRF APRIL-JUNE' 2019	15354	2423	238	1172		5672	269	1804	1117	4188	31120	-19.51
ALL PORTS	TRF APRIL-JUNE' 2020	48200	5169	15441	1979	1484	17719	10695	26347	1743	14890	141924	The second secon
	TRF APRIL-JUNE' 2019	56524	7237	12994	2273	1154	27134	14955	37699	2574	16729	176699	-19.68
0/ Veriation from mentions voor	200	-14.73	30 50	10.03	1200	09 80	24.70	29.40	20.11	22.20	1000	10/01	

Source: LP.A.

THE INDIAN SPECIALIST ON DGR



COO, TIRWIN MANAGEMENT SERVICES

B.Govindarajan,
Chief Operating
Officer of Tirwin
M a n a g e m e n t
Services, a Chennai
based Air Cargo
Training and
C o n s u l t i n g
Organization is
backed with almost
46 years of hands-on
experience in the
area of international
logistics solutions.

He started his career with a nonscheduled air operator as a load

master. From there, he moved to Air India in 1978 with initial posting at Thiruvananthapuram, to kick start their India operations linking Gulf countries. After a long stint in Chennai, he moved to Air India Staff College, Santa Cruz, Mumbai, as an Instructor to share his cargo knowledge with the industry.

Apart from heading the cargo faculty in the Staff College he was also designated Manager-Regulations Compliance for Air India and later for Air India Express as well.

He represented Air India in IATA Training Task Force for many years and also in various industry fora.

Govindarajan is an invited speaker to various national and international conferences and conventions in the area of aviation. He also writes columns to express his opinion on issues that he believes would impact the industry.

He is a recipient of many awards and recognitions from the industry associations and organizations.

He launched Tirwin in early 2008 and currently holds the distinction of providing training and other solutions to various shippers, freight forwarders, airlines, terminal operators, ground handling operators and allied organizations, in India and abroad.

Tirwin is a DGCA-India approved and IATA Accredited Training School for Dangerous Goods Regulations. Tirwin also has partnered with IVODGA (International Vessel Operators Dangerous Goods Association) to provide IMDG-Code (International Maritime Dangerous Goods) training.

I recall attending one of his lectures on the distinction between Safety and Security, many years back. A couple of innocent looking dry cells in his hands, became dangerous tools with his narration of possibilities for the wrong kind of people. I was happy to have Govindarajan on our side. In the photo, Govindarajan is addressing an event organized by "The Council on Safe Transportation of Hazardous Articles (COSTHA)" which is an active USA based, not-for-profit industry association devoted to promoting international and domestic dangerous goods transportation compliance.

Questionnaire

(1) How long have you been in operation?

I have been in the industry since 1974 (that means almost 46 years). However, Tirwin was started in early 2008 (12 years). Earlier, I was in Air India for over 3 decades.

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

Our business model focuses on training and handling of Cargo, including DGR (Dangerous Goods Regulations). We believe in building strong personal relations with customers and consumers.

We are headquartered in Chennai, but operate on Pan-India basis. We have representative offices at Mumbai and Hyderabad.

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

We believe that Technology should have a greater role in our training deliveries. During this lockdown we have made inroads. We are upgrading our technical capabilities as well.

(4) Who are your present clients?

Airlines, Freight Forwarders, Shippers, Ground Handling Agents, Cargo Terminal Operators and others.

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

Apart from providing cargo training, we:

- a) support our customers in legal mitigation, especially for penalties levied by the global regulatory authorities for non-compliance of dangerous goods regulations;
- are involved in providing consultation services for operational requirements;
- c) supply regulatory publications of IATA;
- d) act as a connecting platform for job seekers and head hunters of our logistics industry.

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

Post COVID-19, people may be hesitant to move, but goods will certainly move. That is what we are currently witnessing in the global market place. I firmly believe that the first industry to get up, walk and run would be the logistics industry.

Vinod Kaul

Mobile: 9711875283 | e-mail: kaulv22@gmail.com

X



MAHAVEERA TRANSPORT PVT. LTD.

FLEET OWNERS & TRANSPORT CONTRACTORS

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

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

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



Dedicated Countrywide Services Since 1985

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

Honored With RASHTRIYA UDYOG AWARD BY SH. JAGDISH TITLAR

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

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

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

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

North Zone

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

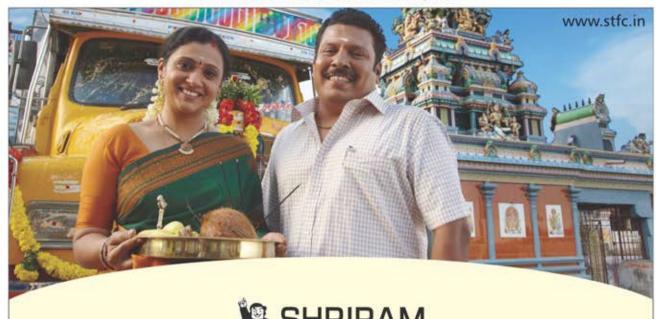
South Zone

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

West Zone

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

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





A WINNING RELATIONSHIP

SHRIRAM TRANSPORT FINANCE COMPANY LIMITED



CONSTRUCTION EQUIPMENT FINANCE

PASSENGER COMMERCIAL VEHICLE FINANCE

FARM EQUIPMENT FINANCE







BUSINESS LOAN / WORKING CAPITAL LOAN

BILL / CHALLAN DISCOUNTING

TYRE FINANCE

FUEL LOAN









AUTOMALL

VEHICLE INSURANCE

FAMILY PROTECTION PLAN

LIFE INSURANCE









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

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