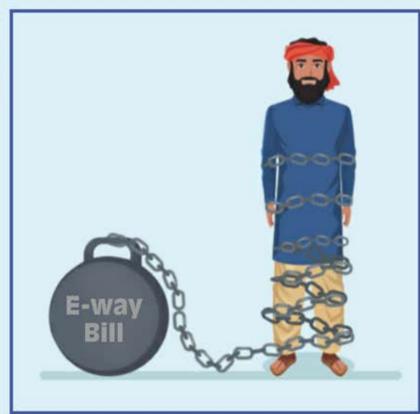
## aitwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# <u>Parivahan Pragati</u>

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







#### #AbolishEwayBill

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The impact of farmers' protest – daily loss of Rs 3,500 crore

Leveraging location intelligence for proactive management of fleet operations

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#### E-way Bill: Too Much Liability For Transporters

COVID-19 has tested discipline, will, obedience of every individual. While most offices were operating remotely there are sectors which had no option but to operate from office. The trucking industry cannot operate from home and the workforce including truck drivers had to risk their lives to keep the industry afloat.

Coming to E-way bills system, the transporters consider it as a non-utility mechanism for the industry and think that it is acting as a hurdle to their growth. The community firmly believes that to simplify their business processes the law should be abolished. They back their thought with the following pointers.

Reduction of validity period – Change in E-way bill validity from 100 km to 200 km for a day is not doing any good to the industry. If the validity expires and the vehicle is caught, then the penalty is demanded of 100% tax amount. Sometimes due to vehicle failure, road condition, traffic congestion and other unforeseen contingency, the vehicle cannot travel 200 km in one day. Further, asking an individual to work beyond his capacity is not helpful every time.

#### E-way bill and E-invoice are similar

– E-invoice applies to all taxpayers with 100 crores plus turnover. But why is it mandatory to fill both, E-invoice and E-way bill, when both contain 99% same information? It increases the extra burden on truckers.

Errors in the E-way bill causes huge penalties - A very high penalty is imposed even if there are minor discrepancies in the E-way bill. It is observed that this has led to corrupt practices. Though this is being amended with a circular and asked to impose a penalty of Rs. 500 for some discrepancies, not all clerical mistakes are covered under it.

#### Requirement to furnish details of RCM supply transporter in GSTR 1

- To offer services to big companies and MNCs, transporters need to register under GST. While they are not charging under GST and supplying under RCM, but still, they are required to mention the detail of each item while filing GSTR 1. This is unnecessary considering that the tax is payable by the transporter.

The challenge of validity extension of E-way bill – The relaxation of the E-way bill period is 8 hours, which means if the E-way bill expires at midnight, the validity can be extended only up to 8:00 am. This makes it practically difficult as office staff are not available at this hour always.

#### Amendment in part A of E -way bill

– Nothing can be edited in the part A of E-way bill once it is prepared. For any revision, a fresh invoice and E-way bill need to be generated. This results in unnecessary compliance.

Blocking of E-way bill - E-way bill portal is blocked if GST Return is not filed for 2 months. Once the portal is blocked business comes to halt and results in further financial stress. Two months is very short.

#### Goods stored/held up at transporters' Godown/warehouse – In some inevitable circumstance goods delivery is not possible and required to store at transporter's



Ashok Gupta

Godown/ warehouse. This duration may be of 5-10 days. Sometimes, customers also ask for delivery after 5-7 days but there is no law for 'temporarily storing of goods in transporter Godown and expiry of the validity of the E-way bill in such case'

Transporters have always got the treatment of backbenchers even though their contribution to the Indian economy is unparalleled. The community has to sacrifice a lot to resolve a tinny issue. All India Transporters' Welfare Association (AITWA), which has been the driving force to take every issue that the community faces is unable to understand why the government does not check the impact of the law on the ground level. Why one of the main contributors of the economy need to face issues like E-way bill and why the government is yet not considering to upheld the law after getting aware of its unnecessary role and the drawbacks?

The government should respect transporters' suggestion to abolish the E-way bill for the greater benefit of transporters and the nation.

— x –







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# Why Is an E-way Bill Needed?



Mahendra Arya National President, AITWA

oods And Service Tax or
GST was introduced
with great promises
about simplicity of
operation and business.
Little did the Transport Industry know
at that time, as to what was there in
store for it!

GST brought along the E-way Bill. GST has a robust system in which a seller and a buyer make a deal of selling their goods at a certain rate of a certain quantity and fix up the responsibility of payment of GST between them; the deal is posted on the government portal called GSTN. The role of transporter is mere movement of the goods from the consignor to consignee. A transporter is not the part of any tax liability nor is he a party if there is any dispute between seller and the buyer.

However the government decided to include a transporter in the business deal as a concerned party. For this purpose, the government introduced a special type of registration for the transporters who are otherwise exempted from registration; and that was called **Enrollment as a transporter**.

The Government then decided to bind the time taken for the transportation by the transporter from booking station to delivery station. An arbitrary time frame of 100 km per day was fixed by the government. Their thought process was based on a simple input that average speed of a truck in India is 250 km per day. No discussion was done with the transport industry while fixing this limit.

From January 1, 2021 the GST department has doubled the distance which is required to be covered in a day by a truck driver. Or we can say that the time was halved for the same distance. Either way it implies that the driver has to drive with double the speed in 2021 of what he was doing in 2020 or earlier. The government may argue - what is the problem in driving 200 km a day when your average speed is 250 kms per day.

The problem is with the decisionmaking process of the government. No homework has been done by the government when they fixed up daily distance limit which needs to be travelled by a truck driver in a day; neither earlier nor now.

Here are the problems explaining why an E-way Bill always tend to expire -

1. Booking Location - In case of parcel/part load transporters, goods are booked at 5 to 10 locations in a large city like Mumbai, Delhi etc. From these locations goods are moved by transporter to a central hub, where all the consolidations to different locations take place. One to two days get lost in the process. If the goods are

booked for short distances within 200 Km, E-way bill system gives only one day; making it impossible to carry goods in given limit of time.

2. Short Distance Transportation-FTL loads, if it reaches factory/warehouse on a Sunday or a holiday it is not unloaded; in that case E-way bill fails as the validity is just for a day.

3. Transshipment Delay – In the Hub & Spoke system, goods are taken to a central location and from there the same are regrouped for various destination. At such a hub, many a times, goods have to wait for few or many days for want of sufficient quantity for consolidation.

E-Way bill measures distance from Pin Code to Pin Code and divides the distance by 200 to get number of days. Hub & Spoke system has movement which deviates from direct routes; E-way bill does not consider the extra distance caused due to diversion. Moreover, E-way transit time clock does not stop at the Transshipment Hubs.

It makes it impossible to work on a hub and spoke system.

4. Driver Delays- It is very common in India that the truck drivers take a detour and stop over at their villages if



the village falls on route. In such situations they never share the facts with their employers or transport companies. During festivals these delays become extended.

Destination Delays- Many large factories do not allow entry into its premises as there is long que of trucks for unloading. All such trucks may fail on E-way bill if an officer raids on these trucks.

In case of parcel business, consignees do not collect their consignments for as long as for months as they use transporters godown as their temporary warehouse. Due to market conditions a transport has to bear with such practices.

#### **Extension Of Transit Time**

E-way bill provides for extension of an E-way Bill within a strict time window of 8 hours before or after the expiry time. In transit the extension is granted on the basis of existing coordinates of the vehicle with reference to the destination. If the existing location is not in direct route, E-way bill does not consider such a location for extension. At destination warehouse, an E-way bill can be extended for one day at a

bill can be extended for one day at a time; making it impossible for a parcel transporter, who carries thousands of consignments in a warehouse.

#### Penalties On Expiry of E-way bill

A movement of vehicle or consignment becomes illegal once an e-way bill expires. If a vehicle transporting with an expired E-way bill is intercepted by flying squads of GST inspectors, the vehicle as well as goods loaded are confiscated. The vehicle and the goods can be released on payment of penalties prescribed by GST laws. The following are the penalties recommended in the latest budget-

1. Under Section 129 (1) Penalty in case an E-way Bill expires during transit is 200% of the GST involved on transported goods.

If a truck is carrying goods worth fifty lakhs, and the rate of GST is 18%; a transporter has to pay a penalty of 36 lakhs. The amount such paid is not available as input tax credit to consignee.

2. Under Section 129 (3) for detention or seizure; an appeal against such an order can be made as per Sec 107(6) on payment of 25% of penalty amount.

Transporters are reeling under this draconian penalty for no fault of theirs. A delay in transit time cannot be construed as a crime by any yard stick. A delay is an inherent risk in the

process of transportation.

#### Government's Purpose Behind E-way Bill And Our Suggestions

The government has brought in the concept of the E-way bill to stop Tax Evasion by certain industries in connivance with transporter. In all fields of life there are a small percentage of people who are law

The government has brought in the concept of the E-way bill to stop Tax Evasion by certain industries in connivance with transporter. In all fields of life there are a small percentage of people who are law breakers. That applies to Industries, Traders and Transporters. But for such a handful of people entire Transport Industry cannot be penalized so brutally

breakers. That applies to Industries, Traders and Transporters. But for such a handful of people entire Transport Industry cannot be penalized so brutally.

We as a Transport Association have no sympathy with anyone who is trying to evade taxes. In fact, we would like to contribute in plugging such violations. We have following suggestions which can be practiced in lieu of the E-way Bill-

1. Track A Vehicle- Every truck is mandatorily affixed with Fast tag and its movement is mapped across length and breadth of the country at all Toll Plazas. An integration of such data with GSTN portal can monitor the truck's movement and can make it impossible a misuse of E-way bill. E-Vahan portal can also be used for such integration.

#### 2. Mapping Of Movement Leg-wise

- E-way Bill time clock should be made active only when it is running on highway. The total journey may be divided into two or more legs and each leg may have a transit time; so that whenever a consignment is stationary in a godown, no one has to extend the E-way bill.
- 3. Closure Of An E-way Bill It should be made mandatory for a consignee to enter the receipt of goods on GSTN, which will make a closure of the E-way Bill. Once an E-way Bill is closed it cannot be misused again.
- 4. Selective Policy On Identified Tax Evaders After the experience of three and more years, the government has all the data. It is easy to sectionalize the products which are found in regular tax evasion practices. Such HSN Codes should be separated for stricter policies and scrutiny. Transporters who are found to be involved in such collision should also be reprimanded with strong penalties.
- **5. E-invoice** With the introduction of E-invoicing, the possibility of Tax Evasion is minimized. The scope of E-invoice may be enlarged and E-Way bill may be abolished completely.
- 6. Selective-Exemption Tax Evasion is not possible unless the Seller and the Buyer are hand in gloves for such an attempt. It is easy for GST Council to exempt E-way bill in following conditions-
- a. Either Buyer or seller is a Govt. / Semi Govt. entity
- b. Either Buyer/Seller is a reputed Corporate entity
- c. In Cases of Export/Import
- d. All commodities falling under Low Tax bracket
- e. When buyers are Consumers.

AITWA is ready to work with the government in formulating the best policies to stop any tax evasion with help of any transporter. While our above suggestions are considered, the government should roll back its Notification No. 94/2020 dated 22 December 2020; so that Transport Industry may function smoothly. In log rub the total E-way Bill Policy needs to be reviewed.

- X -

#### More Than Its Benefits, E-way Bill Is A concern Now

ntroduction of the E-way bill under GST was probably one of the finest steps taken to realize 'ease of doing businesses.' The step was much appreciated by all most all the industries, including the logistics sector. But its drawbacks were started getting highlighted soon, at least from the perspective of goods carriers. Road Goods Transporters quickly realized that the bill is not meant for them and instead will be a hurdle on their growth process. Today, the disadvantages of the bill have made the truckers to demand Abolishment of the E-way Bill.

Let's understand why the goods carrier industry has supported the E-way bill till recently and why they are against it now.

#### Positive Points of the E-way Bill:

Less Documentation – Earlier statewise documentation was required for the movement of goods. Implementation of the E-way bill reduced it to only one document for all India movement. Implantation of RFID device in vehicles is another benefit transporters could avail. The driver needed not to show physical copies at borders/ check-posts as the RFID device attached to the vehicle has all the information and the officials can retrieve the details of the E-way bill easily.

Cost Reduction - No waiting at check-posts and seamless drive mean to cut in the logistics cost. Also, this led to optimum use of vehicle/resources to reduce the cost.

Efficient Transportation - The annual average distance of an Indian truck was 85,000 km as compared to 1,50,000 to 2,50,000 km in developed countries. E-way has increased efficiency and decreased the time taken to reach the destination.

Uprooting Tax Evasion - E-way bill reinforced proper invoicing and thus reduced the possibility of tax evasion.

User friendly - E-way bill systems

and portal is designed to serve one and all. Even dealers can easily selfdownload the e-way bill.

Easy and quick generation - E-way bill can be generated easily and quickly.

#### Drawbacks of E-way Bill:

**Poor online connectivity** - Availability of poor internet connectivity in most of the location is a big concern.

Different states, different opinions -Though the idea behind implementing E-way bill systems was to have one document across India, still many states want to have their E-way bill systems due to various reasons.

Technical glitches in generating Eway bill - The last time date of E-way bill may defer due to technical glitches and it can cause a huge problem.

E-way bill validity - The validity of the E-way bill has been amended from 100 km to 200 km for a day. But on most occasions a vehicle cannot travel 200 km in a day due to vehicle failure, road condition, traffic congestion and other unforeseen contingency Thus, the validity often gets expired and a penalty of 100% tax amount is charged.

E-invoice and E-way bill are similar - When E-invoice and E-way bill contain 99% of the same information, why to ask for both the documents? This only results in an increase in compliance.

Minor errors, penalties in lacs and cores - Minor discrepancies (mostly clerical) in E-way bill may lead to a very high penalty. This also increases corrupt practices.

The requirement to furnish details of RCM supply transporter in GSTR 1 – Supplier is required to register under GST, as most reputed companies want them to do it. But transporters do not apply GST charges as they are supplying goods under RCM. In such a situation, why the



R. K. Jain

Joint General Secretary, AITWA

transporters are required to mention item-wise detail while filing GSTR 1, even though no tax is payable by them? This is unnecessary compliance.

Extension of E-way bill validity – E-way bill can be extended only within 8 hours but imagine if it expires at midnight. The validity can be extended till 8:00 am on paper but is there any office staff available at this hour? No.

Amendment in part A of E-way bill—
If someone makes a mistake while filling up the part A of E-way bill the same cannot be edited. A fresh invoice and E-way bill is required to be generated. This pills-up documents and compliance.

Blocking of E-way Bill - The E-way bill portal is blocked if GST return is not filed for 2 months. Once the portal is blocked the business also comes to halt, resulting in financial stress. Two months is too less a period.

Goods stored/held up at transporter's godown/warehouse – Sometimes, goods reach the destination but delivery cannot be made immediately due to some reason and goods are required to be stored at transporter's godown/warehouse. This time can be 5-10 days but nothing is mentioned in law about such situation for E-way bill validity. This needs consideration.

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#### **KEY FACTS**

Group Turnover



\$600 Mn. (in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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#### #AbolishEwayBill

hile the entire nation is talking about the farmers' agitation a g a i n s t n e w agriculture laws passed in September 2020 by the BJP led NDA government several industries have been at the receiving end with a hefty loss. The protest has hit hard on the nation's economy causing a loss of over Rs. 70,000 crore in the December quarter. The disruptions of the supply chain in Punjab, Haryana and border areas of Delhi particularly influenced the figure.

But this is not the only obstacle that the industries are facing, which are desperately trying to bring the economy to track after the COVID-19 pandemic, industry such as Road Goods Carrier are facing many business threatening issues. One of these issues is the E-way bill.

At the outset, let us understand what is E-way bill and why was it rolled out?

E-way bill was introduced to bring a

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introduced to bring a
nation-wide common
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goods before
transportation

nation-wide common law for seamless inter-state movement of goods. This comes under new GST laws and requires online pre-registration of goods before transportation. The E-way mechanism demands online pre-registration for all goods valuing over Rs. 50,000 before moving for sale beyond 10 km.

The main idea of implanting E-way bill systems under the GST regime is to block loopholes of tax evasion. According to the central government, tax evasion is a prominent reason for the fall in revenue collection.

In short, the government aimed at achieving a few objectives by implanting the E-way bill. These objectives are -

- single e-way bill for hassle-free movement of goods throughout the country
- no separate transit passes for a separate state for movement of goods
- move from departmental-policing model to self-declaration model for the movement of goods

By introducing the E-way bill the government also ensured that transporters extract some additional benefits. Here is the list of a select few;

- Transporters need not visit any tax officers or check-posts for the generation of E-way bill, which they had to previously, for the movement of goods through states
- Transporters need not waste time at the check-posts, as there are no checkposts in the GST regime.
- Faster movement of goods as there are no check-posts on the highways, transporters can use their vehicles or



Pradeep Singal Chairman, AITWA

resources to encash maximize output.

- · User-friendly E-way bill systems.
- Generating the E-way bill is easy and quick.
- Checks and balances for smooth tax administration and process simplification for easier verification of E-way bill by tax officers.

It is also important to know when the E-way bill is generated. Let's understand.

The E-way bill is generated when there is a movement of goods. It may be-

- · about the supply
- for reasons other than a supply (say a return)
- due to inward supply from an unregistered person, while a supply can either be:
- ✓ Sale sale of goods and payment made
- → Transfer branch transfers for instance
- Barter/Exchange where the payment is by goods instead of in money

Now the big question! If the E-way

bill has so many advantages and benefits for transporters then why

they are considering it as a non-utility mechanism for the industry? And is it one of the biggest hurdles in their growth process?

Often we talk about suicidal cases of farmers but if the issues of Road Goods Carriers would not get resolved many from this community will also have to choose the route many farmers do. It is important here to

mention that several issues have impacted the transport business and have made it a non-viable business. E-way bill has further added to the pressure of transporters. The community firmly believes that the law should be abolished and smoothen their business process.

Why the E-way bill should be abolished? The argument offered by the transporters for this is the following pointers.

Reduction in the validity of period -

The government has brought a change in the E-way bill validity through notification 94/2020 dated 22.12.2020. According to this change, a truck can now carry goods in the radius of 100 km to 200 km in a day. But as per transporters, it is doing no good to the industry. If the validity expires and the vehicle is caught, then 100% tax amount as the penalty is demanded. Sometimes, due to vehicle failure, roads condition, traffic congestions and other unforeseen contingency, the vehicle cannot travel 200 km in a day. Further, asking an

individual to work beyond his capacity is not helpful every time.



The government has brought a change in the E-way bill validity through notification 94/2020 dated 22,12,2020. According to this change, a truck can now carry goods in the radius of 100 km to 200 km in a day. But as per transporters, it is doing no good to the industry. If the validity expires and the vehicle is caught, then 100% tax amount as the penalty is demanded

Therefore, the goods carrier community believes that the original

> (applicable up to Dec 2020) time limit of 100 km per day should be restored. The transporters appeal to the government that the 'validity point' should be kept out of the E-way bill. Also, the community recommends the policy drafting team to consider practical problems before coming with such harsh provisions. A handful of bogus

traders cannot make the entire group culprit.

Relaxation of E-way bill in case of E-invoice – E-invoice applies to all taxpayers with 100 crores plus turnover. But isn't it illogical to ask to fill both, E-invoice and E-way bill, especially when both contain 99% same information? Transporters understand the government's intention of stopping bogus billing but this to a large extend has been taken care of by E-invoice, so actually, there is no need for E-way bill. It is increasing compliance.

Small error but penalty is huge – Sec 129 of CGST Act levies a very high penalty (in lakhs and cores) even if the discrepancy is very small. It is observed that this has led to corrupt practices. Though this is being amended with a circular 64/38/2018 GST dated 14.9.2018 and asked to impose a penalty of Rs. 500 for some discrepancies, not all clerical mistakes are covered under it.

If the government wants to reduce the penalty for some discrepancies in the E-way bill, the circular s h o u l d h a v e implemented;

- · error in invoice date
- expiry of E-way bill (but still vehicle was on road and travelling)
- the tax rate is wrongly selected in

customer. Currently, tax is required to be paid to release the goods from an officer, and the same tax is required to pay again in the monthly return, to show its ITC to customer. This amount doubles taxation.

The requirement to

RET3 Return system which planned to implement but never got implemented), it removed the requirement of the item-wise description section for RCM. But somehow, ANX 1 was not implemented and GSTR

The relaxation of E-way bill period is 8 hours, which means if the E-way bill expires at midnight; the validity can be extended only up to 8:00 am. This makes it practically difficult as office staff are not available at this hour always. Since the generation of the E-way bill itself offers the proof that the supplier is tax compliant, the government should (a) have no validity in the E-way bill. It should be valid till the delivery without any time limit, or,

(b) revalidation of

expired E-way bill,

either before or

after 24 hours of its

expiry (excluding

Sunday or holiday)



E-way bill but the description, value and HSN is correctly mentioned on E-invoice and E-way bill

- also, the maximum penalty should be levied in other clerical errors, should not exceed 10% of tax amount or Rs 10,000/- whichever is lower(presently same is 100%)
- on initiating penalty proceeding, when tax is paid on goods, provision should be made or availability of its ITC to

furnish details of RCM supply transporter in GSTR 1 - To offer services to big companies and MNCs transporters need to register under GST. While they do not charge under GST and supplying under RCM still they are required to mention the detail of each item while filing GSTR 1. This is unnecessary, considering that the tax is payable by the transporter.

The government has understood this issue and in ANX 1 (RET1, RET2, 1 continued, therefore, transporters believe that at least item wise detailing in GSTR 1 for supply made under RCM must be removed to reduce the unnecessary burden from transporters.

The challenge of E-way bill validity extension — The relaxation of E-way bill period is 8 hours, which means if the E-way bill expires at midnight; the validity can be extended only up to 8:00 am. This makes it practically difficult as office staff are not

"The difference between ordinary and extraordinary is that little extra." - Jimmy Johnson, Football Coach



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itself offers the proof that the supplier is tax compliant, the government should (a) have no validity in the E-way bill. It should be valid till the delivery without any time limit, or, (b) revalidation of expired E-way bill, either before or after 24 hours of its expiry (excluding Sunday or holiday)

Amendment in part A of E -way bill

Once the E-way bill is prepared

Once the E-way bill is prepared nothing can be edited in part A of E-way bill. If one needs to carry a correction a fresh invoice and E-way bill needs to be generated. This is unnecessary compliance. Transporters

Once the E-way bill is prepared nothing can be edited in part A of E-way bill. If one needs to carry a correction a fresh invoice and E-way bill needs to be generated. This is unnecessary compliance.

Transporters request

Transporters request that amendment in part A of E-way bill should be allowed

request that amendment in part A of E-way bill should be allowed.

Blocking of E-way bill – E-way bill portal is blocked if GST Return is not filed for 2 months. Once the portal is blocked business comes to halt and results in further financial stress. Two months is very short. Transporters appeal to the government to extend the

duration to 6 months or else allow the filing of GST returns without payment of tax. Further, a supplier (who is regular in filing GST Return) is restricted from prepared E-way bill for a customer whose E-way bill portal is blocked, in cases as such, supplier sufferers for problems at customer

The transporters recommend that in such cases, there should an 'E-way bill pause' concept to avoid troubling tax, compliant suppliers. A small fee of Rs. 50 may be charged for revalidation of e way bill, in case validity of e way bill is expired and stored at transporter warehouse.

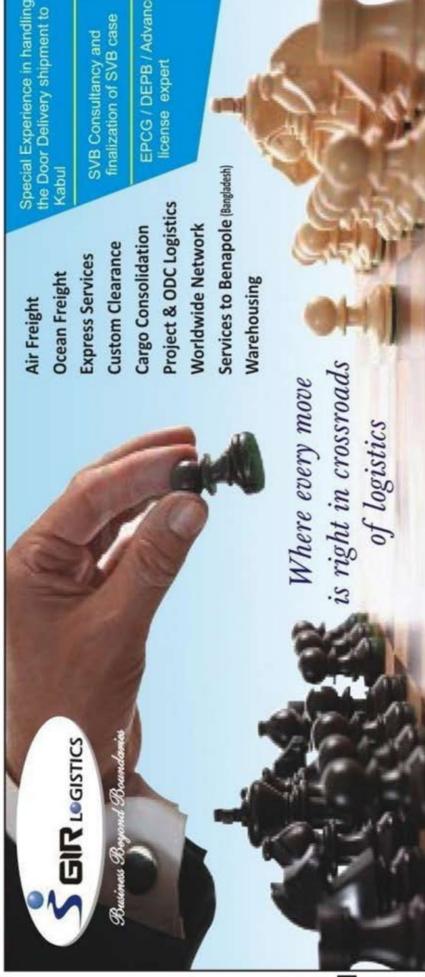


end. The government should consider this and the tax compliant supplier should be allowed to generate E-way bill in such cases.

Goods stored/held up at transporters Godown/warehouse -

In some inevitable circumstance goods delivery is not possible and required to store at transporter's Godown/ warehouse. This duration may be of 5-10 days. Sometimes, customers also ask for delivery after 5-7 days but there is no law for 'temporarily storing of goods in transporter's Godown and expiry of the validity of E-way bill in such case.'

For long the transporters have been the victim of government's policies, mainly because these laws are not drafted considering the ground realities. E-way bill is no exception to this. Issues like this are making one of the main pillars of the Indian economy, transporters, weak. To make the business viable and to let them be constant contributors to the Indian economy, issues like the E-way bill have to be resolved. Considering, its unnecessary role and the drawbacks it is well suggested to abolish the E-way bill for the greater benefit of transporters and the nation.



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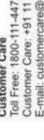
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#### Nagaland: 1 Major NH Project Inaugurated, Foundation Stone For 14 Others Laid

nion Minister for Road Transport, Highways and MSMEs Nitin Gadkari virtually inaugurated and laid foundation stones for 15 National Highways projects in Nagaland. Chief Minister Nephi Rio, MoS-RTH Gen (Dr) V K Singh, MPs, MLAs, senior officers from Centre and the State were present on the occasion. \*These NH Projects has a length of about 266 KM involving cost of about Rs 4127 crore.\*

Speaking on the occasion, Gadkari stated that Union Government is committed to the development of North East and Nagaland and informed that 667 km were added to the NH network in Nagaland during last 6 years, which depicts a growth of nearly 76 per cent. The NH network in the State has been extended to 1,547 km up from 880.68 km till 2014. The Minister said that almost all districts in Nagaland now have been connected except few, to a robust network of National Highways, He said, the NH network density now is 93.30 km/ 1000 sq km against National average of 39.90 km/1000 sq km. The population wise density of NH network in the State is 77.73km / Lakh population against national average of 10.80 km/Lakh population.

Gadkari further informed that for development and improvement of National Highways, 55 numbers of works of total length 1063.41 km and total cost of Rs. 11,711 Cr have been approved in last 6 years. This includes about 48 km of 3 projects concrete roads as part of improvement of Dimapur City (Largest city of Nagaland) project at a total cost of about Rs. 1,598 crore. He said 16 No. of work of length 690 Km amounting Rs 7,955 crore are in progress.

Another seven works of 105 Km amounting to Rs 966.75 Crore are in tendering stage. He also indicated that 11 works of 178 km length costing Rs. 2,127 crore are to be approved during 2020-21 with enhanced sanction ceiling. Five works of 524 km costing over Rs.6,000 Cr are in DPR stage.

The Union Minister added that under CRF, total Sanction till now from 2002 is Rs 1,334.3 Cr, of which Rs. 487.14 Crore has been released. He announced that a sum of Rs 45 crore is being released for Nagaland soon. He

The Union Minister added that under CRF, total Sanction till now from 2002 is Rs 1,334.3 Cr, of which Rs. 487.14 Crore has been released. He announced that a sum of Rs 45 crore is being released for Nagaland soon. He also pointed out that the State's BoS ratio is 11.5%, which is very high

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Gadkari requested the Chief Minister to urgently send the estimates for Land and Damage Compensation in respect of Kohima Bypass. He also informed that NHIDCL has taken up 2-laning of Kohima-Mao road in Nagaland, and the civil work has already been awarded on 30.09.2020. The Appointed Date has been declared as

20 October, 2020 and the contractor has mobilised on Site. Stating that the estimate for damage compensation is awaited he added that the same may be expedited by the State Government so that the Civil Work can be started at the earliest.

Chief Minister Nephiu Rio requested the Union Minister to consider development of foothill roads in the State. Gadkari informed that the same is under consideration. The CM also raised the issue of DIMAPUR-KOHIMA ROAD, called as the lifeline of Nagaland. Gadkari responded that work is in progress, and 70-80 per cent work on this road has been completed. NHIDCL has undertaken rigorous efforts to bring the projects on track and expedite the progress of work. Regular meetings at the highest level have been taken to expedite the progress of work on ground. Gadkari also urged CM to further review the NH works to resolve the issue. Speaking about 26.25 km Kohima - Mao Road for foundation was laid, Gadkari informed that this stretch is also important part of Asian Highway (AH-1) connecting to Myanmar as it will greatly improve connectivity of Kohima city to Manipur border. It also has importance in socio-economic progress of Nagaland. The better roads will help improve in growth of industry and trade & marketing of local products from various resources like bamboo etc.

MoS-RTH Gen (Dr) V K Singh said, Nagaland is a beautiful place, and hoped that New NH projects will attract improved tourist traffic to the State. He informed that of the 14 projects, for which foundation had been laid, 11 will be executed by NHIDCL and 3 by State PWD through the Road Wing of MoRTH.

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# Inaugurated, Foundation Laid: 33 NH Projects Worth Rs 11,000 Crore In Karnataka

nion Minister for Road Transport and Highways N i t i n G a d k a r i inaugurated and laid foundation of 33 NH projects in Karnataka through virtual mode. These projects include 1197 kms long roads worth Rs 10,904 crore. The event was presided over by Chief Minister Y S Yeddiyurappa, and was attended by former Prkme Minister

H D Devegowda, Union Ministers Prahlad Joshi, Sadanand Gowda, Gen Dr V K Singh, ministers from the State and senior officers.

Speaking on the occasion, Gadkari informed that over 900 km NH length has been added in Karnataka during last six years, and it now stands at 7652 kms. He said, a total of 71 works are in progress in length of 2,384 kms at a cost of Rs. 37,311 Crore. Out of these, more than 70% progress has been achieved in 26 works amounting to Rs 12,286 Crore

covering a length of 1,127 Km. He said, upto 70% progress has been achieved in 45 works amounting to Rs 25,025 Crore covering a length of 1257 Km.

The Minister added that for providing smooth connectivity to the ports for the benefit of trade and economy, 4laning of the entire coastal road from Goa Border to Kerala Border connecting port city of Belekeri, Karwar and Mangalore covering a length of 278 Km have been taken up at a cost of Rs 3443 crore and the work has been substantially completed. Further, in view of the safety of road users, 3 works for improving the safety by providing protective measures on Hill slopes in Shiradi Ghat on NH-75, Charmadi Ghat on NH-73 and Sampaje Ghat on NH-275 have been sanctioned amounting to

Rs.115 crore.

Gadkari further informed that the Union Government shall invest approximately an amount of Rs 1,16,144 crore in Karnataka State in the coming years. He said, 11 road projects of 275 kms worth Rs 5083 crore have been awarded in the State during the financial years 2019-21.

The Minister informed that CRF works worth Rs 8,330 crore have been



sanctioned till now for the State. Annual Accrual during this year is Rs 435 crore, while total release during this year is Rs 217 Crore. Gadkari declared release of this year's remaining Rs 218 Crore under CRF.

Gadkari called upon the State to take up production of Ethanol in a big way, as it is one of the largest producer of sugarcane in the country. He said, the country is already over-producing sugar and rice, and sufficient stock are available with the government. The surplus may be converted to Ethanol, which can be used as an alternative fuel for vehicles. He said, this will not only improve farmers' income, but will also be an indigenous source of fuels for the country.

Former Prime Minister H D Devegowda praised the steps taken by the government in developing the Road network in the State. He said, New technology has entirely changed the developmental scenario. He said, what we see, is unbelievable.

Chief Minister Yediyurappa assured to take forward all the suggestions given by the Union Minister. He said, his government is committed to development of the State, and uplifting of the life style of its people. He said, he is working in co-operation

with the Centre to achieve his government's targets.

Union Minister Sadanand Gowda enumerated the list of development works taken up by the Centre in Karnataka during last 6 years. He praised Gadkari for planning the coastal road network from Goa to Thiruvanantpuram. Union Minister Prahlad Joshi also appreciated the development efforts in NH sector, and said, road connectivity is now a basic necessity like food, clothing and shelter.

Mallikarjun Kharge, MP and former leader of Congress party in LS, too praised the co-operative nature of Nitin Gadkari, calling him prodevelopment. He requested the Union Minister to release CRF amounts to all projects in the State equally.

MoS-RTH Gen Dr V K Singh said, the projects being inaugurated will provide better connectivity between major cities in Karnataka region. Interstate connectivity will be faster and hassle free. These will have transformational impact on agriculture, fisheries and health sectors. He said, theses project aim to improve economic corridors, costal and remote areas with rapid growth and safe movement of passengers and cargo. Further, the development of NH 66 will give a boost to economic relation of the State and link to provide connectivity to ports.

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#### Telangana Gets 14 NH Projects Worth Over Rs 13,000 Crore

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation of 14 NH projects in Telangana through virtual mode. These projects include 765.663 kms long roads worth Rs 13,169 crore. The event was attended by Union Ministers G Kishan Reddy and Gen Dr V K Singh, Telangana Minister for Roads & Buildings, Legislative Affairs and Housing Vemula Prashanth Reddy, Speaker of Teleangana Assembly Pocharam Srinivas Reddy, MPS and MLAs, in addition to senior officers from the Centre and the State.

Speaking on the occasion, Gadkari informed that a total of 59 road works with approved length of 1918 kms and a cost of Rs 17,617 crore have been sanctioned in Telangana in the last 6 years. Of this, 1,782 km length has already been sanctioned with a cost of 15,689 crore. He said, almost all of the 33 districts in the State have connectivity with National Highways. The remaining district Peddapally will also be connected to the network soon. The Minister said, there has been a phenomenal growth of 55.71 per cent NH length in last 6 years in the State. Nearly 1400 km NH length has been added during this period in the State, he said. Under CRIF scheme, a sum of Rs 2,436 crore has been sanctioned till now for the State, of which Rs 1483 crore have already been released.

Gadkari informed that while construction of 841 km roads worth Rs 4793 crore has been completed since 2014-15 in Telangana, work is going on for construction of another 809 kms at a cost of Rs 13,012 crore. He added that during the current financial year, 13 major projects costing Rs. 8,957 Cr of length 328 km are proposed to be awarded in the State. Three major projects for 192 kms worth Rs 2339 crore are under bidding, he said.

Another 21 NH works with total length of 1422 km and total cost of Rs 27,116 crore are under various stages of DPR preparation. These works are likely to be completed by FY 2024-25. The Minister said that in line with the Prime Minister's vision for a New



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largest ever
infrastructure
development program

India, development of world-class transport infrastructure has been prioritized, through initiatives such as the Bharatmala Pariyojana, India's largest ever infrastructure development program. The Pariyojana was conceptualized through a scientific study of freight traffic

movement between key origindestination pairs to enable efficient freight and passenger movement. Projects with length 1,730 kms have been identified for development under Bharatmala Pariyojana in the state of Telangana. Out of these 14 projects, 9 projects with length 423 km have already been awarded at a cost of Rs 7,400 crore.

Development of greenfield and access-controlled corridor has also been planned in Telangana to ease-out traffic on existing corridors, reduce travel time and costs and also provide a boost to the economy. These include: Surat, Ahmadnagar, Solapur, Kurnool, Chennai (75 km length in Telangana)
Suryapet - Khammam - Devarapalle

(164 km length in Telangana)
Indore - Hyderabad (136 km length in

Indore - Hyderabad (136 km length in Telangana)

While development of these corridors will ease the traffic on existing routes, it will also lead to improved savings, due to reduced travel time and fuel consumption thereby also reducing the carbon footprint. Development of multiple wayside amenities are also being planned across the corridors to improve rider comfort. The corridors have been planned as fully access controlled leading to enhanced rider mobility and safety. Development of these corridors would also generate both white-collar and blue-collar jobs thereby also providing the muchneeded boost to the economy.

Gadkari called upon the State to take up diversification of agriculture into economic productivity. He said, the country is already over-producing sugar and rice, and sufficient stock are available with the government. The surplus may be converted to Ethanol, which can be used as an alternative fuel for vehicles. He said, this will not only improve farmers' income, but will also be an indigenous source of fuels for the country.

# All Districts Of Rajasthan Are Now Connected With National Highways



nion Minister for Road Transport, Highways and MSMEs Nitin Gadkari inaugurated and laid foundation stone for 18 highway projects in Rajasthan. Ashok Gehlot, Chief Minister, Rajasthan presided over the virtual function, which was attended by Union Ministers Gajendra Singh Shekhawat, Gen (Retd) V K Singh, Arjun Ram Meghwal, Kailash Choudhry, former Union Minister Col Rajyavardhan Rathor, former CM-Rajasthan Vasundhara Raje and several Ministers from the State.

These projects carry a road length of nearly 1127 kilometers, involving construction value of Rs. 8,341 crore. These projects will ease the transportation of commercial goods within and across the State, will improve connectivity at the borders, enhance employment opportunities, save time and fuel, improve tourism and infra development, and will result in providing connectivity for agricultural produce up to larger markets.

Speaking on the occasion, Gadkari assured the State government of his full support in developing NH network in Rajasthan. He called upon the Chief Minister Ashok Gehlot to forward two proposals from each MP and one proposal from each MLA from the State in this respect to him, and he will

Ashok Gehlot, CM Rajasthan complimented Union Minister Gadkari for unprecedented initiatives in road sector. This he said has changed the outlook about roads in Rajasthan

personally get them examined for quick approval of the same. Ashok Gehlot, CM Rajasthan complimented Union Minister Gadkari for unprecedented initiatives in road sector. This he said has changed the outlook about roads in Rajasthan.

The Minister informed that there has been 40 per cent growth in road construction in Rajasthan during the last 6 years, and the length of NH in the State stands at 10,661 kms now. He said, all districts of the State are connected with National Highways. He added that 186 road works of 7906 kms worth Rs 73,583 crore were approved for the State during last 6 years. Works on 5,154 kms worth Rs 30,000 crore were completed during this period. He informed that work is ongoing or is at DPR stage for projects worth Rs one lakh crore. The Ministry intends to complete 2,700 km length of NHs at a cost of Rs 35,000 crore by the year 2021-22, whereas another 2,500 kms costing Rs 30,000 crore will be completed by the year 2023-24, he said. DPR is being prepared for other projects of 2,811 kms worth Rs 50,000 crore.

Gadkari announced that under Bharatmala Pariyojana, works on 1,976 kms worth Rs 32,302 crore will be done in Rajasthan. He said, DPR is already being prepared for 14 projects of 800 kms.

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#### Foundation Stones of 27 Highway Projects In Assam Laid

nion Minister for Road Transport, Highways and MSMEs Shri Nitin Gadkari inaugurated and laid foundation stone for 27 highway projects in Assam. Chief Minister of the State Shri Sarbanand Sonowal presided over the function.

These projects carry a road length of nearly 439 kilometers, involving construction value of Rs. 2,366 crore. These projects will ease the transportation of commercial goods within and across the State, will improve connectivity at the borders, enhance employment opportunities, save time and fuel, improve tourism and infra development, and will result in providing connectivity for agricultural produce up to larger markets.

The Minister also unveiled a life-size bronze statue of former Prime Minister Atal Bihari Vajpayee.

Speaking on the occasion, Gadkari assured the State government of his full support in developing NH network in Assam. He said, Assam has a special place in his heart. The Minister said, Rs 2,104 crore were approved for 174 projects under CRIF for the State, out of which Rs 1,177 crore have been released till now. The Minister announced a sum of Rs 221 crore under CRIF for the current year, against the annual accrual of Rs 139 crore only.

Gadkari announced enhancement in the NHO amount for Assam from Rs 1,213 crore to Rs 2,578 crore for current financial year. This was welcomed by the crowd with a thunderous applaud.

The Minister informed that road and infrastructure works worth Rs 85,000 crore will be taken up in the State. Works for a sum of Rs 14,000 crore will be awarded in 2021, while DPR is being made for another Rs 26,000

crore worth projects. He informed that 217 km long roads were completed in the State during 2020 at a cost of Rs 1,102 crore. He said, 357 km road Silchar. This will be the second MMLP in Assam after the one being made in Jogighopa. State government will provide 200 bigha land in



works worth Rs 2,511 crore will be complete in the coming year.

The Minister informed that road and infrastructure works worth Rs 85,000 crore will be taken up in the State. Works for a sum of Rs 14,000 crore will be awarded in 2021, while DPR is being made for another Rs 26,000 crore worth projects

19 projects of 295 km length worth Rs 13,620 crore were awarded this year. DPRs are under preparation for 20 projects of 845 kms worth Rs 25,700 crore, he said.

Gadkari announced construction of a multi modal logistic park (MMLP) in Harinachra village along the Barak River. This will benefit the people by way of development of Road and waterways connectivity.

The Minister also announced that construction of Dhuvri-Phoolbari bridge will begin in the coming month. He said, a sum of Rs 4,497 crore will be spent on this 19 km bridge. This will reduce the distance between these two places in Assam and Meghalaya by 203 kms. He informed that he is requesting the Prime Minister to lay its foundation stone in the next 15 days.

He further informed that the DPR is ready and the tender has been floated for the 6.75 km Majuli bridge, which is part of the 131 km long Majuli project worth Rs 900 crore.

Chief Minister Sarbanand Sonowal assured to take forward all the suggestions given by the Union Minister. He said, his government is committed to development of the State, and uplifting of the life style of its people. He said, he is working in co-operation with the Centre to achieve his government's targets.

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#### Koilwar Bridge Over Sone River In Bihar Inaugurated

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated the three lane 1.5 km long Koilwar bridge over Sone river in Bihar through Video Conferencing. A sum of Rs 266 crore has been spent on the bridge. The existing two lane bridge for both rail and road traffic is 138 years old. A sixlane bridge is being made in its place, of which, a three-lane carriageway has been opened for public. After completion of the other carriageway, the traffic on NH-922 and NH-30 will ease substantially. The bridge is major road for transport between Bihar and UP.

Speaking on the occasion, Gadkari announced that as proposed by the Chief Minister of Bihar Nitish Kumar and local MP Rajeev Pratap Rudy, the Ministry has approved a four-lane elevated road from Bharauli (Buxar) to Haidaria for providing connectivity to the Poorvanchal Expressway. The DPR for this 17-km-long link road will be ready by June next year. The Ministry has also approved the widening of 70-km Mokama- Munger road, for which DPR will be completed by April next. Similarly, work on widening of Muzzaffpur -Barauni road will start soon. proposal of four-laning of Khagaria-Purnea road (NH-31) has also been approved and its DPR will be ready by the coming April. The four-laning of Muzaffarpur- Sitamarhi-Sonewarsha road (NH-77), which is part of Ramjanki Marg, will simplify the travel to Jakanpur Dham (Nepal), and its DPR will be ready May next year.

The Union Minister also referred to the proposals sent by Union Minister R K Singh for development of road network in Bihar. He said, keeping in view his suggestions, a new alignment has been prepared for the Sasaram-Aarah-Patna Greenfield project. On the Aarah Ringroad, 90 per cent work will be covered by the existing three projects, he said. Union Minister of state (I/C) for Power and New and Renewable Energy R K Singh, expressed happiness over the inauguration of bridge. He thanked the

The Union Minister also referred to the proposals sent by Union Minister R K Singh for development of road network in Bihar. He said, keeping in view his suggestions, a new alignment has been prepared for the Sasaram-Aarah-Patna Greenfield project

Prime Minister and Roadways Minister Nitin Gadkari for transforming the Road and Highway landscape of the Arrah region of Bihar. He asked the Roadways minister to sanction Ring Road for Arrah by connecting Patna-Arrah-Sasaram Greenfield project with Patna Arrah-Buxar Road.

hri Gadkari informed that road works worth Rs 30000 crore are ongoing in Bihar. A sum of Rs 4600 crore has been released for compensation against land acquisitions. Under the PM's package, which involves 24 projects of 1459 Km, the work is on over 875 kms. Under this, tender for 125 km. has been issued and by next March tender will be released for another 459 kms. He said, under CRF works worth

Rs. 2097 crore has been approved in the last six years in Bihar, against which Rs 1281 crore has been released till now.

The Minister informed that the 7-km four lane Koshi bridge worth Rs 1478 crore is likely to be completed by the year 2023. Tender the 4 km long Rs 1110 crore Vikramshila bridge has been issued and the construction likely to complete in 2024. The work on Buxar bridge, lying within the 48 km. road project, will be completed by the next year. This bridge will provide an alternative route of 250 km which takes 6 to 8 hours for travel. The tender for 6 km Rs 1900 crore Sahibgani bridge connecting Bihar and Jharkhand has been issued, and the construction is scheduled to complete by September 2024. Work on the remaining two-lane bridge over river Ganga in Patna will be completed by next year. A sum of Rs 1742 crore is being spent on reconstruction of this 5.5 km. bridge. He also announced the construction of a new four lane, fivekm long bridge over Ganga near the existing bridge in Patna, for which an agreement has been signed in this October. This will be a unique bridge with 242 metre span facilitating movement of large ships under it. He added that the Ramjanaki Marg is being constructed between Ayodhya and Janakpuri (Nepal), of which 240 kms. is in Bihar worth Rs. 2700 crore. He said, work on 177 kms will be completed by June next year. The balance 63m kms will start in March 2021.

The event was attended by Chief Minister Nitin Kumar, Deputy CMs Shri Tarkishore Prasad and Smt Renu Devi, Union Ministers Shri R K Singh and Gen (Dr) V K Singh, several Ministers of the State, Senior officers of the Centre and the State.

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"The sun himself is weak when he first rises, and gathers strength and courage as the day gets on." -Charles Dickens, Author



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# VECV Commences Commercial Operations At Bagroda Truck Manufacturing Unit

VE Commercial Vehicles, a joint venture between Volvo Group and Eicher Motors, said that it has commenced commercial operations at its truck manufacturing unit at Bagroda in Bhopal district, reported IANS.

Accordingly, this is the eighth manufacturing facility of VECV in Madhya Pradesh and set up with 'Industry 4.0 standards'.

In the first phase, the plant's manufacturing capacity will be 40,000 trucks, the company said.

"Apart from meeting the domestic demand, this facility will also be used for catering to new export markets, thus contributing to 'Atmanirbhar Bharat' and 'Make in India' initiatives through our commitment to 'Make in Madhya Pradesh'," said Vinod Aggarwal, MD & CEO, VECV.

The company, in operation since August 2008, is into the manufacturing of complete range of Eicher trucks and buses, Volvo buses, exclusive distribution of Volvo trucks in India, engine manufacturing and exports for Volvo Group, non-automotive engines and Eicher component business.

#### Volvo Halts Sales Of Heavy Semi Trucks In Mexico



w e d i s h a u t o manufacturer Volvo is discontinuing its sale of Class 8 heavy-duty semi trucks in Mexico, local unit Volvo Trucks Mexico said in a statement, citing fallout from the coronavirus pandemic and changes in the transport industry, reported Reuters.

Wholesale sales of heavy trucks in Mexico plummeted 46.2% during the first 10 months of 2020, according to national statistics agency INEGI.

Alejandro Gonzalez, a communications official with Volvo Group Mexico, told Reuters that the discontinuation of sales applies only to Volvo's three models of Class 8 trucks, which have three or more axels and are imported from the United States.

"The business units of Volvo Group Mexico will maintain their operations as normal: Volvo Buses, Volvo Financial Services, Volvo Construction Equipment and, now also, Mack Trucks," said Gonzalez. Volvo Trucks' market share of freight and cargo vehicles in Mexico was 1.3% through October of 2020, INEGI data showed, with the majority of the market dominated by Paccar Inc's Kenworth, Daimler Trucks North America's Freightliner and Navistar International.

#### Daimler, Foton To Start Making Mercedes-Benz Trucks In China

Germany's Daimler AG and its China commercial vehicle partner Beiqi Foton Motor Co Ltd will invest 3.8 billion yuan (\$579.21 million) to make Mercedes-Benzbranded heavy-duty trucks in Beijing, said the companies, reported Reuters.

Kelley Platt, the joint venture's CEO, made the announcement at a company event. Zhang Xiyong, general manager at BAIC Group, parent of Foton, announced the investment amount.

The companies added that production will start in two years.

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#### Fuel Cell Technology of Toyota Powers Zero-emission Heavy-duty Trucks

oyota's next-generation fuel cell electric technology is now powering a new set of class-8 heavy-duty trucks, reports ET Auto.

According to a company release, the engineers at Toyota Motor North America Research and Development have developed a set of production-intent prototype trucks using the same fuel cell system as the all-new 2021 Mirai sedan that goes on sale this month.

Toyota said that the new fuel cell electric system in the latest prototypes has been adapted to a Kenworth T680 chassis. A compact hydrogen storage cabinet behind the cab houses six hydrogen tanks with the same capacity as the previous prototypes. A new lithium-ion battery is deployed for the

power flow to the electric motors.

In this configuration, the second-generation fuel cell system delivers over 300 miles of range at a full load weight of 80,000 lbs, the company said in a statement.

"This is an important step in

the transition to emissions-free heavyduty trucks," Andrew Lund, chief engineer, Toyota Motor North America Research and Development, said.

"Our first prototype trucks proved that a fuel cell electric powertrain was

ZERO ZERO SANIARASKE

capable of hauling heavy cargo on a daily basis. These new prototypes not only use production-intent hardware, but they will also allow us to start looking beyond drayage into broader applications of this proven technology," he said.

## Watch Out For This Electric Truck With 754 HP Engine

Rivian R1T was announced in 2018, long before Tesla Inc.'s Cybertruck and General Motors Co.'s Hummer EV.

Founded in 2009 and now headquartered in Plymouth, Mich., Rivian Automotive Inc. has garnered



wide praise for bringing to market what myriad others are yet to produce: an actual, for-sale, road-legal, live-inliving-color electric truck.

With a 754 horsepower and all-wheel drive, R1T is not the most practical construction-site hauler, though potential buyers will certainly include

a few hardworking ranchers, builders, and outdoor types. The truck bed alone is dwarfed by that of Cybertruck, which is 6½ feet long and 57 inches wide. The R1T's bed is reportedly just 4¼ feet by 50 inches. It will, however, go from zero to 60 mph in the same time as a Porsche 911.

But more than the \$75,000 truck's considerable

capabilities, it promises up to 400 miles of driving range.

If Rivian executives hold true to their promise that the R1T will hit customers' driveways in June, it will beat the Cybertruck (slated for the end of 2021), Ford Motor Co.'s electric F-150 (on sale by 2022), and Hummer to become America's first battery-powered pickup (the full range will premiere in 2023).

"We're seeing customers come out of just about everything," RJ Scaringe, Rivian's founder and chief executive officer, told Bloomberg. "Of course, [they're] coming out of pickups, but often—more likely—coming out of SUVs, out of other electric vehicles," the executive added.

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# MoRTH Signs MoU With Austria On Technology Cooperation In Road Infrastructure Sector

he Ministry of Road Transport and Highways signed a Memorandum of Understanding (MoU) with the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology of the Republic of Austria on Technology Cooperation in the Road Infrastructure Sector here.

The MoU aims to create an effective framework for bilateral cooperation in the field of Road Transportation, Road/Highways infrastructure development, management and administration, Road safety and Intelligent Transport Systems between both countries. It will further strengthen ties, promote long standing bilateral relations and enhance trade and regional integration between the two countries.

India has had good diplomatic relations with Austria since the establishment of bilateral ties between the two countries in 1949. Both countries share a history of friendly economic and diplomatic relations. Austria has state of the art technologies for roads and highways, such as electronic toll systems, intelligent transportation systems, traffic management systems, tunnel monitoring system, geomapping and landslide protection measures.

The Indo-Austria bilateral cooperation in the road transport sector would be beneficial both from the perspective of enhanced road safety as well as attractive financing possibilities for the sector, thus fostering and intensifying the already good relations between the two countries, through this MoU in the Transport sector.

The MOU was signed by the Additional Secretary, MoRTH K.C. Gupta and the Ambassador of Austria Brigitte Öppinger-Walchshofer.

#### **GPS-based Toll Collection System Gets A Nod**



nion Minister of Road Transport & Highways and MSMEs Nitin Gadkari has said that the Government has finalised GPS-based (Global Positioning System) technology toll collection to ensure seamless movement of vehicles across the country. He said, this will ensure India becomes 'toll booth free' in next two years.

Addressing the ASSOCHAM Foundation Week Programme here, he shared his perspective on the theme 'National Infrastructure Pipeline critical for economic revival across sectors,' and explained that the toll amount will be deducted directly from the bank account based on the movement of vehicles. While now all commercial vehicles are coming with vehicle tracking systems, the Government will come up with some plan to install GPS technology in old vehicles,

he said.

The Minister expressed hope that the toll collections may reach Rs 34,000 crore by coming March. Gadkari informed, by using GPS technology for toll collection, the toll income in next five years will be Rs 1,34,000 crore.

The Minister said that industrial development is key to employment generation and poverty eradication in India, however at present, industry is India is centralised in urban areas as such decentralisation of industry is imperative to boost growth rate as growing urbanisation is causing grave problems in cities like Delhi, Mumbai, Chennai, Kolkata and others. He also impressed upon the need to promote publicprivate investment in infrastructure development. He assured Government's support in projects that are not economically viable.



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## Validity Of Vehicular Documents (DLs/RCs/Permits) Extended Till 31st March

he Union Ministry of Road Transport and Highways (MoRTH) has extended the validity of vehicular documents like DLs, RCs, Permits etc till 31st Mach 2021 in the light of need to prevent spread of Covid -19. The ministry has issued a directory to the States and Union Territory administrations in the regard.

MoRTH had earlier issued advisories dated 30th March, 2020, 9th June, 2020 and 24th Aug 2020 regarding extension of validity of documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. It was advised that the validity of Fitness, Permit (all types), License, Registration or any other concerned document(s) may be treated to be valid till 31st December 2020.

The advisory says, "Taking into consideration the need to prevent the spread of COVID-19, it is further advised that the validity of all of the above referred documents may be treated to be valid till 31st March 2021. This covers all documents whose validity has expired since 1st Feb, 2020 or would expire by 31st March 2021."

It adds, "Enforcement authorities are advised to treat such documents valid till 31st of March 2021. This will help out citizens in availing transport related services, while maintaining social distancing."

All the States and Union Territories, Union Ministry said, are requested to implement this advisory in letter and spirit

so that the citizens, the transporters and various other organizations which are operating under this difficult time during Covid Pandemic may not get harassed or face difficulties.

#### Hybrid Lanes On Toll Plazas To Remain Operational Till 15th February

Transport & Highways has mandated fitment of FASTag with effect from 1st January, 2021, in M and N categories of motor vehicles sold before 1st December, 2017. Category 'M' stands for a motor vehicle with at least four wheels used for carrying passengers. Category 'N' stands for a motor vehicle with at least four wheels used for carrying goods, which may also carry persons in addition to goods. It is clarified that this Central Motor Vehicle Rule stands in force as it is.

However, at hybrid lanes of fee plazas on National Highways, fee payment can be made through FASTag as well as in cash mode till 15th February, 2021. Moreover, in FASTag lanes of fee plazas, payment of fees will continue to be through FASTag only.

The Ministry has clarified that it is committed to implementation of 100% E-tolling at fee plazas from 1st January, 2021 onwards, mandated under CMV Rules, as amended.

As per Central Motor Vehicles Rules, 1989, since 1st December 2017, the FASTag had been made mandatory for

all registration of new four wheeled Vehicles and is being supplied by the Vehicle Manuracturer or their dealers. It had further been mandated that the renewal of fitness certificate will be done only after the fitment of FASTag

for the Transport Vehicles. For National Permit Vehicles, the fitment of FASTag was mandated since 1st October 2019.

It has also been mandated that a valid FASTag is mandatory while getting a new 3rd Party Insurance through an amendment in FORM 51 (certificate of Insurance), wherein the details of FASTag ID shall be captured. This shall be applicable w.e.f. 1 April 2021.

This would be a major step for ensuring that the payment of fees be 100% at Toll Plazas through the



Electronic Means only and that the vehicles pass seamlessly through the Fee Plazas. There would be no waiting time at the Plazas and would save fuel.

The steps for ensuring the availability of FASTag at multiple channels are being made through physical locations and also through online mechanism so that the citizens are able to have them affixed at their vehicles within the next two months at their convenience.

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# Transporters' associations opposes scrapping of 15-year-old vehicles

fter the central transport ministry declared the scrapping of vehicles which are 15 years-old and more, the transporters' association in the state has strongly opposed the decision. In a letter written to union transport minister Nitin Gadkari, the Maharashtra state goods and passenger transport association has demanded an alternative to scrapping of vehicles.

The president of the association, Baba

Shinde, while talking to HT media shown his displeasure about the decision and said "The decision taken by the union transport ministry is unfair and needs a rethink as lives of millions of people are dependent on it. There are a large number of people across the country who earn their daily bread and butter through auto rickshaws, trucks, transport vehicles, buses and other private vehicles. Most of them have vehicles above 15 years

of age and suddenly scrapping the vehicle will impact them financially. Already all of us are struggling to recover from losses caused by the Covid-19 pandemic."

The head of the association further said, "Earlier the government told us to covert to CNG, so we accepted that decision and most of the vehicles installed CNG kits. We have requested Gadkari to arrange a meeting with the association to try and find a solution,"



"If opportunity doesn't knock, build a door." - Milton Berle, Comedian

# The impact of farmers' protest – daily loss of Rs 3,500 crore

chambers of Commerce and Industry of India (ASSOCHAM), the Indian economy needs to double down on growth which is only possible with a conducive environment for industries. Government's promise to spend big budget on roads and transport cannot be fulfilled with the ongoing protests.

ASSOCHAM has urged the government and farmers' organisations to resolve the impasse at the new farm laws. It has said that the economies of Punjab, Haryana, Himachal Pradesh and Jammu and Kashmir are bearing losses to the tune of Rs 3,500 crore every day. "The ongoing protests are dealing a big blow to the interconnected economies of the region, including Punjab, Haryana and Himachal Pradesh," it said to BusinessToday.

ASSOCHAM stated that even though the economies in these states are primarily based on agriculture, other sectors such as food processing, cotton textiles, automobile, farm machinery and IT have become their lifeline. Trading, tourism, hospitality and transport are the other sectors boosting the economy of the region.

ASSOCHAM President Dr Niranjan Hiranandani said, "The size of the combined economies of Punjab, Haryana, Himachal Pradesh and Jammu and Kashmir are Rs 18 lakh crore. With the ongoing farmers' agitation and blockade of roads, toll plazas and railways, the economic activities have come to a halt. Industries such as textiles, auto components, bicycles, sports goods, which cater significantly to the export markets would not be able to fulfill their orders, ahead of Christmas, harming our goodwill amongst the global buyers."

The Associated Chambers of Commerce and Industry of India (ASSOCHAM) has urged the government and farmers' organisations to resolve the impasse at the new farm laws. It has said that the economies of Punjab, Haryana, Himachal Pradesh and Jammu and Kashmir are bearing losses to the tune of Rs. 3,500 crore every day. "The ongoing protests are dealing a big blow to the interconnected economies of the region, including Punjab, Haryana and Himachal Pradesh," it said.

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General Secretary Deepak Sood said that supply chain disruptions are also taking a toll in the retail prices of fruits and vegetables. Sood said that industries and farmers are paying a heavy price for the disruptions, that have, ironically, come at a time when the economy started unlocking from COVID-19 impact.

Sood said that ASSOCHAM would like to ensure the farmers that the core of industry, business and trade, big or small, is rural India where 50 per cent of the citizens reside. He said that the industry has a big stake in the welfare of the farmers.

ASSOCHAM said that the Indian economy needs to double down on growth which is only possible with a conducive environment for industries. Government's promise to spend big budget on roads and transport cannot be fulfilled with the ongoing protests.

The association said that it is incumbent upon all to resolve whatever differences are there in the crucial agriculture sector. Reforms would ultimately help the people of the region, it said.

## इंदौर में भष्ट्राचार के खिलाफ आरटीओ पहुचेंगे ट्रांसपोटर्स

बेरियर पर पूर्व आरटीआइ दशरथ पटेल के द्वारा किए गए भष्ट्राचार को लेकर आज ट्रांसपोटर्स संभागीय परिवहन उपायुक्त से मिल कर सबूत और जानकारी टेंगे।

इंदौर ट्रक ऑपरेटर एंड ट्रांसपोर्ट एसो. के अध्यक्ष सीएल मुकाती ने बताया कि मध्य प्रदेश के सभी परिवहन चेकपोस्ट पर अवैध वसूली हो रही है। इंट्री एवं सबसे ज्यादा अवैध वसूली बालसमंद, सेंधवा परिवहन चेक पोस्ट पर पूर्व आरटीआइ दशरथ पटेल द्वारा की जा रही थी, जिसकी शिकायत हम सभी जगह कर चुके थे। छह जनवरी को हमें परिवहन आयुक्त कार्यालय ग्वालियर भी बुलाया गया था, लेकिन यहां पर अधिकारी ही अनुपस्थित रहे। इसकी शिकायत हमने परिवहन आयुक्त को की थी। इसके बाद हमें परिवहन आयुक्त ने इंदौर में ही संभागीय उप परिवहन आयुक्त से मिल कर चर्चा करने के लिए कहा है। इंदौर के समस्त ट्रांसपोर्ट अपनी गवाह एवं साक्ष, सबूत पेश करने के लिए पहुंचेंगे।

भष्ट्राचार के खिलाफ लड़ी जा रही इस लड़ाई को हमें अन्य सभी ट्रांसपोर्ट एसोसिएशन ने समर्थन दिया है। आज मुलाकात के दौरान विजय कालरा, उपाध्यक्ष ऑल इंडिया मोटर ट्रांसपोर्ट कांग्रेस, राकेश तिवारी अध्यक्ष लोहा मंडी ट्रांसपोर्ट एसोसिएशन, चतर सिंह भाटी अध्यक्ष देवास नाका ट्रांसपोर्ट एसोसिएशन, सहित बड़ी संख्या में ट्रांसपोटर्स उपस्थित रहेंगे।

गौरतलब है कि ट्रांसपोर्टर्स सेंधवा बेरियर पर हो रहे भष्ट्राचार का खिलाफ काफी समय से विरोध कर रहे है। उनका आरोप है कि यहां पर बिना पैसे लिए किसी भी ट्रक को जाने नहीं दिया जाता है। पैसे नहीं देने पर ट्रक चालकों के साथ मारपीट की जाती है। उन्हें घंटों तक बेवजह रोका जाता है।



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#### Logistics Players Expect Working Capital Package In Budget

he logistics industry, which has been impacted by the pandemic, expects the upcoming Union Budget to

announce a working capital package for the sector. The industry also expects major investment announcements for infrastructure to boost the sector.

In a candid conversation with IANS, Ambrish Kumar, Founder of Zipaworld and Group CEO, AAA 2 Innovate Private Ltd said the government should increase the working capital package for the logistics sector multifold, which is currently "very minimal".

"Logistics sector has suffered phenomenal losses during the pandemic and the

working capital share from the government to this sector needs to be improved," he said.

Kumar also noted that the implementation of the National Logistics Policy rolled out in the previous year's Budget needs to pick up the pace, more so, considering the hit that the logistics sector has endured during the pandemic.

Lancy Barboza, MD of Flomic Global Logistics Pvt Ltd said: "We would expect this year's Budget should allocate more towards improving the infrastructure in and around the airports and seaports and better road connectivity with all major ports which indirectly help to create a solid backbone of India's logistics infrastructure."

Besides, creating infrastructure, Barboza said, the Finance Minister should consider announcing tax holidays and incentives for those setting up cold chain logistics of warehousing and temperaturecontrolled vehicles. "This will also



give a big boost to the emergency vaccine and pharma movements and also in reducing wastage in agro, horticulture, and dairy industry," he said.

CEO and MD of Shift Freight Avinash Raghav said that the Budget will focus on the digital transformation of the logistics industry and the adoption of international standards.

"Another demand of our industry is increased investment in transportation modes, such as high-speed road, periodical vehicle passing system to carry a heavy load, single-window documentation to avoid inter-state border issues among others," Raghav said.

Such steps will also help in reducing the level of air pollution caused due to transportation, he said.

Emphasizing the need to push the usage of artificial intelligence (AI) in

the sector, Narayan Ramamoorthy, Chief Revenue Officer, Global PayEX was of the view that AI can digitize business-to-business (B2B) processes

at scale, speed, costs, and productivity.

"Companies doing business in India have a tremendous opportunity to leverage AI across the B2B process flows right from purchase order (PO) to payments and reconciliation. Today, a lot of these processes are manual, hence inefficient both from a cost and time perspective. Einvoicing is a great first step by the Government of India," Ramamoorthy said. Such a move will enable AIled digitization of invoice acceptance and reconciliation processes for

buyers, he added.

"The next step is to enable tracking payments. If payment data becomes available, AI can help track key metrics, such as Days Payments Outstanding (DPO) and Days Sales Outstanding (DSO) across receivables and payables and start providing actionable insights for companies and the economy as a whole," he said, adding that it will also help address the issue of delayed payment for MSMEs, besides enabling digital lending through cash flow, payment, and invoice data.

Kumar of Zipaworld also noted that the need of the hour calls for an initiative to pump funds for research and implementation of AI for working towards blockchain technology in logistics, encouraging companies and start-ups to assist in the initiation of the same.

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#### **Ease of Doing Business**



Dr. H.P. Kumar

Ex-Chairman & Managing Director,
National Small Industries Corporation

mart Contracting & quick enforcement is the way forward toremoving delays in Contract Enforcement.

With India's ranking jumping 65 places in the World Bank's 'Ease of Doing Business Rankings' in the last four years, the world's fastest growing economy is finally gaining acceptance as an ideal destination for setting up business or manufacturing base. The government has introduced a number of business oriented reforms and cut red tape in the last few years that have allowed India to climb rapidly and break into the list of top 100 nations. The target from here on is to be a part of the coveted top 50.

While this has been an exceptional feat achieved by a country as large as India, the ease of doing business largely remains elusive to a sector that is unanimously considered as the backbone of the Indian Economy-the MSME sector. Ease of doing business is predominantly crucial for the MSME sector that can lead India's economic growth and generate employment for millions across the country.

Contract Enforcement-An impediment to 'Ease of Doing Business' India's rank in the parameter 'Enforcing Contracts' remains abysmally low at 163 which adversely impacts the efforts being made to improve the overall echo system for running businesses.

In this Article, we will focus on what should the businesses do to complete their business agreements in a manner which are quicker to execute and easy to enforce without wasting much time. Also to make adequate arrangements and take effective action to follow up and monitor the performance of each of the contracts with smart monitoring to ensure their timely execution.

Contact Enforcement is at the heart and essence of Doing Business. To attribute credit where it's due, with efforts of the PM Modi government our overall ranking for ease of doing business has improved to 63rd from 186th in the last few years i.e. out of 189 countries surveyed on this index. However, our 163rd rank in the specific measurement of Contract Enforcement signify the headwinds still faced by businesses in our country. The inordinate delays 'Time' and disproportionate 'Cost' of resolving a commercial dispute can stifle productivity and growth of any enterprise. In the event of a commercial dispute the time taken in days from the moment one party, say a Seller of goods or services, decides to file a legal case against the Buyer for claim till the actual recovery of payment entails three phases of Filing and Service, Trial and Judgment and Thirdly Enforcement.

As per the World Bank Enforcing Contracts Methodology:

The filing and service phase includes:

- The time for Seller to try and obtain payment out of court through a nonlitigious demand letter, including the time to prepare the letter and the deadline that would be provided to Buyer to comply.
- The time necessary for a local lawyer to write the initial complaint and gather all supporting documents needed for filing, including authenticating or notarizing them, if required.
- The time necessary to file the complaint at the court.
- The time necessary for Buyer to be served, including the processing time at the court and the waiting periods between unsuccessful attempts if more than one attempt is usually required.

The trial and judgment phase includes:

• The time between the moment the case notice is served on Buyer and the moment a pre-trial discussion is held, if such pre-trial conference is part of the case management techniques used by the competent court. If not, the time between the moment the case notice is served on Buyer and the first hearing is held.

- The time to conduct all trial activities, including exchanges of briefs and evidence, multiple hearings, waiting times in between hearings and obtaining an expert opinion.
- The time necessary for the judge to issue a written final judgment once the evidence period has closed.
- · The time limit for appeal.

The enforcement phase includes:

- The time it takes to obtain an enforceable copy of the judgment and contact the relevant enforcement office.
- The time to locate, identify, seize and transport the losing party's movable assets (including the time necessary to obtain an order from the court to attach and seize the assets, if applicable).
- The time to advertise, organize and hold the auction. If more than one auction would usually be required to fully recover the value of claim in a case comparable to the standardized case study, then the time between multiple auction attempts is recorded.
- The time it takes for the winning party to fully recover the value of the claim once the auction is successfully completed."

Clearly worded, validated and unambiguous contracts reduce chances of disputes between individuals/organisations (parties) and also assist in dispute adjudication whenever required. However, it is time and again observed that small and medium businesses can fail to pass this minimum requirement of creating and executing proper and adequate trade contracts. The age old tradition of 'zubaan' or 'to trust verbal commitment' has not always stood the test in these times of thin margins, statutory overheads and cut throat competition. Smart Contracting and Online execution is the answer and way forward to this vexed issue.

Can Digital or Smart Contracts plug this gap to provide sufficient documentation and legally valid execution of trade contracts? Will these Smart Contracts bring about greater assurance of enforcement? Is the cost of Smart Contracts significantly lower? And are they really Smart to nudge parties to perform their respective obligations? Can the Smart Contracts mitigate risks of contact failures?

#### The answer is a resounding YES to all these questions!

Whereas the existing processes of execution for any agreement or trade contracts requires host of documentation and formalities starting from seeking often expensive professional legal assistance for contract preparation, offline consent and physical signing, purchase of stamp papers, notarization and document management etc., this can involve hassle, delay and considerable costs tempting the small and business to skip them. It also makes small businesses ineligible for financing due to lack of complete documentation restricting access to working capital. Default risks related to improperly documented contracts can threaten to even wipe-out the entire capital of a micro small & medium enterprises (MSMEs).

#### What are Smart Contracts and how is it a solution?

Smart Contracts or contracts and documents created and executed online have been made possible by the government enabling the India Stack for eKYC, eSigning and eNotarisation. Smart contracts ensure authenticity of parties and legality & immutability of terms, documents and eSignatures. Section 5 of the Information Technology Act of India provides legal recognition to e-Signatures.

This is where innovative start-ups like IOUX.in working closely with NSDL e-Gov have stepped in to offer tremendous value to business and individuals alike. IOUX is an Application Service Providers (ASPs) of NSDL e-Governance Infrastructure Limited (NSDL e-Gov), a licensed Certifying Authority (CA) empanelled by Controller of Certifying Authorities (CCA) to provide e-Sign Services. At IOUX, Buyers and Sellers or parties to any agreement/contract can quickly e-Sign a document or contract digitally by completing easy step-by-step process. Businesses no longer require cumbersome to obtain and difficult to

retain hardware keys/usb-drives for digital signatures. IOUX facilitates any Aadhaar holder to digitally sign a document without any such hardware from the easy access of their computers and mobile phones. IOUX technology can enable multiple persons, buyers, sellers, transporters in a Trade Contracts, Payment Undertakings, Bill of Exchange, etc. or parties, witness(s) & guarantors in any agreement to eSign a document and legally execute it over IOUX.

Any Aadhaar holder can execute a valid legal Agreement and sign a document on IOUX after One Time Password (OTP) authentication thus requiring no paper based application form or documents. Authentication of the signer is carried out by the e-KYC services of UIDAI through NSDL e-Governance Infrastructure Limited (NSDL e-Gov) and on successful authentication i.e., only after receiving the consent from the signer, electronic signature on the document/data is ascribed through NSDL e-Gov.

#### e-Signed Smart Contracts more safer than Physical Contracts

- Easy and most secure way to digitally sign documents and contracts anywhere at anytime
- Secure online service access
- Prompt and signer-friendly
- High level of Privacy maintained for the signer
- Immediate destruction of keys after usage
- Facilitates legally valid signatures as per the IT Act 2000

#### Benefits of e-Sign for Smart Contracts

- No hassle of physically meeting some for signing a document
- High level of User Convenience
- Saves cost and time
- Paperless & better Audit Trail with date-time stamped Signatures
- Integrity and non-reputability

#### Do it yourself - Legal Agreements, Payment Contracts, Bill of Exchange, etc.

To enable Smart Contracts, IOUX

offers legally vetted templates of all kinds of agreements for Contract Creation along with facility for sharing these draft agreements with concerned parties and negotiating the terms for finalization. They also offer a facility for online payment of Stamp Duty, and Aadhar based e-KYC. Their value added services to track & follow-up based on agreed milestones (specific time-bound commitments within a contract) can make a big contribution to timely performance of contracts leading to contract enforcement and enhanced ease of doing business.

#### India's Eco-system for Smart Contracting

After the government providing the necessary statutory tools and innovative startups like IOUX creating valuable platforms/interfaces, what remains is an awareness program to push for mass adoption of these Smart Contracts and associated technologies.

This brings us back to relook at the macro picture. Despite the glaring socioeconomic and structural challenges facing our nation, India now ranks as the 5th largest economy in the world. To address some of its challenges, the ongoing digital revolution in our country needs to be hastened especially in light of the ongoing pandemic, Contracts and technologies can incentivize 100 million businesses in our country, and an estimated equal number of individuals, to adopt online as the preferred channel for delivery of not just products but also access to legal apart from banking & financial services. These 100 million enterprises, majority being small and medium need efficient and cost-effective platforms like IOUX to ensure that their creditors meet their payment commitments in time.

In fact, its difficult to imagine our economy achieving the dollar 5 Trillion target by 2024 without online services and especially Smart Contracts playing the critical role in Contract Enforcement.

#### Coming Soon: in Part 2

How much more cumbersome and impossible can litigation become in the Indian context? How comfortable will the online generation be in endlessly running around courts for resolution? Can the likes of modern legal technology solution companies like IOUX also provide innovative smart filing and adjudication for commercial disputes?

Online Alternative Dispute Resolution Mechanism or ADRM can possibly hold the potential to relieve our courts of massive load and bring relief to litigants. How will it all pan out? Coming Soon, in Part 2 of Ease of Doing Business: Smart Contract & Enforcement for Indian Businesses.

### 'Jab Tak Dawai Nahi Tab Tak Dhilai Nahi'

#### NICDC and AITWA organises a COVID-19 awareness project under PM Project

All India Transporters Welfare Association (AITWA) has been working for various causes of transport fraternity in India with dedication ever since 2000. Also, as the mouthpiece of the transport industry it has represented the industry before the Government of India and State Governments.

Initiating yet another major programme, All India Transporters Welfare Association (AITWA) joined hands with National Industrial Corridor Development Corporation Limited (NICDC) to organize an awareness programme on COVID-19 at India's largest sea Port, JNPT.

This was especially for Truck Drivers, who we call Highway Heroes, under the Prime Minister's ongoing campaign 'PM Project Jab Tak Dawai Nahi Tab Tak Dhilai Nahi.'

Sh. Surajit Sarkar – NICDC, New Delhi was personally present for this event along with Sh. Mahendra Arya (National President AITWA), Sh. Ashok Goyal (Vice President - AITWA) and Sh. J.K. Gupta (President - Bombay Goods Transport Association) and officers from JNPT distributed kits to truck drivers. A kit contained quality N95 masks, hand sanitizers and literature in multilanguage to spread awareness about importance to continue the safety measures during Pandemic COVID-19 till the vaccine is rolled out to all.

The campaign was also launched in other ports across India. Till date, the NICDC and AITWA led project has distributed 13100 kits to truck drivers across different ports in India. JNPT, Tuticorin, Kolkata, Chennai, Cochin and Mundra port are the prominent ones.

AITWA is very happy to be a part of such life changing campaign and believes it will be able to light-up the faces of many under privileged workers in the trucking industry. Its commitments towards such activities will never fall behind and it will continue to instil confidence in workers including truck drivers. AITWA acknowledge the support of NICDC, offered in these difficult times and humbly appreciate it.

Further, AITWA ensures that it will always do the best to ensure their safety and better lifestyle.







Distribution of N95-Masks, sanitizers and literatures to truck drivers at JNPT Port.







Distribution of N95-Masks, sanitizers and literatures to truck drivers at VOCPT Port Tuticorin. The campaign was carried out in the presence of TM, Sr. DTM, ATM with CISF people.







Distribution of sanitizers, N95 masks and awareness literatures under at container terminal, Cochin Vallarpadam.

Kits are being distributed at the bubble exit gate in the presence of port officials (Mr Sunil - Manager Operations and Mr Sashi Dharan - Safety and Security Officer). The programme was managed by the team of M/s. Parkash Parcel Services.







Distribution of N95-Masks, sanitizers and literatures to the truck drivers at CHANNAI Port, led by manager and his Team of M/s TCI and Team M/s ARC Ltd – Cheenai







Distribution of N95-Masks, sanitizers and literatures to truck drivers at **Mundra Port**. The activity managed by team M/s CJ Darcl with the help M/s BLR Logistiks – Mundra.







Distribution of N95-Masks, masks and awareness literatures, at **Kolkata Port**.

The campaign carried out by ARC team, Kolkata.

# ACMA Press Conference on Dec. 16, 2020

Indian Auto Component Industry clocks turnover of Rs. 1.19 lakh crores (USD 15.9 billion), declines 34 per cent in first half of FY 2020-21

- Industry net foreign exchange positive for the first time ever
- Exports at Rs.39, 003 crore (USD 5.2 billion), decrease by 23.6 per cent
- Imports at Rs.37, 710 crore (USD 5.0 billion), decrease by 32.7 per cent
- Industry cautiously-optimistic about near to mid-term future prospects

New Delhi; 16 December, 2020: Automotive Component Manufacturers Association of India (ACMA), today announced its Industry Performance Review for the first half of fiscal year (FY) 2020-21. The turnover of the automotive component industry stood at Rs.1.19 lakh crores (USD 15.9 billion) for the period April 2020 to September 2020, registering a decline of 34 per cent over the first half of the previous year. Commenting on this performance, Vinnie Mehta, Director General, ACMA said, "The auto industry witnessed a downturn in FY 2019-20, the situation further aggravated with the outbreak of the Covid-19 pandemic and the lockdown. While

the first quarter for FY20-21 was

significantly stressed, with unlocking of the economy, the sales of vehicles witnessed improvement, monthon-month, in the second quarter. The component

industry, in tandem, posted a subdued performance with decline of 34 per cent over the first half of the last fiscal. registering a turnover of Rs.1.19 lakh crores (USD 15.9 billion). However, for the first time ever, the industry witnessed a trade surplus with Auto Component exports at Rs.39, 003 crores (USD 5.2 billion) and imports at Rs.37, 710 crores (USD 5.0 billion); both exports and imports declined by 23.6 per cent and 32.7 per cent respectively. The Aftermarket, estimated at Rs. 31,116 crores, also witnessed decline of 15 per cent. Component sales to OEMs in the domestic market contracted the most to Rs.87, 120 crores (USD 11.6 billion), declining 42 per cent".

Sharing his insights on the performance of the auto component industry, **Deepak Jain**, **President**, **ACMA** said, "In the backdrop of the Covid-19 pandemic and the lockdown, the automotive industry faced unprecedented challenges in the



Vinnie Mehta Dir. Genl.-ACMA



Deepak Jain President – ACMA

first-half of FY 2020-21, but through agility, flexibility and financial discipline, has displayed remarkable resilience and has comeback strongly with the unlocking of the economy. I am thankful to the OEMs for their support and for the timely intervention by the Government, especially in addressing the supply side challenges. Going forward, happily the performance of the industry during the festive season has been heartening and there are indications that the vehicle demand, in the coming months, will be sustained. This, together with the increased focus by the auto industry on deep-localisation and the recent announcement of PLI schemes for the automotive sector and cell / battery manufacturing by the Government, augur well towards making the autocomponent industry a self-reliant one. We are also hopeful that the Government would consider PLI or appropriate manufacturing schemes for auto-electronics and xEV components as well."



|                                | 1000000 | The Court |             |  |
|--------------------------------|---------|-----------|-------------|--|
| Figures in INR Crore           | H1 2020 | H1 2021   | Growth Rate |  |
| Auto Components Supply to OEMs | 150743  | 87120     | -42%        |  |
| Aftermarket.                   | 36607   | 31116     | -15%        |  |
| Exports                        | 51028   | 39003     | -24%        |  |
| Imports                        | 56066   | 37710     | -33%        |  |
| Industry Turnover              | 182312  | 119529    | -34%        |  |
| Figures in USD Billion         | H1 2020 | H1 2021   | Growth Rate |  |
| Auto Components Supply to OEMs | 22      | 11.6      | 47%         |  |
| Aftermarket                    | 5.3     | 4.1       | -23%        |  |
| Exports                        | 7.4     | 5.2       | -30%        |  |
| Imports                        | 8.2     | 5.0       | -39%        | Conversion rate:                                       |
| Industry Turnover              | 26.6    | 15.9      | -40%        | 1 USD - NM 75-0 (H1 2020)<br>1 USD - NM 68-3 (H1 2020) |

Source: Automobile Components Manufacturers Association (ACMA)



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MAHINDRA

# Leveraging location intelligence for proactive management of fleet operations

An exclusive webinar organised on Dec. 17, 2020 by our media partner MOTORINDIA, in association with HERE Technologies and AITWA as media partner, industry veterans and technology experts discussed the need and relevance of location intelligence solutions.

Dhiyanesh Ravichandran

The digital era we live in and do business revolves around an overwhelming amount of locationbased data. However granular the location data is, it can provide unprecedented and critical insights into the offline world and businesses are fast realising its value and scope. especially in trucking logistics. Trucking businesses generate and use essential data sets related to location, geo-spatial and vehicular attributes to gain new leverage and competitive advantages in the market. Location intelligence is a big opportunity knocking! MOTORINDIA and HERE Technologies organised a live panel discussion involving experts from transport, OEMs, technology segments, etc., of the industry to discuss on its potentialities and emerging trends unfolding in this direction.

The session was moderated by Ajay Srinivasan, Director - CRISIL Research, who set a firm context for the webinar, and asked for experiences of the trucking businesses, so far, in utilising locational intelligence, as the starting note for the discussion. Speaking on the evolving shift from mere GPS-based track and trace of vehicles to other areas in his company, R. Shankar, CEO - TVS Supply Chain Solutions, listed real-time

asset management, including cargo, journey optimization to suit the specific SLAs and KPIs of the operator and accurate mapping of last mile delivery as the emerging directions. "It adds significant value to our services and to our customers as well, because processes are carried out in optimal manner", he added.

Taking the lead further, Sushil Rathi, COO, Mahindra Logistics, shared his observation that location-based technologies facilitate end-to-end visibility of various processes and applications. "It plays an important role in optimization of costs and customer SLAs. In our experience, we could achieve greater excellence in backhaul management and planning", he said, while adding that there is also a greater scope for these technologies with regard to supply chain management and sales and marketing in logistics industry.

Ajay Mittal, Head - Digital and Analytics, VE Commercial Vehicles (VECV), stated that OEMs leverage location data to devise aftermarket and service strategies, especially on the lines of proximity to customer base and 24×7 breakdown assistance to its vehicles. "For CVs, location services ensure uptime management - a key priority for the vehicle manufacturer and operators. Further, data on vehicle location and movement can offer

significant insights on driver productivity, in terms of fuel economy, driving behaviour, or any particular point of interest in priority", he noted. He also revealed that every VECV product being rolled out post August 2020 are enabled with connected and location technologies.

To broaden the scope of location intelligence on trucking, Nikhil Kumar, Director (Sales - South Asia), HERE Technologies, pitched in innovative applications like customised route extension, yard and warehouse management and mapping of parking or resting spots for truckers during the journey. "It's time to extend a passenger vehicle navigation-like experience to CVs as well, which is accommodative to the needs of the drivers and operators with features like parking guidance, adaptive cruise control, curvature and gradeability assistance and so on.

The speakers also delved on some critical challenges that need to be addressed in location-related data regime, including standardisation of services, need for offline services when vehicles enter remote areas, cost of GPS services, and concerns on data privacy. "Local and ground-level issues pop-up often, but a larger mindset change is happening in the industry with regard to use of connected

technologies. The ecosystem is evolving, and the realm of digitization in logistics is simply interesting", opined R. Shankar in his closing argument. "Risk management is becoming an integrated pattern in the industry, with better understanding of the customer's priorities, thereby driving better data analysis", noted Sushil Rathi.

Ajay Srinivasan stressed on the importance of logistics cost in the sustainability of the trucking logistics industry. "If we are able to optimize costs, using these technologies with value-additions, that's where the future is. Reduced costs will improve competitiveness, while also encouraging multi-modal logistics and local manufacturing in the

country", he remarked. The live webinar also featured an exclusive presentation by Danny Savla, Director of Engineering (South Asia) at HERE Technologies, on the complexities of estimated time of arrival (ETA) calculations in supply chain management.

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## ACMA automechanika

#### ACMA & Messe Frankfurt India announce first hybrid edition of ACMA Automechanika New Delhi in 2021

An important event in the international automotive industry trade calendar, ACMA Automechanika New Delhi is all set to go hybrid from 2021. Messe Frankfurt India together with Auto Component Manufacturers of India (ACMA) have announced that the 5th edition through its new dynamic digital model will allow automotive aftermarket players to take advantage of both physical interactions and virtual networking opportunities.

Recognised as one of the most influential events for the aftermarket business globally, ACMA Automechanika, New Delhi, is one of 17 Automechanika fairs held across Africa, Asia, Europe and the Americas. With India being a strong hub for auto components and aftermarket, the Indian edition has, over the years, built a strong network and serves as an important meeting point for innovation and collaboration. The previous edition (in 2019) which hosted 515 exhibitors from 15 countries and 13,267 visitors from 42 countries, as well as saw pan India participation from 616 cities signifies the strong reach and scale of the platform. With on-going travel restrictions that are still in place globally and uncertainty over crossborder travel in the coming months, the new-age multimodal exhibition will offer sector players an intelligent combination of digital and physical interactions to continue business exchange.

#### Connecting automotive aftermarket onsite and online

Slated to take place from 21 – 25 April 2021 at the national capital of India, automotive industry players from across the world, eyeing opportunities in the Indian market, will be able to tune in digitally. While the physical format of ACMA Automechanika New Delhi will feature around 250 exhibitors at Pragati Maidan in New Delhi with rigorous safety parameters, the dynamic digital platform will run alongside the physical show and extend reach to a global audience through real-time interactive features such as live streaming, video calls, live chats and more.

#### Dual access to trade opportunities

The hybrid format is being specially curated by the organisers with live product demonstration features to allow exhibitors to showcase their innovations and new product range to buyers who may be unable to attend the physical fair. Based on the trade show principle of connecting buyers and sellers, the platform will automatically match potential suppliers when buyers launch product or service queries and virtual appointments can be set-up. Ensuring

dual access to trade opportunities, onsite exhibitors can further increase their product and brand exposure as well as match with potential buyers or set-up virtual appointments through their digital booths.

#### Sector-specific knowledge programmes

The organisers are now working on a host of other value additions such panel discussions and product demos to enhance the overall b2b sourcing experience for the industry. Besides extending reach to a global automotive industry audience, attendees can participate in sector-specific fora and knowledge programmes specially designed to support industry development in the Covid era.

One of the largest auto industries in the world, India's annual production of 25.3 million vehicles is significantly above conventional automotive superpowers such as the US (17.5 million vehicles) and the EU (12.6 million vehicles). In FY20, the auto sector directly contributed USD 102 billion to the Indian economy with the share of automotive component sector being USD 49.2 billion. A focused b2b marketplace for the automotive aftermarket, ACMA Automechanika New Delhi 2021 will therefore become a "crucial meeting point" reflecting industry transitions and emerging business opportunities in India.

# Women in Logistics



Kiran Chopra
Co-Founder & CEO
Digital Mktg, Taprootz Tech Co.

Kiran Chopra has over 24 years of experience, including working with major companies like APL Logistics, Maersk Line, Geodis and Holisol Logistics. Kiran has recently cofounded Taprootz, an exclusive platform for "supply chain logistics" offering Talent and Digital Marketing Solutions to the industry. Her expertise includes designing & implementing the strategy aligned with organizational 'people development & marketing' goals. In her free time, she can be found experimenting with interesting new baking recipes.

#### Ouestionnaire

# (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 industry for over 24 years now. The journey has been exciting, as I had opportunity to work with some of the leading organizations and explored different aspects of the industry, like leading a customer services team, managing global accounts, working in trade lane management, sales & marketing and heading the marketing & communication function. This is unusual, as normally you see people following a specific path to build their career, but in my case, the diversification helped in my gaining insights of various aspects of the

industry.

# (2) How did you get inducted into Cargo, which is essentially a maledominated industry?

Career in logistics was not a planned move. I started my journey with a leading organisation based on my previous experience in customer services. From then on, I found that I enjoyed learning more about how logistics worked.

Interestingly, I did receive lot of support from men be it my husband, my mentor, my manager and coworkers. There are days when you're being challenged but I used most of these moments to introspect.

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

Honestly, I never thought in this way. Be it male or female, I always considered them as my co-workers. When it comes to getting things done at a workplace or driving the business, what gets you respect are your skill sets, your behavior towards others, your openness to other co-worker opinions and your confidence.

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

I specialize in "Marketing & Communication" and "Talent Management" for logistics domain.

Based on the years spent in the industry, I feel we need to have a focused approach in solving the key challenges associated with people practices, talent acquisition and management. At Taprootz, we are working to solve these problems through technology, developing a state-of-the-art platform for the industry which will be a "Go to place for Logisticians".

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

There is a huge opportunity & potential in the industry, especially after recent developments such as being given infrastructure status, along with other government initiatives like the "National Logistics

Policy" and digital transformation which will help in driving the next wave of growth in the industry This makes me feel proud to be part of such a dynamic and evolving industry where you continue to learn and grow.

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

The concern of gender equality and diversity is getting a spotlight from the leadership. It is high time we accept this as one of the challenges and speak more about it to discuss how we can make appropriate changes at the workplace. Creating awareness about the issue, telling stories about successful "women in logistics" will inspire more and more females.

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

I am lucky to have a great family who take a pride in my work and support me in my aspirations. I have been part of job roles where I was away from home for 15 days continuously, which was possible only with full support from the family.

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

My advice to women is that we have been bent on breaking stereotypes so let's break this one too. The World of Logistics is not as daunting as it may seem. Moreover, it has many opportunities for you to explore. We are the fastest growing industry which will be one of the largest job creators in the near future. The most important thing to do is to be resilient and create awareness to sensitize the workplace.

"Logistics" is just not warehouses, shipments, or business development. Whether you come from engineering, finance, tech, marketing, content, art, or any other background – there is a place for you! In fact, we need youngsters like you to lead the change that is in the making.

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# सड़क परिवहन एवं राजमार्ग मंत्रालय: वर्षांत समीक्षा के कुछ अंश

सड़क परिवहन एवं राजमार्ग मंत्रालय ने बीते 6 वर्षों में अनेक नीतिगत फैसले किए हैं। मंत्रालय ने इन वर्षों में विभन्न परियोजनाओं से जुड़े कार्यों की प्रभावशाली गति बनाए रखी और देश के नागरिकों के हित में अनेक कदम उठाए। वर्ष 2019-20 के दौरान लगभग 8,948 किलोमीटर लंबाई की विभिन्न परियोजनाओं पर कार्यों का आवंटन किया गया और इसी अविध में लगभग 10,237 किलोमीटर लंबी सड़कों पर निर्माण कार्य पूर्ण हुआ। सड़कों के विकास की दर जहां 2013-14 में लगभग 11.7 किलोमीटर थी वहीं अब बढ़कर 28 किलोमीटर हो गई है। मंत्रालय के निरंतर प्रयासों के चलते राष्ट्रीय राजमार्गों की लंबाई अप्रैल 2014 के 91,287 किलोमीटर की तुलना में 20 दिसंबर,2020 को बढ़कर 1,36,155 किलोमीटर हो गई।

राजमार्गों का तेज गति से विकास

मंत्रालय ने आगामी 5 वर्षों में 60000 किलोमीटर अतिरिक्त राष्ट्रीय राजमार्गों के निर्माण का प्रस्ताव किया है, जिसमें 2500 किलोमीटर एक्सप्रेसवे/नियंत्रित आवागमन राजमार्ग, 9000 किलोमीटर आर्थिक गिलयारे, 2000 किलोमीटर तटीय एवं वंदरगाह संपर्क राजमार्ग और 2000 किलोमीटर सीमा सड़क/रणनीतिक राजमार्ग शामिल हैं। मंत्रालय ने इस अवधि के दौरान 100 पर्यटन स्थलों के संपर्क को भी बेहतर करने का प्रस्ताव किया है और 45 कस्बों/शहरों में बाईपास के निर्माण की भी योजना है।

मंत्रालय द्वारा विकास कार्यों पर किए जाने वाले खर्च में भी बढ़ोतरी हुई है और यह 2013-14 के 33,745 करोड़ रुपए की तुलना में 2019-20 में बढ़कर 1,50,841 करोड़ रुपए पहुंच गया। इसके अलावा 2019-20 की अविध में 21,926 करोड़ रुपए का निजी निवेश भी प्राप्त करने का लक्ष्य हासिल किया गया। वर्तमान वर्ष में नवंबर महोने तक कुल 79,415 करोड़ रुपए पहले ही खर्च किए जा चुके हैं। इसमें एनएचएआई के लिए आईईवीआर भी शामिल है। साथ ही नवंबर 2020 तक 8,186 करोड़ रुपए का निजी निवेश भी हुआ है।

भारतमाला परियोजना के अंतर्गत मल्टीमॉडल लॉजिस्टिक पार्क विकसित करने की योजना है ताकि देश में सामानों की ढुलाई को प्रभावी और यातायात जाम की समस्याओं से मुक्त किया जा सके।

भारतमाला परियोजना को आर्थिक मामलों की कैबिनेट सिमित (सीसीईए) ने अनुमित दी है। इसके अंतर्गत देश के विभिन्न भागों में 35 मल्टी मॉडल लॉजिस्टिक पार्क (एमएमएलपी) विकसित किए जाएंगे। यह एमएमएलपी हब और स्पोक मॉडल पर विकसित किए जा रहे हैं। इनका विकास एनएचएआई और एनएचआईडीसीएल (पूर्वोत्तर भारत में) कर रहा है। यह एमएमएलपी इस परियोजना के महत्वपूर्ण उद्यम यानी प्रयास हैं तािक भारत में माल जुलाई से जुड़ी अक्षमता को दूर किया जा सके और इससे जुड़ी लागत को कम किया जा सके। साथ ही साथ राजमार्ग परियोजनाओं को जल मार्गो, रेल मार्गो इत्यादि अन्य संपर्क माध्यमों को रणनीतिक रूप से इससे एकीकृत कर माल वाहन वितरण व्यवस्था को और मजबूत किया जा सके।

एनएचएआई के अंतर्गत एक नई कंपनी राष्ट्रीय राजमार्ग लॉजिस्टिक प्रबंधन लिमिटेड एनएचएलएमएल का गठन किया गया ताकि एमएमएलपी और राष्ट्रीय राजमार्गों के बंदरगाहों से संपर्क से संबंधित विकास कार्यों को तेजी से आगे बढ़ाया जा सके।

(ए) एमएमएलपी के लाभ एवं संकल्पना

मल्टी मॉडल लॉजिस्टिक पार्क (एमएमएलपी) माल ढुलाई से संबंधित बहुस्तरीय सुविधा उपलब्ध कराने की संकल्पना है। इसके अंतर्गत माल भंडारण, विशेष कोल्ड चेन सुविधा, कंटेनर टर्मिनल और वृहद स्तर पर/ मध्यम स्तर पर कार्गो टर्मिनल की सुविधा उपलब्ध कराई जाती है।

एमएमएलपी के अंतर्गत मिलने वाली बहु स्तरीय माल ढुलाई सुविधाओं में समर्पित रेलवे लाइन, महत्वपूर्ण राष्ट्रीय राजमार्गो/एक्सप्रेसवे से आवागमन की सुविधा मिलती है जिससे वाणिज्यिक वाहनों की आवाजही सुलभ होती है और हवाई अड्डों या बंदरगाहों तक संपर्क सुनिश्चित होता है।

इन सब के साथ-साथ मूल्य संवर्धन के रूप में एमएमएलपी सीमा शुल्क से जुड़ी कार्रवाई की सुविधा, आखिरी चरण में प्रसंस्करण गतिविधियां जैसे छंटाई, ग्रेडिंग, संग्रहण करना, कोल्ड स्टोर की सुविधा इत्यादि भी उपलब्ध कराने का माध्यम है ताकि उपयोगकर्ता को एक ही स्थान पर इस तरह की सुविधाओं का लाभ उठाने का अवसर रहे।

(बी) भारतमला परियोजना के अन्तरगत प्रस्तावित एमएमएलपी की वर्तमान स्थिति

सड़क परिवहन एवं राजमार्ग मंत्रालय ने वर्ष 2017 से एनएचएआई और एनएचआईडीसीएल की साझेदारी से एमएमएलपी परियोजनाओं के क्रियान्वयन में उल्लेखनीय प्रगति की है:

एमएमएलपी के अंतर्गत पहली परियोजना असम के जोगीघोपा में शुरू की गई और इसके अंतर्गत विकास कार्य आरंभ हो चुके हैं। केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री द्वारा इस परियोजना की आधारशिला 20 अक्टूबर, 2020 को रखी गई और इसका क्रियान्वयन एनएचआईडीसीएल असम में कर रहा है।

चेन्नई, नागपुर और बेंगलुरु में एसपीवी गठन की प्रक्रिया अग्निम चरण में है और सूरत तथा मुंबई से जुड़ी एमएमएलपी परियोजना हेतु संबंधित पक्षों से भूमि उपलब्ध कराने की प्रतिबद्धता की प्रतीक्षा है। संगरूर पंजाब में एमएमएलपी के विकास के अनुरूप परिस्थितियां नहीं है और इस स्थान के लिए जम्मू-कटरा राजमार्ग पर सड़क आधारित भंडारण पार्क को विकसित किया जाना यहां उपयुक्त पाया गया।

सात और स्थानों पर एमएमएलपी की उपयोगिता और इसके निर्माण की संभावना का आकलन किया जा चुका है और एमएमएलपी कोयंबटूर एवं एमएमएलपी हैंदराबाद के लिए एनएचएआई को विस्तृत परियोजना रिपोर्ट तैयार करने का जिम्मा साँपा गया है ताकि इसे स्वीकृति के लिए आगे प्रस्तुत किया जा सके।

इसी प्रारूप से 21 स्थानों पर अध्ययन किया जाएगा जहां ऐसे मल्टीमॉडल पार्क विकसित किए जाने की आवश्यकता और क्षमता है अथवा नहीं। साथ ही साथ इसमें औद्योगिक मांग की क्षमता एवं जमीन की उपलब्धता इत्यादि का भी आकलन किया जाएगा। इसके अतिरिक्त भारतमाला परियोजना के अंतर्गत चार राज्य सरकारों ने अपने-अपने क्षेत्र में एमएमएलपी के विकास का सुझाव दिया है जिसमें आंध्र प्रदेश में अनंतपुर, मध्य प्रदेश में सिंगरौली, झारखंड में साहिबगंज और असम में सिलचर शामिल हैं। इन चार स्थानों पर भी एमएमएलपी के विकास हेतु संभाव्यता का आकलन कार्य जारी है।

बन्दरगाहों के लिए समर्पित राष्ट्रीय राजमार्ग संपर्क का विकास (भारतमाला परियोजना के अंतर्गत):

- (ए) सड़क परिवहन एवं राजमार्ग मंत्रालय बन्दरगाहों से सामानों की ढुलाई को आसान बनाने के लिए निरंतर प्रयासरत है और चिन्हित बन्दरगाहों एवं आईडब्ल्यूटी टर्मिनल से राष्ट्रीय राजमार्गों को जोडने के लिए कार्य कर रहा है।
- (बी) यह प्रयास यातायात से जुड़े विभिन्न निम्नलिखित मुद्दों का समाधान उपलब्ध कराएगा:
- बन्दरगाहों की तरफ जाने वाले माल ढुलाई वाहनों को शहरों में मिलने वाले यातायात जाम की समस्या से मुक्त करने के लिए सड़कों पर अलग से लेन का निर्माण या लेन का चौडीकरण किया जा रहा है।
- राज्यों/स्थानीय शहरी प्राधिकारियों द्वारा दिन के निर्धारित समय में वाणिज्यिक वाहनों के आवागमन को प्रतिबंधित करने के चलते होने वाली देरी में कमी लाना।
- वाणिज्यिक वाहनों और यात्री वाहनों के लिए अलग-अलग लेन निर्धारित कर सड़क दुर्घटनाओं में कमी लाना।

मोटर वाहन से जुड़े कानुनों में प्रमुख बदलाव

मोटर वाहन अधिनियम 1988, सड़क परिवहन और राजमार्ग से संबन्धित नियम कानूनों का नियमन करता है। इस अधिनियम में मोटर वाहनों के पंजीकरण, ड्राइवरों के लाइसेंस, लर्नर लाइसेंस के लिए आवेदन, कंडक्टरों के लाइसेंस, परिमट के माध्यम से मोटर वाहनों पर नियंत्रण, राज्य परिवहन उपक्रमों से संबंधित विशेष प्रावधान, यातायात विनियमन, बीमा, अपराधों के बारे में विधायी प्रावधान दिए गए हैं। इन विधायी प्रावधानों को लागू किए जाने और नियमों के उल्लंघन पर दंड के लिए भारत सरकार ने केंद्रीय मोटर वाहन अधिनियम 1989 का प्रावधान उपरोक्त नियमों का प्रबंधन करने हेतु सड़क परिवहन एवं राजमार्ग मंत्रालय ने वाहन और सारथी दो व्यापक व्यवस्थाएं शुरू कीं। ये प्रणालियाँ देश भर में उपयोग किए जा रहे विभिन्न 15 से अधिक अनुप्रयोगों की रीढ़ बर्नी। सीएनजी मेकर, एसएलडी मेकर, होमोलॉगेशन, राष्ट्रीय परिमट, एनआर सेवाओं, वीएलटी एंड ईएएस, ई-चलान, फँसी नंबर बुकिंग, पीयूसीसी इत्यादि व्यवस्थाएं शुरू की गई जो विभिन्न राज्यों और केंद्रशासित प्रदेशों में ई-गवर्नेस के क्षेत्र में क्रांतिकारी बदलाव ला रही हैं।

(1) वाहन: वाहन ई-ट्रांसपोर्ट मिशन के अंतर्गत एक महत्वाकांक्षी अभियान है। इसके अंतर्गत वाहनों का पंजीकरण, परिमट, कर, फिटनेस और अन्य जुड़ी सेवाएँ उपलब्ध होती हैं। यह प्रत्येक राज्य की आवश्यकता के अनुरूप सुविधा उपलब्ध कराता है और इस समय इसे 33 राज्यों एवं केंद्र शासित प्रदेशों में क्रियान्वित किया जा रहा है।

इसके अद्यतन संस्कारण, वाहन 4.0 का शुभारंभ 2 जून, 2015 को किया गया था, यह एक केन्द्रीय योजना है जिसे वेब आधारित एप्लीकेशन के मध्यम से लागू किया गया है। यह सभी आरटीओ कार्यालयों, डीलरों, नागरिकों, ट्रांसपोर्टरों के साथ-साथ अन्य संबद्ध पक्षों के लिए उपलब्ध है। इसका स्वरूप विभिन्न राज्यों में भिन्न-भिन्न है। देश के 33 राज्यों/केंद्र शासित प्रदेशों में 1300 से अधिक आरटीओ में इसको क्रियान्वित किया जा रहा है। इसके अलावा 25,000 से अधिक डीलर और लगभग 20,000 से अधिक पीयूसीसी केंद्र भी वाहन 4.0 से जुड़े हुए हैं।

- (2) सारथी (एसएआरएटीएचआई): ई-ट्रांसपोर्ट मिशन मोड परियोजना के अंतर्गतसारथीएक महत्वाकांक्षी एप्लीकेशन है, जो ड्राइविंग लाइसेन्स के कंप्यूटरीकरण से जुड़ी सेवाएँ उपलब्ध कराता है। यह परिवहन विभाग द्वारा जारी किए जाने वाले सभी प्रकार के ड्राइविंग लाइसेन्स, लर्नर लाइसेन्स से जुड़ी विभिन्न सेवाओं का एक ही मंच पर समाधान है। यह विभिन्न राज्यों में उनकी अपनी आवश्यकताओं के अनुरूप संबन्धित राज्य में सेवाएँ उपलब्ध काराता है। यह आरटीओ में ड्राइविंग, लर्नर, कंडक्टर और ड्राइविंग स्कूल लाइसेन्स जारी करने और उनका प्रबंधन करने में मदद करता है। यह एप्लिकेशन देश के 33 राज्यों/केंद्र शासित प्रदेशों में 1300 से अधिक आरटीओ में क्रियान्वित किया जा रहा है।
- (3) ई-चलान: ई-चलान की शुरुआत माननीय मंत्री श्री नितिन गडकरी द्वारा 10 जनवरी, 2017 को किया गया था जिसे व्यापक प्रवर्तन समाधान के लिए एंडॉइड प्लेटफॉर्म पर इस्तेमाल हेतु विकसित किया गया था और यह एक वेब एप्लिकेशन से भी जुड़ा हुआ है। इस सुविधा के प्रमुख उपयोगकर्ता हैं परिवहन प्रवर्तन अधिकारी और यातायात पुलिस भिभाग के कर्मचारी। इस ऐप के माध्यम से किसी भी प्रकार के ट्रैफिक उल्लंघन के लिए ऑन-द-स्पॉट चालान जारी किया जा सकता है और विभिन्न प्रक्रियाओं के माध्यम से इसका पालन किया जा सकता है। यह कई उन्तत सुविधाओं के साथ एक उपयोगकर्ता अनुकूल ऐप है और इसका राज्य-स्तरीय अनुकुलन, जियो-टैगिंग, गुगल मैप के साथ एकीकरण, ऑन-स्पॉट तस्वीर लेने, ऑनलाइन-ऑफलाइन विकल्पों, ई-भुगतान के साथ एकीकरण के साथ-साथ इसे वाहन एवं सारथी डेटा बेस से भी मदद मिलती है। इस समय यह एक कुशल और पारदर्शी चालान प्रबंधन प्रणाली के रूप में उपलब्ध है जिसकी सहायता से उपयोगकर्ताओं को स्वचालित उपकरणों के माध्यम से भी सीधे सचनाएं भेजी जा सकती हैं। इस प्रणाली को 24 राज्यों द्वारा अपनाया गया है और इस प्रणाली का उपयोग करते हुए देश भर में अब तक 4.2 करोड़ से अधिक चालान जारी किए गए हैं।
- (4) एम-परिवहन: एम-परिवहन की शुरुआत माननीय मंत्री श्री नितिन गडकरी द्वारा जनवरी, 2017 में की गई। इसे नागरिकों और ट्रांसपोर्ट ऑपरेटरों के लिए विकसित किया गया था, जो रोड टैक्स का भुगतान, विभिन्न सेवाओं के लिए आवेदन, आरटीओ के साथ अपॉइंटमेंट, दस्तावेजों को अपलोड करने जैसी परिवहन संबंधी विभिन्न सेवाओं का उपयोग कर सकते हैं। यह ट्रांसपोर्ट नेशनल रिजस्टर, एन्क्रिप्टेड क्यूआर कोड और आधार-आधारित प्रमाणीकरण के माध्यम से वर्चुअल ड्राइविंग लाइसेंस और वर्चुअल वाहन पंजीकरण प्रमाणपत्र उपलब्ध कराता है जिससे यह मौजूदा पुराने दस्तावेजों/काडों को सुरक्षित डिजिटल स्वरूप में बदलने का विकल्प उपलब्ध कराता है साथ ही यह डिजिटल पहचान भी उपलब्ध कराता है। ऐप में अन्य सूचनात्मक सुविधाएं, दुर्घटना रिपोर्टिंग मॉड्यूल, उल्लंघन रिपोर्टिंग मॉड्यूलजैसी सुविधाएं भी उपलब्ध हैं।

4.0 करोड़ से अधिक डाउनलोड सम्पूर्ण भारत में लागू करने योग्य एंडोइड और आईओएस संस्करण में उपलब्ध

केंद्रीय संग्राहक (राष्ट्रीय रजिस्ट्री) में लगभग 28 करोड़ वाहन रिकॉर्ड और 17 करोड़ लाइसेंस रिकॉर्ड उपलब्ध हैं। बड़ी संख्या में समेकित डेटा नागरिक-केंद्रित ऑनलाइन सेवाओं और सूचनाओं के लिए एक बड़े आधार के रूप में कार्य करता है। केंद्रीय संग्राहक के पास मौजूद इससे बड़े आंकड़े आधार का इस्तेमाल सड़क और सार्वजनिक सुरक्षा संबंधित अतिरिक्त सुविधाओं के एकीकरण के लिए किया जा रहा है, जो निम्नलिखित है:

(ए) प्रदूषण प्रमाणपत्र (पीयूसी) के विवरण का वाहन डाटाबेस में एकीकरण: यह सुविधा पीयूसी केंद्र पर पंजीकरण, नवीनीकरण,वाहन के लिए पीयूसीसी प्रमाणपत्र जारी करने, शुल्क का संग्रहण, एसएमएस इत्यादि समेत विभिन्न आवश्यक सेवाएँ उपलब्ध कराता है।

सड़क परिवहन एवं राजमार्ग मंत्रालय के अंतर्गत विकसित की गई इस सेवा को प्रत्येक राज्य की आवश्यकताओं के अनुरूप तैयार किया गया और इस समय देश के 13 राज्यों/केंद्र शासित प्रदेशों में इसका क्रियान्वयन किया जा रहा है।

पीयूसीसी एक वेब आधारित एप्लिकेशन है। यह केंद्री—त वातावरण में लागू की गई वेब आधारित सेवा है जो सभी आरटीओ, पीयूसी केंद्र और नागरिक के लिए उपलब्ध है।

- (बी) वाहन डेटाबेस में वाहन लोकेशन ट्रैंकिंग डिवाइस और आपातकालीन बटन विवरण का एकीकरण: इस एप्लिकेशन को सार्वजनिक सेवा में लगे वाहनों (बसों, टैक्सी इत्यादि) में वीएलटीडी और आपात बटन लगाए जाने के लिए विकसित किया गया है ताकि सार्वजनिक परिवहन का उपयोग करने वालों में सुरक्षा का भाव बढ़े और सार्वजनिक वाहन सेवा प्रदान करने वाले वाहन मालिकों/संचालकों में उत्तरदायित्व का बोध बढ़े।
- (सी) वाहन डेटाबेस में गित नियंत्रण यंत्र/स्पीड गवर्नर से जुड़े विवरणों का एकीकरण: नियंत्रित और जवाबदेह वाहन चालन के मध्यम सेनागरिकों में सुरक्षा का भाव सुनिश्चित करने के लिए सड़क परिवहन एवं राजमार्ग मंत्रालय ने ट्रांसपोर्ट वाहनों के लिए (कैंब, बसों, ट्रकों इत्यादि) परामर्श जारी कर एसएलडी/ स्पीड गवर्नर लगाए जाने को कहा।

इसे समबद्ध और प्रभावी ढंग से लागू करने के क्रम में स्पीड गवर्नर और एसएलडी निर्माताओं के लिए वेब आधारित नई व्यवस्था शुरू की गई ताकि निर्माता स्वीकृत उपकरणों का विवरण उस पर उपलब्ध कराएं और इन उपकरणों के विवरण का वाहन 4.0 के साथ एकीकरण सुनिश्चित किया जा सके। (डी) बीमा से जुड़े आंकड़ों का वाहन डेटाबेस्ट से एकीकरण: भारत में बीमित वाहनों की संख्या बढ़ाने के लिए मंत्रालय ने बीमा सूचना व्यूरो (आईआईबी) के साथ उपलब्ध बीमा के आंकड़ों को वाहन पोर्टल के साथ एकीकृत किया है। यह संबंधित राज्यों/संघ शासित प्रदेशों में उनके क्षेत्र में बिना लाइसेंस के चल रहे वाहनों के बारे में प्रवर्तन अधिकारी को जानकारी प्राप्त करने में सक्षम बनाता है।

(5) मोटर वाहन (संशोधन) अधिनियम, 2019: मोटर वाहन अधिनियम, 1988 वह प्रधान नियम हैं जिसके माध्यम से देश में सड़क परिवहन को विनियमित किया जाता है। इसमें पहली बार व्यापक रूप से संशोधन किया गया और मोटर वाहन (संशोधन) अधिनियम, 2019 को संसद द्वारा पारित किया गया तथा 9 अगस्त, 2019 को इसे भारत के राजपत्र में प्रकाशित किया गया।

इस संशोधन अधिनियम के माध्यम से सड़क सुरक्षा, नागरिक सुविधा, पारदर्शिता लाने और सूचना प्रौद्योगिकी की मदद से भ्रष्टाचार में कमी लाने तथा विचौलियों को दूर करने में मदद मिलने की उम्मीद है। यह अधिनियम देश में सड़क सुरक्षा परिदृश्य को मजबूत करेगा, नागरिक सुविधा को बढ़ावा देगा, भ्रष्टाचार में कमी लाएगा, बीमा और मुआवजा संबंधित सुधारों को उपलब्ध कराएगा और राज्यों के सशक्तीकरण के साथ सार्वजनिक परिवहन व्यवस्था को मजबूती प्रदान करेगा।

मोटर वाहन (संशोधन) अधिनियम 2019 के मुख्य प्रावधान:

 स्वचालित केन्द्रों के माध्यम से अनिवार्य फिटनेस परीक्षण • ईएलवी के लिए नए प्रावधान • वाहन को वापस लेने के लिए नए प्रावधान • पदयात्रियों एवं गैर वाहन परिवहन की सुरक्षा • आवागमन के दौरान बच्चों की सुरक्षा • सड़क सुरक्षा के लिए इलेक्ट्रोनिक निगरानी एवं प्रवातन • मुसीबत में मदद करने, गोल्डेन आवर में उपचार, असफल रहने पर कोई जवाबदेही नहीं जैसे नए उपाय • जुर्माना • दुर्घटना पीड़ित दावेदारों को अन्तरिम राहत के लिए योजनाएँ • मोटर वाहन दुर्घटना राहत निधि का गठन • सड़क सुरक्षा बोर्ड का गठन

सड़क परिवहन एवं राजमार्ग मंत्रालय ने 1 सितंबर, 2019 को मोटर वाहन (संशोधन) अधिनियम 2019 की लगभग 60 धाराओं को लागू करने के लिए निर्धारित किया।

(6) मोटर वाहन अधिनियम 1988 और केंद्रीय मोटर वाहन अधिनियम 1989 से संबन्धित दस्तावेजों की वैधता को विस्तार: कोविड महामारी को ध्यान में रखते हुए देशभर में पूर्ण लॉकडाउन के संबंध में गृह मंत्रालय द्वारा 24 मार्च, 2020 को जारी की गई अधिसूचना के अनुपालन के क्रम में सड़क परिवहन एवं राजमार्ग मंत्रालय ने मोटर वाहन अधिनियम 1988 और केंद्रीय मोटर वाहन अधिनियम 1989 से संबन्धित दस्तावेजों की वैधता को विस्तार देने हेतु 30 मार्च, 2020 और 9 जून, 2020 को सभी राज्यों और केंद्र शासित प्रदेशों को एक अधिसूचना जारी किया था। इसमें परामशं दिया गया था कि फिटनेस, परिमट (सभी प्रकार के) लाइसेन्स, प्रमाणपत्र और अन्य सभी प्रकार के दस्तावेजों को 30 सितंबर, 2020 तक वैध माना जाएगा।

देश भर में कोविड-19 के प्रसार को रोकने के क्रम में इसकी गंभीर स्थितियों के कारण, आगे भी यह सलाह दी गई कि उपरोक्त सभी दस्तावेजों की वैधता, जिनकी वैधता का नवीनीकरण नहीं किया जा सकता है या कोविड के कारण लागू लॉकडाउन के चलते नवीकरण की संभावना नहीं है, को 31 दिसंबर, 2020 तक वैध माना जा सकता है। प्रवर्तन अधिकारियों को परामर्श दिया गया कि ऐसे सभी दस्तावेजों को 31 दिसंबर, 2020 तक वैध माना जाए। यह उपाय परिवहन से संबंधित सेवाओं का लाभ उठाने में नागरिकों की मदद करने के लिए किया गया था।

(7) केंद्रीय मोटर वाहन अधिनियम 1989 में निर्धारित शुल्कों में 31 जुलाई, 2020 तक छूट: नागरिकों को असुविधा और परेशानी से बचाने के लिए दस्तावेजों के नवीनीकरण, जिसके लिए शुल्क पहले से दिया जा चुका है या जिसके लिए शुल्क अभी अदा किया जाना बाकी है, लेकिन नागरिक कोविड के चलते लगे लॉकडाउन के कारण ऐसा करने में असमर्थ हैं, मंत्रालय ने एक अधिसूचना जारी कर 31 जुलाई, 2020 तक केंद्रीय मोटर वाहन अधिनियम 1989 के नियम 32 और 81 के अंतर्गत लगने वाले शुल्कों से छट प्रदान की थी।

ड्राइविंग लाइसेन्स प्राप्त करने में आड़े आने वाली हल्की से मध्यम रंग अंधता के नियमों में ढील देते हुए मंत्रालय ने नियामकों को प्रकाशित किया: मंत्रालय दिव्यांगजनों को परिवहन संबंधी सेवाएँ उपलब्ध कराने के लिए विशेष रूप से ड्राइविंग लाइसेन्स प्राप्त करने के लिए कई कदम उठा रहा है। दिव्यांगजनों को ड्राइविंग लाइसेन्स की सुविधा के संबंध में पहले जारी किए गए परामशों में से जुड़े सुविधा बढ़ाई गई थी। साथ ही जो एक आँख से देखने में सक्षम हैं उन्हें भी सुविधा उपलब्ध होगी।

मंत्रालय को प्राप्त अभिवेदन में पता कहा गया कि रंग अंधता से प्रभावित नागरिक ड्राइविंग लाइसेन्स प्राप्त करने में सक्षम नहीं हैं क्योंकि ड्राइविंग लाइसेन्स से जुड़े आवेदन के शारीरिक दक्षता (फॉर्म I) और चिकित्सा प्रमाणपत्र (फॉर्म IA) ऐसे विकल्प उपलब्ध नहीं थे।

इस मुद्दे को एक चिकित्सा विशेषज्ञ संस्थान के समक्ष रखा गया था और इस संबंध में सलाह मांगी गई। संस्थान से प्राप्त हुए सुझाव के अनुसार हल्के से मध्यम रंग अंधता से प्रभावित नागरिकों को वाहन चलाने की अनुमित दी जा सकती है जबिक गंभीर रंग अंधता से प्रभावित नागरिकों को वाहन चलाने की छूट नहीं दी जानी चाहिए। ऐसे छूट दुनिया के अन्य देशों में भी दी जाती है। मंत्रालय ने हल्के से मध्यम रंग अंधता से प्रभावित नागरिकों को ड्राइविंग लाइसेंस प्राप्त करने के लिए सक्षम बनाने हेतुफॉर्म 1 और फॉर्म 1 ए में संशोधन किया।

- (8) चार पहिया बीएस 6 वाहनों के पंजीकरण विवरण पर 1 सेमी मोटी हरे रंग की पट्टी उपलब्ध कराई जाएगी: बीएस-6 उत्सर्जन मानक 1 अप्रैल, 2020 से अनिवार्य कर दिये गए, जो उत्सर्जन मानकों का कड़ाई से अनुपालन सुनिश्चित कराता है। वाहनों के प्रकार की पहचान हेतु वाहनों के पंजीकरण विविरण पर एक विशेष प्रकार की हरे रंग की 1 सेमी चौड़ी पट्टी लगाया जाना अनिवार्य किया गया जबिक पहले से पेट्रोल और सीएनजी वाहनों पर हल्के नीले रंग की और डीजल वाहनों के पंजीकरण विविरण पर नारंगी रंग की पट्टी लगाई जाती थी।
- (9) वाहनों की लंबाई-चौड़ाई: मंत्रालय ने केंद्रीय मोटर वाहन नियम 1989 के वाहनों

की लंबाई-चौड़ाई से जुड़े नियम 93 में अधिसूचना के माध्यम से संशोधन किया। इस संशोधन से मोटर वाहनों के परिमाण का मानकीकरण होगा जो अंतर्राष्ट्रीय मानकों के भी अनुरूप होगा। साथ ही इससे देश में वाहन संचालन (लोजीस्टिक) क्षमता में सुधार होगा क्योंकि इस नियमन से वाहनों के आकार में विस्तार होगा जिससे समान वजन के वाहन में भी अतिरिक्त यात्रियों और सामानों की क्षमता बढ़ेगी।

- (10) विभिन्न श्रेणियों के वाहनों के नंबर प्लेट पर दर्ज होने वाले अक्षरों और नंबरों तथा प्लेट के रंग: मंत्रालय ने वर्ष 1989 से लेकर अब तक वाहनों के पंजीकरण प्लेटों के रंग, आकार आदि के नियमन के लिए कई आदेश जारी किए हैं। लेकिन कुछ श्रेणियों के वाहनों के मामले में कुछ अस्पष्टताएं देखने को मिली हैं। इन विसंगतियों को दुरुस्त करने के लिएमंत्रालय ने विभिन्न वर्गों और श्रेणियों के वाहनों के पंजीकरण प्लेट, अक्षरों और नंबरों की एक विस्तृत सारणी को अधिसूचित किया ताकि यह साफ-साफ स्पष्ट हो सके।
- (11) हाइड्रोजन ईंधन वाले वाहनों हेतु मानक: वैकल्पिक ईंधन और हरित ईंधन प्रौद्योगिकी को बढ़ावा देने के उद्देश्य से मंत्रालय ने केंद्रीय मोटर वाहन नियम 1989 में संशोधन के माध्यम से हाइड्रोजन ईंधन द्वारा चलने वाले वाहनों के सुरक्षा मूल्यांकन के मानकों को अधिसूचित किया है, यह हाइड्रोजन ईंधन आधारित वाहनों को देश में बढ़ावा देने की सुविधा प्रदान करेगा।
- (12) एच-सीएनजी मोटर वाहन के ईधन के रूप में: देश में परिवहन हेतु स्वच्छ ईधन उपलब्ध कराने के क्रम में अन्य कदमों के रूप में मंत्रालय ने हाइड्रोजन समृद्ध सीएनजी (एच-सीएनजी) के मोटर वाहनों में इस्तेमाल हेतु केंद्रीय मोटर वाहन नियम 1989 में संशोधन संबंधि अधिसचना जारी की।
- (13) चार पहिया वाहनों के लिए उत्सर्जन मानक भारत स्टेज VI (BS-VI): मंत्रालय ने चार पहिया वाहनों (एल-7 श्रेणी) के लिए उत्सर्जन मानक भारत स्अंज VI (BS-VI) अधिसूचित किया।
- (14) मोटर वाहन (ड्राइविंग) (संशोधन) नियमन, 2020: मंत्रालय ने मोटर वाहन (ड्राइविंग) विनियमन 2017 और सीएमवीआर 1989 में कुछ निश्चित संशोधन किए जो कि उपयोगी उपकरणों, इलेक्ट्रोनिक स्वरूप में दस्तावेजों की जांच इत्यादि से जुड़े थे। मोटर वाहन (ड्राइविंग) नियमन 2017 को मोटर वाहन अधिनियम 1988 की धारा 118 के तहत बनाया गया, जो कि धारा 177 ए के तहत उल्लंधन के लिए दंड का प्रावधान उपलब्ध कराता है, जो गैर-यौगिक है।
- (15) उत्सर्जन एवं ध्विन मानकों के अनुपालन हेतु सड़क-गुणवत्ता प्रमाणपत्र: मंत्रालय ने केंद्रीय मोटर वाहन नियम, 1989 के फॉर्म 22 में संशोधन किया तािक उत्सर्जन एवं ध्विन मानकों के अनुपालन हेतु सड़क-गुणवत्ता प्रमाणपत्र जारी किया जा सके।
- (16) वाहन के अंतर्गत वाहनों के पंजीकरण/फिटनेस के लिए फास्टटैग: मंत्रालय ने सीएमवीआर 1989 में संशोधन के माध्यम से यह आदेश जारी किया कि 1 दिसंबर, 2017 को और उसके बाद बेचे जाने वाले मोटर वाहनों में वाहन निर्माता या उसके अधिकृत डीलर द्वारा फास्टटैग लगाया जाएगा। इसके अलावा, 'वाहन 'के साथ राष्ट्रीय इलेक्ट्रॉनिक टोल संग्रह (एनईटीसी) के एपीआई के माध्यम से एकीकरण 14 मई, 2020 से शुरू किया गया। जहां 'वाहन 'प्रणाली को वीआरएन/वीआईएन के आधार पर एनईटीसी प्रणाली से फास्टटैग का विवरण सफलतापूर्वक मिल रहा है।

फास्टटैंग को अनिवार्य किए जाने की व्यवस्था को और अधिक प्रभावी करने के लिए थर्ड पार्टी बीमा लेते समय फास्टटैंग को प्रस्तुत किए जाने के लिए फॉर्म 51 (बीमा प्रमाणपत्र) में भी संशोधन किया गया। यह व्यवस्था 1 अप्रैल, 2021 से लागू होगी।

यह व्यवस्था यह सुनिश्चित करने की दिशा में एक महत्वपूर्ण कदम होगा कि टोल प्लाजा से होकर गुजरने वाले वाहनों ने शुल्क का भुगतान केवल इलेक्ट्रॉनिक माध्यमों से होता है और वाहन टोल प्लाजा से निर्बाध रूप से गुजरते हैं। टोल संग्रहण केन्द्रों पर प्रतीक्षा समय खत्म होने से ईंधन की बचत होगी।

सड़क सुरक्षा: सड़क सुरक्षा विभागसड़कों पर पैदल चलने वालों, साइकिल से चलने वालों, स्कूली बच्चों और भारी मोटर वाहन ड्राईवरों समेत सड़कों का इस्तेमाल करने वाले विभिन्न पक्षों को सड़क सुरक्षा के संबंध में जागरूक करने के लिए प्रिंट, इलेक्ट्रोनिक माध्यमों से जागरूक करेगा। इसके लिए सम्मेलन एवं गोष्टियों का भी आयोजन किया जाएगा। आम जनता में जागरूकता को बढ़ावा देने के लिए सड़क सरक्षा विभाग एनजीओ और अन्य के साथ भी सहभागिता करेगा।

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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.

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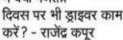
Company's name changed from Darcl Logistics Limited to CJ Darcl Logistics Limited with effect from 13.09.2017

# 'ट्रांसपोर्टर्स की मांग, ई-वे बिल के नए नियम में मिले छूट'

विरिष्ठ संवाददाता। 1 जनवरी से ई-वे बिल पर नया नियम लागु हो गया है। नई व्यवस्था के तहत माल लेकर निकले टक को 24 घंटे के भीतर 200 किमी की दरी तय करनी जरूरी है। इससे ट्रांसपोर्टर्स खासे नाराज और परेशान हैं। आज दिल्ली गृडस ट्रांसपोर्ट ऑर्गनाइजेशन के प्रेजिडेंट राजेंद्र कपुर ने कहा कि ई-वे बिल के ताजा नियम के तहत अगर 25 जनवरी यानी आज गाड़ी का माल 200 किमी के दायरे का लोड किया, तो वह हर हाल में 26 जनवरी को खाली हो जाना चाहिए। गणतंत्र दिवस के दिन परा देश अवकाश पर रहता है। क्या, टक डाइवर बंधआ मजदर है, जो 26 जनवरी जैसे राष्ट्रीय पर्व पर भी उसे काम करना पडे? क्या राष्ट्रीय अवकाश के दिन दफ्तर खोलने की अनुमति है? सरकार को ई-विल के रूल में राहत देनी चाहिए। वैसे भी एक दिन में 200 किमी तक टक दौडाने से डाइवर और टांसपोर्टर आफत में डाइवर का शोषण हो रहा है।

आज 200 किमी के दायरे का माल ट्रक में

लोड किया, तो 26 जनवरी को गाडी खाली करनी पडेगी. ऐसे में क्या गणतंत्र



है। इससे सड़क पर एक्सिडेंट का खतर बना रहता है। इससे पहले 24 घंटे में 100 किमी की दरी तय करने का नियम था। उसी दौरान कई जगह जाम में गाडी फंसने या टक खराब होने पर समय सीमा निकल जाती थी, जिस पर पेनाल्टी भरनी पड़ती थी। इससे ट्रांसपोर्टर, ट्रक मालिक और

# सुनिए वित्त मंत्री जी..! ट्रांसपोर्टरों को भारी पड रहा एक करोड़ रुपये नकदी निकालने पर टीडीएस

ट्रांसपोर्टरों ने टोल मुक्त भारत की भी गुहार लगाई है। उनका कहना है कि जिनका समय पुरा हो चुका और लागत निकल आई हैंब उन टोल पर वसुली को बंद किया जाना चाहिये। ट्रांसपोर्ट के कारोबार में नकदी का काफी इस्तेमाल होता है। कानपर, १ जनवरी।

च्चापर उतनी ही तेजी से बढेगा, जितनी च्या रूपी कम लागत पर तेजी से पहुंच सकता, इंक्केटर्से के मुताबिक टोल मुक्त भारत का सपना अब की मान हो है।

उसके अलावा बहुत से टोल तो ऐसे भी हैं किया बाए। जिनका समय पूरा हो खुका है और लागत निकल

वर्षी मीटर टांसपीर्ट एसोसिएशन के सेबद सकते हैं।

अध्यक्ष सतीश गांधी का कहना है कि धारा 144 एई कं तहत टॉसपोर्टरों की प्रति टक जो फिक्स आय प्रदेश अध्यक्ष श्याम शक्ता का कहना है कि डीजल 👬 में इंग्लियोर्ट मुविधाएं बहेंगी। बात बाहे करने - तय की गई है, बहुत अधिक है। पहले वह प्रति ट्रक - के भाव अंतरराष्ट्रीय स्तर पर अब कम होते हैं तो 🔤 को हो वा करे माल की, एक स्थान से दूसरे प्रति गाह 7,500 रुपये थी, अब यह छह लाख रुपये द्वांसपोर्टरों को भी इसका लाभ देना चाहिए। डीजल वार्षिक तक हो गई है। भाडे पर लगाए जा रहे दो की खपत का सबसे बड़ा भाग टांसपोर्ट सेक्टर में ही 🕶 इन्तर्वर्टनों को सुविधाएँ बढाई जाएं🖋 फीसद टीडीएस को खत्म करने की मांग कर रहे थे. होता है। इसके अलावा टोल पर भी राहत मिले। लेकिन बैंक से एक करोड़ रुपये निकालने पर भी फास्टैंग होने के बाद भी टोल पर ट्रकों को लंबी दो फीसद टीडीएस लगा दिया गया। इसे खत्य लाइन लगी रहती है, ट्रक जल्दी निकालने की

आई है, फिर भी टोल लिया जा का है इंड्रांबर्ट के जातांजी महीब कटारिया कहते हैं कि उद्योग को उपाध्यक्ष लगी गांधी के महाविक टोल मरू भारत कारोबार में उकटे का काकी इस्तेमाल होता है। जैसे सरकार नियायत देती है, उसी ठरह ट्रांसपोटेरी की बात अभी पूरी नहीं हुई है। फास्टैंग तो लगवाया चलक और क्लीना को सन्ते के लिए खर्च के को भी दें। दुने छह अने के बाद 22 लाख की गाड़ी लिय न्यादक ट्रॉम्पोरी नकदी देते हैं, लेकिन बार 👙 लाख रुपये को हो गई है। इसे खरीदने के लिए 🕏 जा रही थीं, उन्हें खरम कर दिया गया। इन्हें 194 एन के तहत कैंकों द्वारा चितने वर्ष एक करोड़ - ट्रांसपोर्टरों को उन्मी तरह रियायत मिले, जैसे उद्योग कवरें को नकटो निकासने पर शुरू किया गया में मशीन खरीटने के लिए मिलती है। ट्रांसपोर्ट टाइम को लेकर इतना अधिक उलझा दिया गया है टीबीएस ट्रांसचेटरों को भारो पड़ रहा है। उद्योग को राहट मिले तो व्यापार और उद्योग तेजी कि ट्रांसपोर्टर हमेशा के लिए समय के दबाय में आ

उत्तर प्रदेश युवा ट्रांसपोर्ट एसोसिएशन के व्यवस्था हो।

चूची मोटर ट्रांसपोर्ट एसोसिएशन के युवा ट्रांसपोर्ट एसोसिएशन के वरिष्ठ गया, लेकिन उसको लेकर जो अतिरिक्त सुविधाएँ दोबारा ट्रांसपोर्टरों को दिया जाए। ई-वे बिल के गएहैं।

# ट्रांसपोर्टर जीएसटी ई-वे बिल की समय सीमा घटाने का करेंगे विरोध

रांची. 5 जनवरी।

जीएसटी ई-वे बिल की समय सीमा घटाने से करने के समय दी गई है। तय समय में ही वाहन पर परेशान हैं। इसको लेकर सोमवार को हरम रोड के े लंदे माल को पार्टी के गोदाम में खाली करना होगा। दिगम्बर जैन भवन में रांची गुड्स ट्रांसपोर्ट ऐसा नहीं होने पर जुर्माना लगेगा। एसोसिएशन के एसोसिएशन की बैठक हुई। बैठक में कई जिला नेताओं ने बताया कि झारखंड में आए दिन नक्सली और राज्य स्तरीय व्यावसायिक संगठन के और राजनैतिक संगठन के बंद विभिन्न कारणों से प्रतिनिधि शामिल हए। यह तय किया गया कि आंदोलन की रूपरेखा जल्द तय की जाएगी। इस है, जो अव्यवहारिक है।

बताया गया कि नई व्यवस्था में यह स्थिति में टांसपोर्टर ज़र्माना क्यों भरेंगे।

प्रावधान किया गया है कि सौ किमी की दरी तय रांची के परिवहन व्यवसायी केंद्र सरकार के करने के लिए एक दिन की वैधता ई बिल जारी. सडक जाम होता है। गंतव्य तक के लिए खाना हुए अव्यवहारिक निर्देश का विरोध होगा और वाहन में रूट मार्ग पर कई अन्य पार्टी के भी माल लदे होते हैं. जिसे खाली करना होता है। कई शहरों मामले से मुख्यमंत्री हेमंत सोरेन को भी अवगत में सुबह छह से रात दस बजे तक भारी वाहनों का कराया जाएगा। बैठक में संगठन के नेताओं ने प्रवेश वर्जित रहता है। ऐसे में नो इंट्री जोन में पार्टी बताया कि जीएसटी विभाग की ओर से एक के गोदाम तक माल कैसे पहुंचेगा। इसके अलावा जनवरी से वे बिल को लेकर नई व्यवस्था की गई साप्ताहिक बंदी-अवकाश या फिर अचानक किसी कारण से शहर बंद होने, मौसम गडबड होने की

इधर, बैठक के बाद चैंबर और आरजीटीए के प्रतिनिधियों ने जीएसटी रांची प्रमंडल के संयक्त आयुक्त आरपी वर्णवाल से मुलाकात की। प्रतिनिधियों ने नए नियम को अव्यवहारिक बताया और इसमें संशोधन की मांग की। संयक्त आयक्त ने प्रतिनिधियों को उनकी मांग से आला अधिकारियों को अवगत कराने का भरीसा दिलाया।

बैठक में चैंबर अध्यक्ष प्रवीण जैन छाबडा. राहल मारू, दीनदयाल वर्णवाल, पवन शर्मा, संजय जैन, ललित ओझा, झारखंड प्रगतिशील मजदूर यनियन के विक्रम सिंह, विपिन ठाकर, झारखंड थोक विक्रेता संघ के प्रकाश अरोडा, मनमोहन मेहता. आरजीटीए के एसबी सिंह, नीरज ग्रोवर, सनील सिंह चौहान, विनय सिंह, रणजीत तिवारी, रवींद्र दुबे, प्रभाकर सिंह, मदनलाल पारिक और अन्य मौजद थे।



# TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

Freight (in MT.)

|   | 5 50   |   |  | Freight (   | in MT.)  |   |   | S-1   |  |   |          |
|---|--|---|--|---|--|---|---|---|--|---|----------|
| S.  | Airport  |   | The Mor  |   | For The  | Period Apr  | il To Oct.  | S.  | Airport  | For   | Th       |
| no.   | 000000000000000000000000000000000000000  | Oct.  | Oct.   | %   | 2020-21  | 2019-20   |   | no.   | 10-20-C020.5 II  | Oct.  |          |
| (A)   | 21 Intermediana  | 2020  | 2019   | Change  |  |   | Change  | 783   | 59 Domestic A  | 2020  | 2        |
| -   | 21 International   |   |  | F 05/02   |  | F-17-71-20  |   | -   | 58 Domestic Air  | -   | _        |
| 1   | Chennai  | 30228   | 30667  | -1.4  | 135211   | 215386  | -37.2   | 55  | Prayagraj  | 0   | ┖        |
| 2   | Kolkata  | 11160   | 16971  | -34.2   | 50564  | 96200   | -47.4   | 56  | Jabalpur   | 0   |          |
| 3   | Ahmedabad  | 6383  | 9906   | -35.6   | 27619  | 65048   | -57.5   | 57  | Belgaum  | 0   |          |
| 5   | Goa<br>Guwahati  | 410<br>1736   | 514<br>1911  | -20.2<br>-9.2   | 1298<br>6989   | 3226<br>12803   | -59.8<br>-45.4  | 58  | Tuticorin  | 0   |          |
| 6   | Lucknow  | 1402  | 1532   | -8.5  | 5168   | 9408  | -45.1   | 59  | Kanpur(chakeri)  | 4   | ┡        |
| 7   | Jaipur   | 1496  | 1814   | -17.5   | 5266   | 10443   | -49.6   | 60  | Rajkot   | 5   |          |
| 8   | Trivandrum   | 1004  | 2209   | -54.5   | 9160   | 16802   | -45.5   | 61  | Jharsuguda   | 18  | ⊢        |
| 9   | Bhubaneswar  | 769   | 869  | -11.5   | 2954   | 5720  | -48.4   | 62  | Dimapur<br>Jaisalmer   | 18  | ⊢        |
| 10.   | Calicut  | 806   | 2223   | -63.7   | 5868   | 17126   | -65.7   | 64  | Juhu   | 15  | -        |
| 11  | Varanasi   | 429   | 448  | -4.2  | 1259   | 2206  | -42.9   | 65  | Guggal(kangra)   | 0   | $\vdash$ |
| 12  | Coimbatore   | 773   | 1194   | -35.3   | 2797   | 7456  | -62.5   | 66  | Mysore Mysore  | 0   | ⊢        |
| 13  | Srinagar   | 855   | 364  | 134.9   | 3035   | 5068  | -40.1   | 67  | Jorhat   | 4   |          |
| 14  | Amritsar   | 211   | 143  | 47.6  | 510  | 1528  | -66.6   | 68  | Gwalior  | 0   | $\vdash$ |
| 15  | Mangalore  | 295   | 552  | -46.6   | 1440   | 1871  | -23.0   | 69  | Kolhapur   | 0   | $\vdash$ |
| 16  | Portblair  | 239   | 713  | -66.5   | 1756   | 3989  | -56.0   | 70  | Kishangarh   | 0   | $\vdash$ |
| 17  | Trichy   | 285   | 741  | -61.5   | 1169   | 4954  | -76.4   | 71  | Cuddapah   | 0   | -        |
| 18  | Imphal   | 511   | 798  | -36.0   | 1542   | 4660  | -66.9   | 72  | Kandla   | 0   | $\vdash$ |
| 19  | Vijayawada   | 140   | 167  | -16.2   | 883  | 1418  | -37.7   | 73  | Porbandar  | 0   | -        |
| 20<br>21  | Tirupati   | 0   | 0  | -   | 0  | 0   |   | 74  | Jamnagar   | 0   | -        |
| Tota  | Kushinagar   | 59132   | 73736  | -19.8   | 264488   |   | -45.5   | 75  | Pondicherry  | 0   | ⊢        |
| _   | 7 JV Internationa  |   |  | -12.0   | 204400   | 403312  | -40.0   | 76  | Adampur  | .0  | $\vdash$ |
| -   |  | -   |  |   |  |   |   | 100   | (Jalandhar)  | 0   |          |
| 22  | Delhi (DIAL)   | 81001   | 85851  | -5.6  | 368565   | 579235  |   | 77  | Bikaner  | 0   | $\vdash$ |
| 23  | Mumbai (MIAL)  | 59091   | 75228  | -21.5   | 279961   | 510456  |   | 78  | Bhavnagar  | 0   | $\vdash$ |
| 24  | Bangalore  | 34334   | 34291  | 0.1   | 165951   | 226113  | -26.6   | 79  | Agatti   | 0   | $\vdash$ |
|   | (BIAL)   |   |  |   |  | 0.4804  |   | 80  | Khajuraho  | 0   | $\vdash$ |
| 25  | Hyderabad  | 10499   | 12976  | -19.1   | 56308  | 85782   | -34.4   | 81  | Salem  | 0   | $\vdash$ |
|   | (GHIAL)  | ****  | 4000   |   | 22020  | 18174   |   | 82  | Bhuj   | 0   | -        |
| 26  | Cochin(CIAL)   | 2907  | 5980   | -51.4   | 23930  | 47162   | -49.3   | 83  | Barapani   | - 0   | $\vdash$ |
| 27  | Nagpur (MIPL)  | 812   | 942  | -13.8   | 2414   | 6117  | -60.5   | 100   | (shillong)   | 0   |          |
| 28  | Kannur (KIAL)  | 0   | 0  | -   | 0  | 0   |   | 84  | Pathankot  | 0   | $\vdash$ |
| Tota  |  | 188644  | The second second second second  | -12.4   | 897129   | 1454865   | -38.3   | 85  | Diu  | 0   | $\vdash$ |
| (C)   | 1 ST Govt./Pvt.  | INTL Ai   | rports   |   |  |   |   | 86  | Bhuntar  | 0   | $\vdash$ |
| 29  | Shirdi   | 0   | 0  |   | 0  | 0   | -   | 87  | Bhatinda   | 0   | $\vdash$ |
| Tota  | d  | 0   | 0  |   | 0  | 0   | - 2   | 88  | Lakhimpur  |   | г        |
| (D)   | 10 Custom Airpo  | orts  | 7  |   |  |   |   | 2000  | (lilabari)   | 0   |          |
| 30  | Pune   | 3997  | 3870   | 3.3   | 11769  | 22204   | -47.0   | 89  | Agra   | 0   | г        |
| 31  | Patna  | 1310  | 1345   | -2.6  | 5820   | 7803  | -25.4   | 90  | Ludhiana   | 0   |          |
| 32  | Bagdogra   | 822   | 686  | 19.8  | 2691   | 4662  | -42.3   | 91  | Jalgaon  | 0   |          |
| 33  | Indore   | 726   | 972  | -25.3   | 2344   | 6543  | -64.2   | 92  | Pathankot  | -0  | Г        |
| 34  | Visakhapatnam  | 263   | 457  | -42.5   | 1670   | 3674  | -54.5   | 93  | Kalaburgi  | 0   |          |
| 35  | Chandigarh   | 972   | 839  | 15.9  | 3139   | 5558  | -43.5   | 94  | Shimla   | 0   |          |
| 36  | Surat  | 513   | 295  | 73.9  | 2236   | 2382  | -6.1  | 95  | Hindon   | 0   |          |
|   |  |   | 272  |   | 769  | 1901  | -59.5   | 96  | Pakyong  | 0   | -        |
|   | Madurai  | 279   | 332  | -20.7   | 7.09   | 1201  | -39.3   | 90  |  | - 0   |          |
| 37  | Madurai<br>Aurangabad  | 279<br>129  | 352<br>80  | -20.7<br>61.3   |  |   |   | 97  |  | 0   |          |
|   | Aurangabad   | 279<br>129<br>0   | 80   | 61.3  | 235  | 425   | -44.7   | 97  | Tezpur   | 0   | -        |
| 37<br>38<br>39  | Aurangabad<br>Gaya   | 129<br>0  | 80   | 61.3  | 235<br>0   | 425<br>0  | -44.7   | 97<br>(E) 5   | Tezpur<br>8 Domestic Airports  | 0<br>2169   |          |
| 37<br>38<br>39<br>Tota  | Aurangabad<br>Gaya   | 129<br>0<br>9011  | 80   | 61.3  | 235  | 425   |   | 97<br>(E) 5<br>(F)  | Tezpur<br>8 Domestic Airports<br>12 St.Govt. / Pvt   | 0<br>2169<br>Airports   |          |
| 37<br>38<br>39<br>Tota<br>(E)   | Aurangabad<br>Gaya<br>Il<br>58 Domestic Air  | 129<br>0<br>9011<br>ports   | 80<br>0<br>8896  | 61.3  | 235<br>0<br>30673  | 425<br>0<br>55152   | -44.7<br>-<br>-44.4   | 97<br>(E) 5<br>(F)<br>98  | Tezpur<br>8 Domestic Airports<br>12 St.Govt. / Pvt<br>Lengpui(aizwal)  | 0<br>2169<br>Airports<br>43   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40   | Aurangabad<br>Gaya<br>Il<br>58 Domestic Air<br>Ranchi  | 129<br>0<br>9011<br>ports<br>542  | 80<br>0<br>8896  | 61.3<br>-<br>1.3  | 235<br>0<br>30673<br>2226  | 425<br>0<br>55152<br>3598   | -44.7<br>-44.4<br>-38.1   | 97<br>(E) 5<br>(F)<br>98<br>99  | Tezpur<br>8 Domestic Airports<br>12 St.Govt. / Pvt<br>Lengpui(aizwal)<br>Durgapur  | 0<br>2169<br>Airports<br>43<br>0  |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41   | Aurangabad<br>Gaya<br>Il<br>58 Domestic Air<br>Ranchi<br>Raipur  | 129<br>0<br>9011<br>ports<br>542<br>532   | 80<br>0<br>8896<br>635<br>678  | 61.3<br>1.3<br>-14.6<br>-21.5   | 235<br>0<br>30673<br>2226<br>1980  | 425<br>0<br>55152<br>3598<br>3616   | -44.7<br>-44.4<br>-38.1<br>-45.2  | 97<br>(E) 5<br>(F)<br>98<br>99<br>100   | 8 Domestic Airports 12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded  | 0<br>2169<br>Airports<br>43<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40   | Aurangabad<br>Gaya<br>Il<br>58 Domestic Air<br>Ranchi  | 129<br>0<br>9011<br>ports<br>542<br>532<br>283  | 80<br>0<br>8896<br>635<br>678<br>374   | -14.6<br>-21.5<br>-24.3   | 235<br>0<br>30673<br>2226<br>1980<br>763   | 425<br>0<br>55152<br>3598<br>3616<br>2777   | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5   | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101  | Tezpur<br>8 Domestic Airports<br>12 St.Govt. / Pvt<br>Lengpui(aizwal)<br>Durgapur<br>Nanded<br>Nasik(Hal ozar)   | 0<br>2169<br>Airports<br>43<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42   | Aurangabad<br>Gaya<br>1<br>58 Domestic Air<br>Ranchi<br>Raipur<br>Agartala<br>Jammu  | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116   | 80<br>0<br>8896<br>635<br>678<br>374   | -14.6<br>-21.5<br>-24.3<br>-3.3   | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394  | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871  | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8  | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102   | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar   | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0  |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43   | Aurangabad<br>Gaya<br>1<br>58 Domestic Air<br>Ranchi<br>Raipur<br>Agartala   | 129<br>0<br>9011<br>ports<br>542<br>532<br>283  | 80<br>0<br>8896<br>635<br>678<br>374<br>120  | -14.6<br>-21.5<br>-24.3   | 235<br>0<br>30673<br>2226<br>1980<br>763   | 425<br>0<br>55152<br>3598<br>3616<br>2777   | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9                                     | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103  | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh   | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44   | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal   | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135                                    | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148   | -14.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8   | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475   | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765   | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7                   | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104   | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra  | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0  |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45                                     | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun  | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135                                    | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313                         | -14.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8   | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20                                     | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94                                       | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4          | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104<br>105  | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh   | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0  |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46                               | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur  | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9                               | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13                                     | 61.3<br>-1.3<br>-1.4.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8                           | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20                                     | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94                                       | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7                   | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106                                   | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat   | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47                         | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara                                 | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9<br>0<br>182                   | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313                         | 61.3<br>-1.3<br>-1.4.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8<br>-41.9                  | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20<br>1                                | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94<br>3<br>1993                          | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4          | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106<br>107<br>108                     | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat Bangalore(Hal)                                  | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48                   | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh                             | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9<br>0<br>182<br>169            | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313<br>178                  | 61.3<br>-1.3<br>-1.4.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8<br>-41.9<br>-5.1          | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20<br>1<br>411<br>594                  | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94<br>3<br>1993<br>1199                  | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4<br>-50.5 | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106<br>107<br>108                     | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat Bangalore(Hal) Bidar                            | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49             | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur           | 129<br>0<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9<br>0<br>182<br>169            | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313<br>178<br>0             | 61.3<br>-1.3<br>-1.4.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8<br>-41.9<br>-5.1          | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20<br>1<br>411<br>594                  | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94<br>3<br>1993<br>1199                  | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4<br>-50.5 | 97<br>(E) 5<br>(F)<br>98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106<br>107<br>108                     | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat Bangalore(Hal)                                  | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50       | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur                   | 129<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9<br>0<br>182<br>169<br>0            | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313<br>178<br>0<br>0        | 61.3<br>-14.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8<br>-41.9<br>-5.1                   | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20<br>1<br>411<br>594<br>0             | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94<br>3<br>1993<br>1199<br>0             | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4<br>-50.5 | 97<br>(E) 5<br>(F) 98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106<br>107<br>108<br>109<br>(F) 1        | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat Bangalore(Hal) Bidar                            | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |          |
| 37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51 | Aurangabad Gaya  1 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh | 129<br>9011<br>ports<br>542<br>532<br>283<br>116<br>135<br>9<br>0<br>182<br>169<br>0<br>0<br>87 | 80<br>0<br>8896<br>635<br>678<br>374<br>120<br>148<br>13<br>0<br>313<br>178<br>0<br>0<br>101 | 61.3<br>-14.6<br>-21.5<br>-24.3<br>-3.3<br>-8.8<br>-30.8<br>-41.9<br>-5.1<br>-13.9<br>-62.5 | 235<br>0<br>30673<br>2226<br>1980<br>763<br>394<br>475<br>20<br>1<br>411<br>594<br>0<br>0<br>307 | 425<br>0<br>55152<br>3598<br>3616<br>2777<br>871<br>765<br>94<br>3<br>1993<br>1199<br>0<br>1<br>574 | -44.7<br>-44.4<br>-38.1<br>-45.2<br>-72.5<br>-54.8<br>-37.9<br>-78.7<br>-66.7<br>-79.4<br>-50.5 | 97<br>(E) 5<br>(F) 98<br>99<br>100<br>101<br>102<br>103<br>104<br>105<br>106<br>107<br>108<br>109<br>(F) 1<br>(G) | Tezpur  8 Domestic Airports  12 St.Govt. / Pvt Lengpui(aizwal) Durgapur Nanded Nasik(Hal ozar) Vijayanagar Pithoragarh Mundra Jagdalpur Hisar Pasighat Bangalore(Hal) Bidar  2 St.Govt. / Pvt Airports | 0<br>2169<br>Airports<br>43<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |          |

|          |  |          |         | Freight ( |           |            |            |
|----------|--|----------|---------|-----------|-----------|------------|------------|
| S.       | Airport  | For      | The Mor | ıth       | For The I | Period Apr | il To Oct. |
| no.      | 1000 A 100 A 1 | Oct.     | Oct.    | %         | 2020-21   | 2019-20    | %          |
|          |  | 2020     | 2019    | Change    |           |            | Change     |
| (E)      | 58 Domestic Air  | ports    | )       |           | 72 - 1    |            | 5          |
| 55       | Prayagraj  | 0        | 0       | -         | 0         | 0          | -          |
| 56       | Jabalpur   | 0        | 0       | -         | 0         | 0          | -          |
| 57       | Belgaum  | 0        | 0       | -         | 0         | 0          | -          |
| 58       | Tuticorin  | 0        | - 5     | -         | 0         | 36         | -          |
| 59       | Kanpur(chakeri)  | 4        | 3       | 33.3      | - 5       | 91         | -94.5      |
| 60       | Rajkot   | 1        | 3       | -66.7     | - 1       | 17         | -94.1      |
| 61       | Jharsuguda   | 5        | 9       | -44.4     | 14        | 27         | -48.1      |
| 62       | Dimapur  | 18       | 43      | -58.1     | 99        | 189        | -47.6      |
| 63       | Jaisalmer  | 0        | 0       |           | 0         | 0          | -          |
| 64       | Juhu   | 15       | 30      | -50.0     | 60        | 218        | -72.5      |
| 65       | Guggal(kangra)   | 0        | 0       |           | 0         | 0          | -          |
| 66       | Mysore   | 0        | 0       |           | 0         | 0          | -          |
| 67       | Jorhat   | 4        | 0       | -         | 6         | 0          | -          |
| 68       | Gwalior  | 0        | 0       |           | 0         | .0         |            |
| 69       | Kolhapur   | 0        | 0       | - 5       | 0         | 0          | 17         |
| 70       | Kishangarh   | 0        | 0       | - 2       | 0         | 0          | -          |
| 71       | Cuddapah   | 0        | 0       |           | 0         | 0          | -          |
| 72       | Kandla   | 0        | 0       |           | 0         | 0          | -          |
| 73       | Porbandar  | 0        | 0       |           | 0         | 0          | -          |
| 74       | Jamnagar   | 0        | 0       | -         | 0         | 0          | -          |
| 75<br>76 | Pondicherry  | 0        | 0       |           | 0         | 0          |            |
| /6       | Adampur  |          |         |           |           | - 0        |            |
| 77       | (Jalandhar)<br>Bikaner   | 0        | 0       | -         | 0         | 0          | -          |
| 78       |  | 0        | 0       |           | 0         | 0          |            |
| 79       | Bhavnagar<br>Agatti  | 0        | 11      | -         | 0         | 38         | -          |
| 80       | Khajuraho  | 0        | 0       | -         | 0         | 0          | -          |
| 81       | Salem  | 0        | 0       | -         | 0         | 0          | -          |
| 82       | Bhuj   | 0        | 0       | - 0       | 0         | 0          |            |
| 83       | Barapani   | .0       | U       |           | - 0       | - 0        | -          |
| 03       | (shillong)   | 0        | 0       |           | 0         | 0          |            |
| 84       | Pathankot  | 0        | 0       |           | 0         | 0          | -          |
| 85       | Diu  | 0        | 0       | 0         | 0         | 0          |            |
| 86       | Bhuntar  | 0        | 0       | -         | 0         | 0          | -          |
| 87       | Bhatinda   | 0        | 0       |           | 0         | 0          |            |
| 88       | Lakhimpur  |          |         |           |           | - 0        |            |
| -        | (lilabari)   | 0        | 0       | - 5       | 0         | 0          |            |
| 89       | Agra   | 0        | 0       | -         | 0         | 0          | -          |
| 90       | Ludhiana   | 0        | 0       | -         | 0         | 0          | -          |
| 91       | Jalgaon  | 0        | 0       | - 2       | 0         | 0          | 1          |
| 92       | Pathankot  | 0        | 0       | -         | 0         | 0          | -          |
| 93       | Kalaburgi  | 0        | 0       | -         | 0         | 0          |            |
| 94       | Shimla   | 0        | 0       |           | 0         | 0          | -          |
| 95       | Hindon   | 0        | 0       |           | 0         | 0          | -          |
| 96       | Pakyong  | 0        | 0       |           | 0         | 0          |            |
| 97       | Tezpur   | 0        | 0       |           | 0         | 0          | -          |
| (E) 5    | 8 Domestic Airports  | 2169     | 2738    | -20.8     | 7689      | 16676      | -53.9      |
|          | 12 St.Govt. / Pvt  | Airporte |         |           |           |            |            |
| 98       | -  | 43       | 34      | 26.5      | 190       | 243        | -21.8      |
| 99       | Lengpui(aizwal)<br>Durgapur  | 0        | 0       | 26.5      | 190       | 243        | -21.8      |
|          | Nanded   | 0        | 0       | -         | 0         | 0          |            |
| 101      | Nasik(Hal ozar)  | 0        | 0       | -         | 0         | 7          |            |
| 102      | Vijayanagar  | 0        | 0       |           | 0         | 0          |            |
| 103      | Pithoragarh  | 0        | 0       |           | 0         | 0          | -          |
| 104      | Mundra   | 0        | 0       | -         | 0         | 0          | -          |
| 105      | Jagdalpur  | 0        | 0       | -         | 0         | 0          | -          |
| 100      | Hisar  | 0        | 0       | -         | 0         | 0          | -          |
| 107      | Pasighat<br>Bangalore(Hal)   | 0        | 0       | -         | 0         | 0          |            |
|          | Bidar  | 0        | 0       | -         | 0         | 0          | -          |
|          | 2 St.Govt. / Pvt Airports  | 43       | 34      | 26.5      | 190       | 250        | -24.0      |
|          | and a second   |          |         |           |           |            | 1          |
| -        | 45 Other Airports  | n        | / / /   |           |           |            |            |
| (G)      | 45 Other Airports<br>nd Total  | 0        | 0       | -         | 0         | 0          | -          |

# TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

# (DURING APRIL TO NOVEMBER'2020\* VIS-A-VIS APRIL TO NOVEMBER'2019)

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| PORT                           | TRAFFIC                                    | P.O.L.                            | Other   | Iron Ore         |      | Fertilizers | Coal            | al                    | Containers   | ners          | Other          | TOTAL  | % VAR.             |
|--------------------------------|--|-----------------------------------|---------|------------------|------|-------------|-----------------|-----------------------|--------------|---------------|----------------|--------|--------------------|
|                                | PERIOD                                     | (Crude,<br>Prod.,<br>LPG/<br>LNG) | Liquids | Incl.<br>Pellets | FIN. | FIN. RAW    | Thermal & Steam | Coking<br>&<br>Others | Tonnage TEUs | TEUS          | Misc.<br>Cargo |        | AGAINST<br>2019-20 |
| KOLKATA                        |  |                                   |         |                  |      |             |                 |                       |              |               |                |        |                    |
| Kolkata Dock System            | TRF APRIL-NOV. 2020<br>TRF APRIL-NOV. 2019 | 131                               | 207     | 21               | 242  | - 9         | 0.0             | 1499                  | 5446         | 347           | 1464 2218      | 8989   | -21.91             |
| oldic Dock Complex             | TRF APRIL-NOV. 2020                        | 5897                              | 3069    | 2905             | 156  | 212         | 521             | 8514                  | 1683         | 68            | 5183           | 28140  |                    |
| Haidia Dock Complex            | TRF APRIL-NOV. 2019                        | 6023                              | 3291    | 2043             | 95   | 215         | 1336            | 9748                  | 2085         | 116           | 4744           | 29580  | -4.87              |
| TOTAL: KOLKATA                 | TRF APRIL-NOV.' 2020                       | 6028                              | 3276    | 2905             |      | 212         | 521             | 10013                 | 7129         | 436           | 6647           | 37129  | 5                  |
|                                | TRF APRIL-NOV. 2019                        | 6468                              | 3782    | 2064             | 959  | 221         | 1336            | 10903                 | 6698         | 580           | 6962           | 41091  | -9.64              |
| PARADIP                        | TRF APRIL-NOV. 2020                        | 20359                             | 1084    | 19256            | 431  | 3240        | 14762           | 7368                  | 174          | 10            | 5570           | 72244  |                    |
|                                | TRF APRIL-NOV. 2019                        | 25824                             | 1014    | 14164            | 304  | 2647        | 16727           | 7887                  | 136          | 7             | 4550           | 73253  | -1.38              |
| VISAKHAPATNAM                  | TRF APRIL-NOV, 2020                        | 10642                             | 1300    | 11932            | 1477 | 9/9         | 3346            | 3863                  | 5483         | 326           | 6515           | 45234  |                    |
|                                | TRF APRIL-NOV. 2019                        | 12846                             | 1524    | 8895             | 1615 | 490         | 5832            | 5049                  | 2806         | 341           | 5001           | 47058  | -3.88              |
| KAMARAJAR(ENNORE)              | TRF APRIL-NOV. 2020                        | 2924                              | 92      |                  | 1    |             | 8266            | 229                   | 1822         | 94            | 1149           | 14466  |                    |
|                                | TRF APRIL-NOV. 2019                        | 3455                              | 95      |                  | 66   | 3           | 12436           | 602                   | 1614         | 84            | 2261           | 20562  | -29.65             |
| CHENNAI                        | TRF APRIL-NOV. 2020                        | 5893                              | 129     |                  | 135  | 144         | 34              |                       | 15592        | 808           | 3365           | 25800  |                    |
|                                | TRF APRIL-NOV.' 2019                       | 8748                              | 984     |                  |      | 132         | •               |                       | 18584        | 963           | 3692           | 32140  | -19.73             |
| V.O.CHIDAMBARANAR              | TRF APRIL-NOV.' 2020                       | 336                               | 919     | 9.2              | 657  | 257         | 4732            | 3494                  | 9393         | 470           | 1710           | 21195  |                    |
|                                | TRF APRIL-NOV. 2019                        | 367                               | 887     | 100              | 167  | 461         | 4394            | 4029                  | 11132        | 544           | 2640           | 24077  | -11.97             |
| COCHIN                         | TRF APRIL-NOV.' 2020                       | 10963                             | 428     | 3.5              | 1    | 174         | 1               |                       | 5701         | 412           | 676            | 18195  |                    |
|                                | TRF APRIL-NOV: 2019                        | 15049                             | 337     |                  | 22   | 117         | a               | •                     | 2995         | 410           | 920            | 22112  | -17.71             |
| NEW MANGALORE                  | TRF APRIL-NOV. 2020                        | 13336                             | 1326    | 2860             | 578  | 47          | 1918            | 284                   | 1419         | 95            | 562            | 22330  |                    |
|                                | TRF APRIL-NOV.' 2019                       | 13973                             | 1254    | 3211             | 366  | 58          | 2790            | 528                   | 1463         | 101           | 536            | 24179  | -7.65              |
| MORMUGAO                       | TRF APRIL-NOV. 2020                        | 197                               | 92      | 3278             | 55   | (4.)        | 606             | 5074                  | 209          | 15            | 2411           | 12209  |                    |
|                                | TRF APRIL-NOV. 2019                        | 421                               | 146     | 880              | 52   |             | 941             | 5258                  | 270          | 21            | 2416           | 10384  | 17.58              |
| MUMBAI                         | TRF APRIL-NOV: 2020                        | 21633                             | 1001    | 4151             | 274  | 37          | 2219            | 892                   | 147          | 14            | 2904           | 33278  |                    |
|                                | TRF APRIL-NOV.' 2019                       | 25462                             | 1336    | 4436             | 191  | 91          | 2557            | 2061                  | 207          | 19            | 4577           | 40918  | -18.67             |
| J.N.P.T.                       | TRF APRIL-NOV. 2020                        | 2296                              | 1487    |                  | 1)   |             | • 1             | -                     | 34192        | 2762          | 389            | 38364  |                    |
|                                | TRF APRIL-NOV: 2019                        | 2639                              | 1729    |                  |      | 6           |                 | •                     | 40069        | 3360          | 635            | 45072  | -14.88             |
| DEENDAYAL                      | TRF APRIL-NOV: 2020                        | 34149                             | 6585    | 105              | 3303 | 119         | 11487           | 302                   | 5103         | 325           | 12707          | 73860  |                    |
|                                | TRF APRIL-NOV.' 2019                       | 42659                             | 6846    | 308              | 3327 | 46          | 11164           | 638                   | 4280         | 274           | 12940          | 82208  | -10.15             |
| ALL PORTS                      | TRF APRIL-NOV. 2020                        | 128756                            | 17946   | 44487            | 7308 | 4906        | 48160           | 31519                 | 86364        | 2767          | 44858          | 414304 |                    |
|                                | TRF APRIL-NOV.' 2019                       | 1157911                           | 19934   | 33958            | 6429 | 4263        | 58177           | 36955                 | 97927        | 6704          | 47130          | 463054 | -10.53             |
| % Variation from previous year | /ear                                       | -18.46                            | 76.6-   | 31.01            | 7.49 | 15.08       | -17.22          | -14.71                | -11.81       | -11.81 -13.98 | -4.82          | -10.53 |                    |

Source: LP.A.

#### THE ALTERNATE CLEAN FUEL ADVOCATE



Monit Anand Founder & Managing Partner, NMV Incorp LLP

Monit Anand, Founder & Managing Partner, NMV Incorp LLP, is a Post Graduate Engineer from the Indian Institute of Technology, Delhi and is also accredited with MBA (F). For over two decades, he has been professionally associated in different capacities with various renowned organizations, like, DLF, IIT Delhi, Philips, Vintech Consultants, etc. and deployed L&T, Turner International, Maze products services. He has been associated with PSUs like GAIL, BPCL, IOCL, MGL, MGL, GGL, etc. Beyond exceptional performance in Project Management & Techno-Commercial role, he has excelled equally well in the field of Strategic Management and Business Integration. Owing to keen interest in Energy as well as Oil & Gas sector, he has been exploring / venturing in clean energy segment and is passionate to constructively participate and contribute towards developing a modern nation with a better tomorrow. He also heads LNG Conclave on clean fuel initiatives for the organization.

#### Questionnaire

#### How long have you been in operation? How many branches/employees do you have?

NMV Incorp was established as an LLP company in 2016.

We operate & connect globally from our Delhi office having associates in Canada, USA, Australia, UK and Singapore. As a start-up, we are utilizing digital platforms and means to connect with our clients and resources, directly or indirectly, to optimize performance along with balancing of experienced resources and respecting business sustainability. Though a young startup, we are thankful to the industry for showing confidence and providing us an opportunity to share our views among the think tanks and prime movers.

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

Our energy vertical is committed towards Alternate & Renewable Energy conception – providing Clean Energy to masses at optimum cost. The business model is based on integrated approach encompassing vital aspects - Time, Cost, Quality and Safety. We endeavor to adopt best project management techniques in conjunction with value engineering attribute. We believe in Team-Work, Commitment and Professionalism.

We are committed to assist the industry for catalyzation & integration among stakeholders for developing a modern nation with cleaner environment.

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

Supporting the Clean Environment initiatives of Government of India (GOI), we extended our contributions by introducing "LNG Conclave", a clean fuel initiative of NMV Incorp LLP, which presented "International Conference on LNG for Transport" and "Global LNG Meet" in 2017 and 2018 respectively, with an intent to bring global stakeholders to a common platform for sharing the developments and catalyse adaption of LNG as transportation fuel in the country across all three segments of transport, i.e., road, rail and waterways. These were first of its kind events with the objective of introducing end users like fleet owners amongst active stakeholders motivated for implementation of LNG as automotive fuel and inviting them for participation in main-stream dialogue and interaction. Considering the current scenario of the Indian Logistics Industry wherein realtime data is of prime importance, our team has been working in association with a France based company for adopting an integrated approach for developing logistics infrastructure for long voyage transport and sustainable

clean fuel solutions in the country.

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

Our working domain primarily covers Project Management, Strategic Management and Business Integration across the globe. Stakeholders in India include Ministry of Petroleum and Natural Gas, Ministry of Road Transport and Highways, Inland Water Transport, Regulatory Bodies, PSUs, OEMs, Fleet owners, marketers etc., and other leading international & national organizations.

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

As mentioned earlier, we are committed to assist the industry by providing Clean Energy to masses at optimum cost, by providing business integration and Project management solutions apart from our other verticals handling Infrastructure Development, Roads & Highways, Approvals & Sanctions and Learning / Development. We have been instrumental in the initiative to upgrade industry and transport segments to adopt use of cleaner fuel, viz., LNG, CNG and CBG. We have been assisting many projects in India and abroad through project management services including design and construction supervision for setting up of Bio-CNG plants, LNG / CNG stations, along with upgrading long voyage diesel trucks to LNG / CNG propelled trucks.

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

As we all know time is of essence, therefore, in coming years the concept of logistics industry will undergo drastic change to meet the industry requirement, especially e-commerce industry. We have tied up with Canada based Electric Air & Marine Inc. to cater to important segments of our country, i.e., Ports and Last Mile, Aerial Firefighting, Medical & Emergency Response, Food Distribution, etc., through drone based intellectual property solutions.

We must appreciate GOI for promoting world class solutions / technology required for development of our country. We are sure that in the coming days, post Covid-19, in the new normal the requirement of logistics and use of clean energy in logistics would complement each other. Jai Hind!

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



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