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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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

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BUDGET

Budget 2021 Expectations



Uniform Fuel Prices

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EDITOR-IN-CHIEF: S. N. Arya
EDITOR: Ashok Gupta
PRINTED & PUBLISHED BY: Ashok Gupta
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Nation-wide Protest Is A Clear Message To The Government

What shall an industry do if the Goods and Services Tax (GST) is giving it a tough time? Why it shall not protest against e-way bills, which are coming on the way of its growth? Is there a way to combat skyrocketing fuel prices, which is obstructing a viable business environment?

Well, these are only a select few issues that of late have emerged as noticeable headaches for the goods carrier sector but there are plenty of issues which make the transporters suffer every day. These are also the reasons why the unorganized sector is forced to think about going into a protest against the government through a nation-wide PROTEST.

A lot was expected from the budget 2021 but nothing worthwhile has been offered to the transport sector. For long, the goods carrier industry has been appealing to the government to rationalize the Section 44AE of Income Tax Act. The government has increased the presumptive income tax on the small truck owners (less than 10 trucks) to Rs; 1000/- per ton of GVW per month, almost 3-4 times more than the old tariff of Rs. 7500/- per truck, per month. Further, the act offers no provision of claiming even depreciation of the vehicle, and presumptive income is calculated slab wise.

In addition, the road goods carrier fraternity believes that the TDS on cash withdrawals u/s 194N should be relaxed for the community. The members of the industry understand the need to curb cash transactions and also welcome the step but truck drivers who are travelling through state highways and national highways across the country are not able to pay digitally everywhere. Believe it or not, there are only 400 odd toll plazas with the Fastag facility as of today. Besides, increased RTO fines, penalties have made cash necessity on the highways.

Besides, the transport industry has long been demanding the rationalizing of the TDS U/s 194 C - the slab of 2% TDS on the transportation business is not practical as the industry works on a very low margin of profitability.

The unorganized sector also requested the government to exempt the industry from TCS on the purchase of a truck, truck parts and diesel and cash withdrawal. The GST on trucks, tyres and spare parts is still under 28% rate slab which comes under the category of luxury goods.

However, the government thought these issues were not worthwhile to consider in the 2021 budget and ignored all the pleas of the transport sector – one of the main architects of the Indian economy.

In fact, the government found new ways to trouble the goods carriers through scrappage policy. This is yet another issue which the transporters' fraternity has been appealing to not implement. After all, it is not the age of the vehicle but the condition of the vehicle that determines the carbon emission. AITWA has been revealing their displeasure about the issue ever since the idea was flooded in the ministry.

So, when the government is not willing to listen to its people, what do people do? With a heavy heart, firm action must be executed. And that is what the transporters are left with. The All India Transporters Welfare Association (AITWA) has taken the initiative and planning to carry out a protest against unjustified evils in GST, E-way bills and fuel prices. It has already asked the private transporters to be ready to park their vehicles, if the need is, in the coming few days to disrupt the transport of goods and people.

If at all a protest has to be executed, it has to be big! It'll have to make it count, which is why AITWA is in talks



Ashok Gupta

with various organizations to make the event successful. In such a scenario, the agitation is expected to affect all most all businesses.

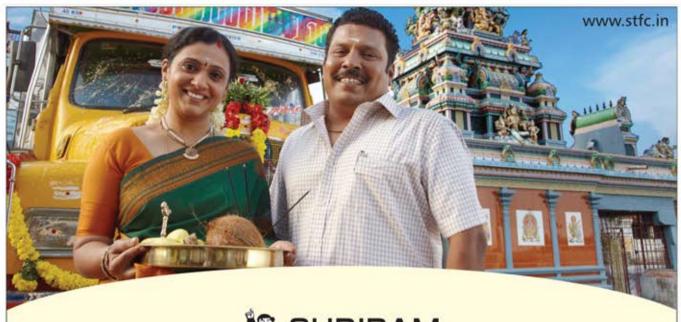
However, keeping life in the first place, the event organizers have decided to spare public transport services, medical and emergency services and the banking sector. These sectors are unlikely to join the movement and are expected to operate as usual.

The government really will have to understand the real issues of the business community, especially the transporters – who have been moving goods one place to another and serving mankind, and make doing business easy. For this to realize, the designated authorities must work out on a formula that is purely based on the ground reality, not just theoretical.

AITWA's demand to review GST rules, simplification of tax slabs under the regime and to abolish E-way bills is not unethical or wrong, it has a valid reason. Similarly, the hike in fuel price is another concern that is making doing business difficult due to high costing. The mouthpiece of transporters has raised this issue in the recent past too.

Hope the government travels the extra mile to resolve the issues of good carriers amicably for the betterment of the nation.

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Budget 2021 Is A No Budget For Transporters



he budget 2021 has nothing for the transport sector, which means there is no budget for the goods carrier sector. No relief from the proposed expectations of 44AE, TDS, TCS, 194N means the transport sector does not figure anywhere in the government's thought process. This also suggests that the government has no respect, empathy for a soldier who has been one real fighter for its economic growth.

To make things worse for the goods movers, a new scrapping policy is to be introduced, which defines that the life of a commercial vehicle is 15 years. Once the policy is implemented a vehicle will have to get its fitness test done, if found unfit its fitness certificate will not be renewed and it will go under the crushing machine. Vehicles which pass a fitness test after

running 15 years need to check their fitness after certain intervals.

The fee for renewal of fitness certificate for these vehicles will also be increased from current Rs. 200 to Rs. 7500. Presently, a vehicle with more than 8 years of age needs to go through a fitness test after every twelve months.

It is also learnt that the government is planning to give financial incentives to the owners in the form of waiver of registration fee, once he/she goes to buy a new vehicle after getting the old one scrapped.

This will also contribute towards increasing the prices of second-hand vehicles. But this will hit all poorer car owners and smaller truck owners even while enriching car manufacturers who are already profitable. Besides, evidence from many countries suggests that a scrappage policy



Mahendra Arya National President, AITWA

brings forward new vehicle purchases by a few months but does not improve long-run sales.

In addition to these, the hike in diesel cost is an eye-opener. It has touched the century zone, which is alarming. Even the small and underdeveloped countries do not have such a staggering diesel cost. This eventually is adding up to the logistics cost. Further, the fuel cost should be uniform across the nation, so that the truck drivers need to travel to a low cost fuel pump even if it is in a different state. This way, the home state loses a lot of tax amount and the transport cost varies from state to state. A uniform diesel cost will offer a uniform transport costing.

The transporters cannot even pass the burden to clients, as there is a fear of losing clients. We all know how tough the COVID-19 days were.

The transporters are not happy with the government not just because of these drawbacks but there are many more that adds to their anguish. The GST and E-way bills system is one.

At times, some decisions are taken very quickly and some after a lot of research. The decision of the GST Council to increase the daily travel to a minimum of 200 km comes under the first category. This is because the decision taken looks unrealistic and gives a feeling that the GST Council must have decided to implement it without studying the business model of the transport industry. It looks like an idea that came from assumptions

and vague thinking that a truck can travel 200 km in a day. Perhaps the council forgot to consider the interruptions at different levels- right

from booking point to transhipment and delivery points.

Everyday hundreds of transporters are failing in compliance with E-way bills. Part load business has a model in which goods are booked at multiple locations in a large city, and goods are brought to a central warehouse before dispersing them routewise. This exercise can take one to two days or more. But the E-way bill's timing starts right at the moment when booked

goods are loaded in local vehicles by transporters. Then, how is it possible that the goods reach in one day in the radius of 200 km or in two days in the radius of 400 Km? The situation is no different for offloading goods.

Further, sometimes, at delivery points, customers do not collect goods for months. Then, who will keep the E-way bill validity intact? The government seems to have ignored the concept of the HUB & SPOKE model of transportation. In FTL also goods reaching on the prior evening of a Sunday or a holiday enjoy the top wait for two more nights, before factory or warehouse gates are opened for entry.

However, an E-way bill can be extended within 8 hours from the time of expiry. If the bill expires at midnight then it can have an extension up to 8:00 am. But does the staff turn out to the office then? Besides, if a transporter does not get any information from the truck driver about the reason for the delay, he is clueless about the whereabouts of the truck. Once that 8-hour window is over, nothing can be done to reactivate the E-way bill. The truck becomes an offender for not carrying a valid

E-way bill.

Transporters have been complaining that a truck does not move more than 350 km a day. But this is under an ideal



Transporters have been complaining that a truck does not move more than 350 km a day. But this is under an ideal condition in India, which includes no delay at Toll, no delay due to protests and no delay due to traffic jams. Generally, cities have limited entry windows, so a truck may have to wait until the window opens

condition in India, which includes no delay at Toll, no delay due to protests and no delay due to traffic jams. Generally, cities have limited entry windows, so a truck may have to wait until the window opens. Plus, there are human factors too. Truck drivers visit their homes for 1-2 days if it is on their route. During festival seasons, often, drivers park the truck at a secured place and go to homes for

> celebrations. And, all these without informing the transporters!

Transport companies have to work with 85% of trucks that are owned by single truck owners and they have no control over their drivers. Pushing a truck driver can cause extra fugue and pressure on the driver only; that would be detrimental for his life.

E-way bill is a defective system created on negative thinking. The idea of an E-way bill is

based on the assumptions that Consignors and Consignees will make more than one trip under the same invoice and the same E-way bill in connivance with Transporters in order to evade taxes. In fact, all traders, manufacturers and transporters are assumed to be tax evaders but in reality, there will not be even 0.1% transporters involved in such practice. Further, the penalty clause of 200% of GST involved is already making transporters bankrupt. A truck trip costing a consignor Rs. 50000 (with a thin margin of maximum Rs. 5000) may carry goods worth one crore. At 18%, the GST amount is Rs. 18 lakhs. In case of failure of an E-way bill, a transporter becomes liable to pay a penalty of 36 Lakhs. How will any transporter survive under this draconian provision? AITWA has tried to communicate with the government through various mediums including video conferencing but nothing fruitful has happened. Therefore, transporters are raising their voice to #AbolishEwayBill.

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Scrappage Policy Or Shall We Scrap The Policy?

f late, February 1 is the date that everyone waits for. The reason is obvious. It is the date when the Finance Minister of India presents the budget for the upcoming financial year. February 1, 2021, was also full of anxious as every single citizen of India was willing to know what is there in the store for him/her for next year. For business houses, it was about their businesses, what new avenues are opening and what are the benefits offered to the related industry. This year was mega special, especially after the COVID-19 pandemic.

The enthusiasm and nervousness were not short in the faces of transporters. Through their mouthpiece - All India Transporters' Welfare Association (AITWA) - has written to the Finance Minister about the industry's expectations but whether these pointers were to be accepted or not was there to be seen. The Finance Minister started her speech and announced one point after another but when she thanked the speaker of the lower house for allowing her to speak, it was all clear that the road transport sector was once again ignored and left to almighty.

None of their requests was approved. Nirmala Sitharaman neither talked about rationalizing the Section 44AE of the Income Tax Act nor did she mention relaxing TDS on cash withdrawals u/s 194N for the transport community. The government through Section 44AE of Income Tax has increased the presumptive income tax on the small truck owners (less than 10 trucks) to Rs; 1000/- per ton of GVW per month from the old tariff of Rs. 7500/- per truck, per month. Further, the Finance Minister ignored the proposal to exempt the industry from TCS on the purchase of a truck, truck parts and diesel and cash withdrawal. The GST on trucks, tyres and spare parts is still under 28% rate slab which

comes under the category of luxury goods.

However, where the government's interest lies is not pleasing to the community. The government seems to be very keen on a vehicle scrappage policy, making it mandatory for old vehicles to be scrapped or giving subsidies for voluntary scrappage.

The Transport Minister Nitin Gadkari has also approved the new scrappage policy. But isn't the whole idea behind scrappage is the issue of pollution? Cities must definitely ban vehicles that cannot pass emission tests but this has nothing to do with age. A vehicle can be a serious polluter because of bad maintenance even if relatively new. Indian cities need mandatory vehicular testing every two years. These should be seen as a source of government revenue, and that will improve the political motivation to check bribes for bogus clearances.

Further, the global experience from earlier scrappage policies highlights



new engines, as often happens in India. Moreover, scrapping old vehicles will raise the price of secondhand vehicles. This will hit all poorer car owners and smaller truck owners even while enriching car manufacturers who are already profitable. Besides, evidence from

scrappage policy brings forward new vehicle purchases by a few months but does not improve long-run sales.

many countries suggests that a



the shortcomings of scrappage. Scrapping older vehicles makes for a bad policy if the older vehicles have been well-maintained or fitted with Therefore, the government should think a hundred times before implementing the scrappage policy. Because a lot is at stake!















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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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Budget 2021 Impact due to various amendments under GST on logistic sector



udget 2021 introduced various proposals before the August House with an aim to revive the pandemic struck economy and pave the path for self-reliant India. The allocation of more than INR 2 lakh crores in improving the roads and highway infrastructure coupled with push to digital economy has enthralled the logistic sector.

This article aims to provide insights on the proposed amendments under Goods and Service Tax, impact along with the next steps which the sector should contemplate at large.

A. Key Amendments proposed in Budget 2021:

 Section 73 and Section 74 of the Central Goods and Service Tax Act, 2017 ('CGST Act')

Section 73 of the CGST Act provides for determination of tax not paid or short paid or erroneously refunded or ITC wrongly availed or utilised by reason other than fraud or wilful misstatement or suppression of facts. Further, Section 74 covers instances which occur by way of reason of fraud or wilful misstatement or suppression of facts.

Further, an explanation to Section 74 specifies that in case the proceedings have been concluded under Section 73 or Section 74, then the proceedings against all persons liable to pay tax under Section 129 or 130 of the CGST Act, shall be deemed to be concluded. Sections 129 and 130 (discussed in ensuing paragraphs) deal with detention, seizure or confiscation of goods and conveyances in transit.

Now, the amendment proposed in Budget 2021 suggest removing Sections 129 and 130 from the aforementioned explanation. The said de-linking of Section 129 and Section 130 from proceedings under Section 74 implies that the conclusion of recovery proceedings will not absolve the person from paying penalty on account of detention, seizure or confiscation of goods and conveyances in transit. Thus, the proposed amendment effectively widens the ambit of Section 73 and Section 74 which may result in penalising the taxpayer twice for the same default.

 Section 107 of the CGST Act dealing with mandatory pre-deposit for filling an appeal

The aforesaid provision prescribes the value of pre-deposit required in order to prefer an appeal before the Appellate Authority under GST. Presently, the pre-deposit required to submit an appeal is prescribed at ten percent of the value of tax in dispute.

However, the proposed amendment would increase the value of predeposit from existing ten percent of disputed 'tax' to 25% of the value of 'penalty' to be levied under Section 129 (i.e. in case of seizure, detention and release of goods or conveyance in transit).

The said amendment appears to have been proposed to deal with the fact that as per the existing provisions, predeposit is to be computed on the tax in dispute, however, in case only penalties are demanded as proposed in relation to the detention/seizure order, filing of appeals would not require any pre-deposit. Though, the consequent amendment to the provisions related to pre-deposit were required, nonetheless, increasing the amount to 25 percent of the penalties shall translate to 50 percent of the tax - since penalties are at 200 percent of taxes.

Generally, it is seen that the goods or vehicles are detained and seized in genuine cases also. Thus, the above provision shall put a dent in working capital of bonafide suppliers or transporters, as the case may be, since preferring an appeal before higher forum to challenge the order of adjudicating authority shall now cost 50 percent instead of existing 10 percent.

 Section 129 and Section 130 of the CGSTAct

Section 129 of the CGST Act deals with detention or seizure of goods in transit. It prescribes that where a person is transporting goods in contravention of the provisions of the Act, the goods and conveyances are liable to be detained or seized. The law prescribes different taxes and penalties for release of the detained conveyance or seized goods where the owner comes forward for payment of goods and other cases.

A snapshot of current penalties applicable under Section 129 (1) is provided in the below table:

Scenario	Current Implications under Section 129
The owner of the	goods comes forward for payment of applicable tax and penalty
Taxable Goods	Applicable tax and penalty equal to 100 percent of the tax payable on such goods
Exempt Goods	Amount equal to 2 percent of the value of goods or INR 25,000/-, whichever is less
The owner of the	goods doesn't come forward for payment of tax and penalty
Taxable Goods	Applicable tax and penalty equal to 50 percent of the value of goods reduced by the tax paid
Exempt Goods	Amount equal to 5 percent of the value of goods or INR 25,000/-, whichever is less

The budget proposal seeks to now impose a similar amount but not as 100 percent tax and penalty but penalties equivalent to twice the tax in the primary case. The proposed implications on account of any default in Section 129 is captured below for reference:

Scenario	Proposed Implications under Section 129
The owner of the	goods comes forward for payment of applicable tax and penalty
Taxable Goods	Penalty equal to 200 percent of the tax payable on such goods
Exempt Goods	No Change
The owner of the	goods doesn't come forward for payment of tax and penalty
Taxable Goods	Penalty equal to 50 percent of the value of the goods or 200 percent of the tax payable on such goods, whichever is higher
Exempt Goods	No Change

Thus, in both the scenarios, the amount of penalty has been increased to 200 percent of applicable tax. The aforesaid amendments seem to have been introduced to deal with the court rulings that held that if tax has already been paid — the same cannot be collected twice and the tax so collected for release of the goods or conveyance is liable to be repaid back. Imposition of penalty also possibly enables the state that collects the penalties to retain the entire amount and not relay the same back to the state where tax is payable on such supplies.

In addition to the above, due to the proposed omission of Section 129(2), the provisional release of goods on furnishing bond / security would not be possible. This shall mandate the requirement to discharge the applicable penalty in cash resulting in blockage of working capital. Moreover, such penalty payments would also not be allowed as business

expenses under Income tax laws thereby swelling the exposure for suppliers or transporters.

Insertion of time limit for issuance of notice and passing an order under Section 129(3)

Given above amendments, the Government has also proposed to fast track the proceedings under Section 129(3). The proposed timelines require the proper officer to issue a notice within seven days of detention or seizure and then further pass an order within a period of seven days from the date of service of such notice. This amendment though in a way should work in favour of transporters where presently, the orders are not passed in a timely manner resulting in unnecessary delays, nonetheless the transporters needs to be on their toes to file their response within available timelines in the event of any detention or seizure.

Introduction of a new proviso granting

an option to transporter to release conveyance by paying penalty under Section 129

The Government has also proposed to insert a new proviso to Section 129(6) to grant an option to transporter to release the conveyance by paying a penalty of INR 1 lakh or the applicable penalty (which is now proposed to be 200% of applicable tax for majority of cases), whichever is less. The said option shall be available with transporter only in case where the owner of goods or the transporter has not paid the applicable penalty within 15 days of passing an order.

Thus, inclusion of this proviso may result in financial adversity for small transporters who shall not be able to afford the penalty of INR 1 lakh and consequentially would not be able to release their conveyances. Moreover, this provision doesn't differentiate between a bonafide transporter and tax evaders, which may cause a serious



Presently, in case the tax and penalty imposed under Section 129 is not paid within the stipulated timeline, the goods and conveyances could have been confiscated under Section 130. However, post amendment, the same can be sold or disposed to recover the penalty amount. Thus, section 129 is proposed to be completely de-linked from Section 130 of the CGST Act in line with various judgements

injury to the genuine transporters.

De-linking of Section 130 from Section 129 of CGSTAct

Presently, in case the tax and penalty imposed under Section 129 is not paid within the stipulated timeline, the goods and conveyances could have been confiscated under Section 130. However, post amendment, the same can be sold or disposed to recover the penalty amount. Thus, section 129 is proposed to be completely de-linked from Section 130 of the CGST Act in line with various judgements.

B. Next Steps for transporters

The penal measures and pre-deposit amounts as discussed above, in case of detention or seizure cases of in-transit goods, may create challenges for bonafide transporters who earn merely transportation charges from the customers.

Further, the aforesaid provisions do

not seem to differentiate between fraud cases of evasion or clerical errors. Moreover, now the recipient of the goods will not get any credit of amounts deposited as 'penalty' which shall result in a dip in working capital as penalties shall be payable in cash by the suppliers.

With such punitive measures, it becomes significant for the Government to roll out detailed guidelines to ensure that the said powers are not abused at the ground level. Moreover, another important step which policy makers may take is to do away with the requirement of ewaybill for taxpayers who are generating E-Invoices for their B2B supplies. The said measure shall not only ease the burden of compliance on the transporters / taxpayers but shall also result in avoiding unnecessary litigation due to clerical mistakes in these documents.

Having said so, the Government has been unambiguous in its approach of mandating very high standards of compliances under the GST law and this trend of ever-increasing punitive measures is here to continue. The sector will need to acknowledge this new normal and handle their internal processes. Moreover, the existing contracts with customers may be reevaluated to include specific clauses to enable compensation of the penal amount to be paid by transporters due to errors made by the customers.

Given above, the sector needs to create robust systems to ensure that clerical errors are mitigated as the costs of these errors would result into penal consequences and expensive litigations.

(The author of the Article is Smritikona Dutta - Director EY LLP, the views expressed herein are personal)

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India's Vehicle Scrappage Policy

Recycling Principle Redux

The Scrappage Policy

At long last, after a pretty long wait, the much awaited India Vehicle Scrappage Policy was announced by Finance Minister (FM) Nirmala Sitharaman, while presenting the Union Budget for 2021-22. The scheme details shortly expected to be announced by the Ministry of Road Transport and Highways (MoRTH) is expected to be voluntary, (owing to socio-economic pressures).

The scheme will apply to private vehicles above the age of 20 years and commercial vehicles above the age of 15 years. In a draft notification, the government had proposed renewal of fitness certificates for vehicles older than 15 years every six months, instead of the current timeframe of one year.

The government is expected to provide monetary incentives to owners of such vehicles at the time of their next vehicle purchase. The objective is to encourage fuel-efficient, environment-friendly vehicles, thereby reducing vehicular pollution and oil import bills.

"Vehicles would undergo fitness tests in automated fitness centres after 20 years in case of personal vehicles and after 15 years in case of commercial vehicles. The details of the scheme will be separately shared by the MoRTH", the FM said.

According to a previous statement by the MoRTH, the policy is likely to be brought into effect from 1st April 2021. At the time, MoRTH had said that the new policy would invigorate the automotive sector, making India a vehicle manufacturing hub while reducing the price of vehicles on sale in India.

The policy has finally been approved by MoRTH, though applicable only to government vehicles for now. Under the policy, vehicles of both, Central and State Governments that are older than 15 years will be scrapped. In a nutshell, at this moment:

- Government vehicles older than 15 years to be scrapped.
- Green Tax or pollution tax also proposed for older vehicles.

Green Tax

The Union Minister for Road Transport and Highways, Nitin Gadkari, has also approved a proposal to levy a 'Green Tax' or pollution tax for older vehicles. The proposal has been sent to states for consultation, after which it can be formally notified. While the Green Tax will help cut down the number of polluting vehicles on the road, a lot of care needs to be taken to ensure the survival of Vintage, Classic, as well as some modern cars, given the importance of automobiles in human history. Under the proposal, transport vehicles older than eight years will be charged a Green Tax at vehicles, such as city buses, will be charged lower Green Tax. Personal vehicles will also be charged a Green Tax at the time of renewal of the Registration Certification after 15 years, while a significantly higher Green Tax (50 percent of road tax) will be levied on vehicles being registered in highly polluted cities.

There will be a differential rate depending on the fuel (petrol / diesel) and the type of vehicle. Greener vehicles like hybrids, electric vehicles and alternate-fuel vehicles using CNG, Ethanol and LPG will be exempted from the Green Tax, along with agricultural vehicles used in farming such as tractor, harvester, tiller, etc. It is proposed that the revenue generated from the Green Tax will be kept in a separate account and used for tackling pollution and for states to setup state-of-art facilities for emission monitoring.



India Scrappage Policy targets old and inefficient vehicles

the time of renewal of fitness certificate, at the rate of 10-25 percent of road tax. However, public transport

Salient Features

Nitin Gadkari, Union Minister for Road Transport and Highways, has highlighted some aspects of the policy, which is expected to be revealed in full in the coming days. Here are a few key salient features.

1.Under India's voluntary vehicle scrappage policy, Private vehicles which are over 20 years old and Commercial vehicles that are over 15 years old, will have to face Fitness tests.

- 2.Fully automated fitness test facilities will be set up on a public-private partnership (PPP) basis involving private firms and state governments. The automated tests will allow no scope for human intervention or fudging of results.
- 3. Those who choose to drive a vehicle that has failed the automated test will face substantial penalties, and such vehicles could also be impounded.
- 4.Additionally, even vehicles older than 8 years that pass the automated tests will be subjected to a 'green tax', which will see owners shell out an additional 10 percent to 25 percent of road tax at the time of the renewal of the vehicle's fitness certificate.
- 5.Those who opt for the voluntary scrappage scheme and have their old vehicle scrapped, will be eligible for benefits and incentives, when they purchase a new vehicle.
- 6. The vehicle scrappage policy has been devised to promote sales of new vehicles with improved fuel efficiency and low pollution levels, as well as to slash India's Rs 10 lakh crore expenditure on crude imports.
- 7.Around one crore aging vehicles are set to be scrapped once the policy is implemented, according to Nitin Gadkari.
- 8. The Minister also said that the new policy will boost the Indian automotive industry's turnover by 30 percent to Rs 10 lakh crore in the coming years.
- 9.As a direct result of the policy being

put in place, up to 50,000 jobs and investments of around Rs. 10,000 crores are expected to be generated.

10.Gadkari added that India's automotive sector will be among those offering the highest employment opportunities in the country going forward.

Benefits envisaged

Economic Times has estimated that there is a Rs. 43,000 crore opportunity buried under vehicle scrappage policy. Age limit and cash incentives in the proposed vehicle scrappage policy can generate new business worth billions of dollars, bring environmental benefits and stimulate India's flagging auto industry.

The automobile industry, reportedly, wants the policy to cover all segments, including cars and two-wheelers and not just commercial vehicles, to create a significant scale for new players to participate. A well-defined vehicle scrappage in India can help create an industry of its own with a business opportunity of \$6 billion (Rs 43,000 crores) per year, say automobile sector executives and experts.

An HDFC Bank study has estimated the market for vehicle scrappage and recycling at \$6 billion. According to this study, 9 million vehicles could go off the roads by fiscal 2021 and 28 million by 2025, largely comprising two-wheelers, which would reduce carbon dioxide emission by 17% and cut particulate matter in the atmosphere by 24%.

According to the same HDFC report, the steel industry imports about 6 million tonnes of steel scrap annually, which can be met locally if old vehicles are recycled. Apart from \$6 billion steel scrappage potential, there is additional business that can be generated from recycling of plastic, rubber and other body parts.

The above study has concluded that a comprehensive scrappage policy will result in reduction in costs, save foreign exchange and increase revenues in the long term. In their opinion, "The policy can be a win-win for all, as the consumer would benefit from the scrap value, GST savings and discounts, while the dealer would gain from demand for new vehicles. For a vehicle maker, recycled metals would be available at a cheaper rate, and the government could save forex because of lower imports of these raw materials, as well as get tax revenue from new vehicle sales."

Suggestions from various sources

- Industry experts say vehicles should be scrapped, based on their usage and not just life of the vehicles.
- Instead of scrapping the whole vehicle, we can replace the old engine with a new efficient engine / drivetrain in vehicles which pass fitness test for the body.
- Incentives to the tune of 10% of the scrap value should be passed on to the owners of the vehicles, as incentives have worked in increasing automobile sales, in US and Germany, after the 2008 Global financial crisis.
- Deterrents such as stringent pollution checks, re-registration charges, green tax and penalties / fines may also work as disincentives in usage of old vehicles.
- While accepting the relevance of this policy, some state level transport bodies have mentioned this as an inappropriate time for implementation, citing COVID-19 pandemic issues.
- Some have suggested that instead of going through the scrappage process, an easier way would be to export the inefficient vehicles.

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

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Budget 2021 Expectations Were Again Not Met!

How Long A Sector Will Keep Suffering?

n the day of the budget presentation Nirmala Sitharaman, Finance Minister of India revealed that "bringing down the logistic costs for our industry is at the core of our strategy to enable Make in India." She further went on to explain that this is the reason behind announcing ₹3.3 lakh crore out of the allocated ₹5.35 lakh crore in the Bharatmala Pariyojana project will be used to construct more than 13,000 km of roads.

She has also not let go the Ministry of Road Transport and Highways empty-handed, and a budget of ₹1,18,101 lakh crore for national highway projects was provided, promising to construct another 8,500 km and an additional 11,000 km of national highway corridors.

Further, the union budget 2021 has shown promise to build a future-ready railway system by 2030 by awarding a record fund of ₹1,10,055 crore to Indian Railways. This, along with a whopping sum awarded to develop highway and railway infrastructure, the budget has several other highlights to boost the logistics sector.

Expressing their happiness over the overall budget of 2021 several industry players reveals that these initiatives will strengthen the logistics sector. According to these representatives of the logistic industry, these steps will enhance connectivity, improve efficiency across the logistics ecosystem, and create ample job opportunities.

However, one section of the industry known as the road goods carrier sector is not pleased with the budget 2021. The truckers were expecting much more, which would have directly impacted them positively to realize their growth. But this time too the transport community was ignored and no relief was offered. Even after the All India Transporters' Welfare Association (AITWA), the mouthpiece of transporters, which has been fighting for their issues, has written to the Finance Ministry.

The truckers were expecting that the budget 2021 will offer relief from the following disadvantages and consider their suggestions.

Rationalization of the Section 44AE of Income Tax Act:

In 2018, the government of India increased the presumptive income tax on the small truck owners (less than 10 trucks) from ₹7500/- per truck, per month to ₹1000/- per ton of GVW per month. It is almost 3-4 times more than the old tariff. Further, there is no provision of claiming even depreciation of the vehicle in 44AE, and the presumptive income directly goes to slab wise income to calculate the income tax.

It is no hidden secret that increasing logistics cost (majorly due to hike in diesel prices) has dropped the business of goods transportation by road. In fact, it is placed at the bottom compared to other developed and developing countries. The situation is going from bad to worse after the introduction of GST as there are a lot of compliance issues. Adding to their woes are foreign players, who are winning more businesses. Still, the department has increased the presumptive income of these poor truckers which is making survival very tough for truckers.

AITWA appeals to the government to reduce the presumptive income tax, because anyway, it should not be more than ₹500/- per Ton of GVW.

TDS on cash withdrawals u/s 194N:

Of course, there is a need to curb cash transactions. But this is a welcome step only in metro and tier 1 cities. Truck drivers who travel across state highways and national highways across the country are not able to pay digitally, everywhere. As of now, there are only 400 odd toll plazas that have the Fastag facility, out of which many still create problems to valid tag holders. RTO fines, penalties have been increased multi-fold due to which cash is inevitable on the highways. Plus, other expenses including driver's meal cash becomes an unavoidable entity for transporters. The implementation of TDS on cash withdrawal has drastically affected the cash flows of transporters who generally are depending on banks and NBFCs to borrow money and that too without any beneficial schemes. AITWA has been highlighting to the Income Tax Department about members' impending refunds of 1-3 years but there has been no positive response.

AITWA requests to the Finance Ministry to consider the practical requirement of this trade and give relief from this section to the road transport sector.

Exemption of TCS on purchase of Truck, Truck Parts – Diesel and Cash withdrawal by transport Sector:

For a struggling sector, the implementation of TCS on the purchase of trucks, tyres, fuel, etc further adds pressure on fleet owners. Therefore, AITWA appeals to the Finance Minister to review the taxation policy.

The transporters are already shortening the working capital with

the deduction of 2% TDS on freight payments, now TCS is also getting deducted on the purchase of trucks, truck parts, diesel, and cash withdrawals. This additional TCS will further reduce their working capital

availability which will drastically affect their liquidity. Today most transporters are getting refunds from the Income Tax Department which leads to a delay in receipt of these amounts.

The Finance Ministry should kindly exempt the road transport sector from TCS as there are payments that are made during the driver's journey which is not possible digitally. Moreover,

this will not affect any common man but only fleet owners.

We are hopeful that this will be addressed and abolished from new changes in Finance Act to relieve the transporters.

• The transport Industry has long been demanding the rationalizing the TDS U/s 194 C:

Most of the truck owners are small operators having 1 to 5 Trucks and already paying Income Tax as per the presumptive tax on fixed amount basis ₹1000/- per ton per GVW per vehicle under section (44E).

Transporters are deducting 2% TDS from the truckers while paying their freight against availing their services and in the majority, 70 to 75% of the truck owners are not claiming a refund for being non assesses and practical problems as they are uneducated and always on the move.

Further, the slab of 2% TDS on transportation business is not practical as the industry works on a very low margin of profitability thus the practical rate of TDS should not be more than 0.2%. This has been substantiated earlier also with data of

multiple companies where the percentage does not exceed 0.2%.

Additionally, as per TDS U/s, 194 C transporters have to deduct 2% TDS for the transportation services provided by the truck owners even



Additionally, as per TDS U/s, 194 C transporters have to deduct 2% TDS for the transportation services provided by the truck owners even without having foolproof of identifying that the trucker is an owner of fewer than 10 trucks or more, which results in taxation compliance problem later

without having foolproof of identifying that the trucker is an owner of fewer than 10 trucks or more, which results in taxation compliance problem later.

Moreover, the above impacts to increase the logistics cost by a minimum from 2% directly since the cost is incurred as refundable but refund is not possible/taken and the cost is of blocked capital.

AITWA requests the Finance Ministry to kindly investigate the facts and circumstances and reduce the TDS which will further, help the industry to

bring down the logistics cost by saving unproductive expenses.

GST on trucks, tyres and spare parts:

Purchasing trucks, tyres and spare parts are still considered as sin or luxury goods and falls under 28% rate slab. However, why doesn't the government consider that trucks are the backbone of the country's logistics and breadwinner for many

truck owners and drivers, they how come it becomes a luxury good? Moreover, most of the industry players do not take input tax credit as per RCM norms. In fact, as per the GST Act when a trucker is selling his truck, he is supposed to again collect GST which results in double taxation on the same asset. But due to these issues many large logistics companies and foreignfunded companies are opting for changing to GST chargeable services which mean the GST will be further passed on to the service receiver and reduce their cost.

Therefore, AITWA requests the Finance Ministry to rationalize the GST to 12% on trucks, tyres and spare parts. This will relieve a lot of burden from truckers and the government's revenue generation will also not be affected much. In fact, it will help in bringing the logistic cost down and will give a boost to the automobile sector also.

The transport fraternity is not very happy with the budget 2021 as there is not much for them as business entities. This has led to thinking the members to go on for a protest. After all, how long a sector can be made to suffer.

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Hike In Diesel Prices – Many

Sectors Will

Suffer

he transport industry has found itself alone even after contributing consistently towards Indian economy. The government has left it in the middle of a sea for survival. The industry which has already gone through a lot was uncalled for. The hike in diesel prices has made its survival difficult. It has become impossible for the transporters to honour their contracts with customers and therefore losing a number of clients.

Diesel prices are changing daily but transportation rates cannot be inconsistent. The non-uniformity of prices across the nation also makes it difficult to compete fairly. Further, it is very unfortunate that there is no correlation between International Crude Oil's prices and the domestic refined diesel's prices. The entire transport Industry of India is simmering with frustration and anger at the moment. The anger may erupt very strongly.

In addition, the cascading effect of higher fuel prices will be visible on other commodities as well. Transport operators say that diesel prices comprise around 65% of their operational cost. Mahendra Arya,



President, All India Transporters Welfare Association (AITWA), says that diesel prices have increased by around 22% since the lockdown was imposed on March 25. Accordingly, their transport costs have increased by around 14%, he added.

At present, this extra cost cannot be fully passed on to the customer as well, as the market scenario is very vulnerable ever since the advent of COVID -19. The transportation demand has drastically fallen to almost half in the last few months due to the pandemic and operators do not have much leverage over customers now. But even the market condition is not at best, transporters will have to increase the cost to cover their expenditure.

There is no doubt that the increase in

diesel price will impact many sectors as the basic transportation cost will also go up eventually. Sectors such as food, medicine, ecommerce will suffer the most.

The hike in diesel price means it will

also have an adverse effect on poor people. As the road transport sector employs 2.9% of India's workforce {according to the 2018-19 Periodic Labour Force Survey (PLFS)}. The figure does not include railways and non-motorised transport sector and the percentage is worth a value. The data further reveals that out of the 11 million who are employed in this sector, 40% are self-employed. This is

higher than the average share of self-

employed people (36%) in India's

non-agricultural workforce. Some

states have a significantly higher share

of workers in this sector than others.

It is well established that the increase in the diesel price will impact many industries. So, the earlier the price is reduced the better it is for all citizens. Moreover, there should be a uniform diesel price across the length and breadth of the nation, so that drivers need not travel to other states to get

diesel at a cheaper price. The tax can be earned by the home state.

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E-way Bills System - No Good To Transporters

hen the E-way bills system under the GST regime introduced everyone was happy and welcome it wholeheartedly. But gradually it lost the shine and more than its advantages people started pointing out its disadvantages. Its drawbacks become so painful that the transport sector today is appealing to the government to abolish it.

However, the Finance Ministry overlooked the plea of the transport sector and E-way bills system did not find a place in the budget 2021.

Today, because of various reasons, an occupation of goods carrier is seen as a non-viable business. Further, the shortcomings of E-way bills system have added extra pressure on transporters. The community firmly believes that the law should be abolished so that the sector can enjoy a smooth run in business and grow.

The transport fraternity has an issue with the validity of the period. Change in E-way bill validity from 100 km to 200 km for a day is not doing any good to the industry. But when a vehicle is caught with an expired validity a penalty of 100% tax amount is levied. Vehicle failure, bad road conditions, traffic congestions and other unforeseen contingency, the vehicle cannot travel 200 km a day. Further, asking an individual to work beyond his capacity is not helpful every time. Therefore, the goods carriers believe that the law should be revised to the original state and that the policy drafting team should consider practical problems before introducing a crucial law.

Why have E-way bill when E-way bill and E-invoice are similar? Transporters understand the government's intention of stopping bogus billing but how logical is it to ask to fill similar forms? E-invoice and E-way bill contains 99% of the same information. Currently, E-invoice applies to all taxpayers with 100 crores plus turnover but that can

How fare is it to ask for a hefty penalty for a small error? Corrupt officials are taking undue advantages of Sec 129 of the CGST Act. They levy very high penalty (in lakhs and cores)

be made applicable for any taxpayers.

of Sec 129 of the CGST Act. They levy very high penalty (in lakhs and cores) even if the discrepancy is very small. Though this act was amended via a circular 64/38/2018 GST dated 14.9.2018 to impose a penalty of Rs. 500 for some discrepancies, not all clerical mistakes are covered under it. Ideally, the following should have been covered;

- · Error in invoice date
- Expiry of E-way bill (but still vehicle was on road and travelling)
- The tax rate is wrongly selected in the E-way bill but the description, value and HSN is correctly mentioned on Einvoice and E-way bill
- 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 the customer, which is not the case currently. The same tax is required to pay again in the monthly return, to show its ITC to the customer. This amount doubles taxation.

The requirement to furnish details of RCM supply transporter in GSTR 1! To offer services to business giants and MNCs, transporters need to register under GST. Even while goods carriers are not charging under GST and supplying under RCM they are still 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 E-way bill validity extension! 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 is not available at this hour always.

Since the generation of the E-way bill itself is a reason that the supplier is tax compliant, the government should (a) have no validity in the E-way bill or (b) revalidation of expired E-way bill, either before or after 24 hours of its expiry (excluding non-working days)

Corrections in part A of E-way bill must be allowed. Once the E-way bill is prepared nothing can be edited in part A of the E-way bill, to carry a correction a fresh invoice and E-way bill needs to be generated. This is unnecessary compliance. Transporters request that amendment in part A of the E-way bill should be allowed.

The time frame to block the E-way bill portal is very small. 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.

When goods delivery is not possible within the E-way bill validity! In inevitable circumstances, goods delivery may not be 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 the E-way bill in such case.' The transporters recommend that in such cases, there should an 'Eway bill pause' concept to avoid troubling tax, compliant suppliers. A small fee of Rs. 50 may be charged for revalidation of the E-way bill.

For long the transporters have been the victim of government's policies, mainly because these laws are not drafted considering the ground realities. Issues like the E-way bills system have to be resolved sooner to boost the transport sector.

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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 to removing 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.

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.

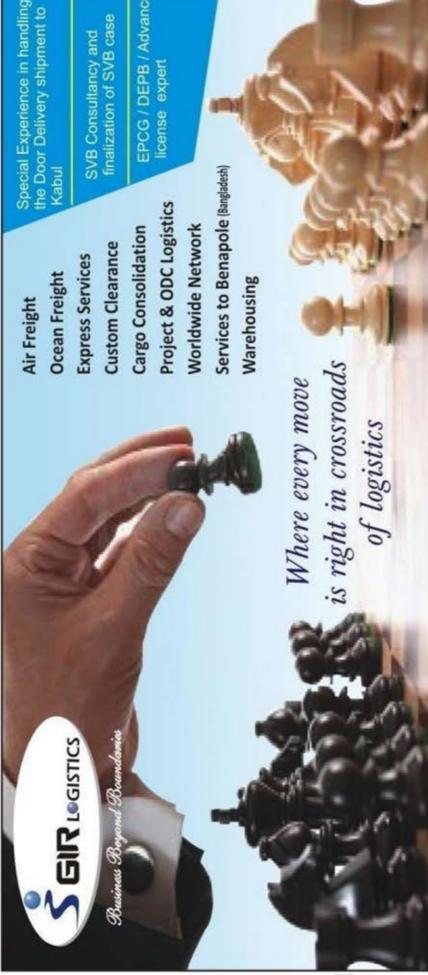
Do it yourself - Legal Agreements, Payment Contracts, Bill of Exchange, etc.

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, 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 start-ups like IOUX.in creating valuable platforms/interfaces, what remains is an awareness program to push for mass adoption of these Smart Contracts and associated technologies.

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Gadkari Calls For Halving Road Accidents By The Year 2025



nion Minister for Road Transport & Highways Nitin Gadkari has called for reducing road accidents by half by the year 2025. He suggested that there should be a 3-days mandatory training of engineers of ministry, NHAI, PWD and various agencies related to road construction for awareness about road safety. Addressing the 19th Meeting of National Road Safety Council (NRSC) yesterday, the Minister said that reducing accidents is not a gradual process, every stakeholder should take it on top priority with immediate effect. He gave the example of Sweden where zero tolerance towards road accident reduction is adopted. It was attended by Transport Ministers from the States of Andhra Pradesh and Bihar, DGPs or their representatives from states/UTs, and various other official and non-official members of NRSC.

The Minister said, India is constructing 30 kilometres of roads everyday which is a great achievement during this pandemic time. He asked the State governments to motivate people for safer movement on road, the involvement of NGOs should be appreciated in this concern. He suggested involving social media on

major basis for awareness and education about road safety measures. He highlighted that there is a committee of MPs related to road safety, and requested all the MLAs to also focus on the issue of accident reduction in their constituencies.

Ministry of Road Transport & Highways has formulated National Road Safety Council to advise on all the matters pertaining to planning and coordination of policies, standards of safety in the road transport sector, to formulate and recommend road safety programme for implementation by the State Road Safety Organization, to suggest areas for research and development to improve safety aspects in the road transport sector including maintenance of statistics of road accident and their analysis, to generally oversee and monitor at the central level the road safety measures undertaken by the State/UT agencies.

Vivek Kishore, Director (Road Safety), Ministry of Road Transport & Highways explained in his presentation about the black spot rectification procedure and the status of rectification on National Highways. Various measures taken by Ministry of Road Transport & Highways to reduce accidents and fatalities, Schemes of the Ministry and Features added in

Motor Vehicles (Amendment) Act 2019 for Strengthening Road Safety was also explained by Director him. A small presentation was also done on the work of development and implementation of Integrated Road Accident Data base (iRAD) through IIT, Madras and NICSI to establish a central repository for reporting, management and analysis of road accidents data.

The Transport Minister from Bihar explained about various initiatives taken by the state government like "Sanyukt Jaanch Dal" (Unified Investigation Agency) for road safety audit, automated driving training centre, 40 hospitals are upgraded to trauma centres and 434 people are awarded as Good Samaritans. Other members of NRSC gave suggestions about improvement of road safety situation by taking various measures including changes in the law, etc.

The Minister of State-RT&H Gen (Retd) Dr V K Singh asked the states to enforce various measures as best practices in their states at their own level also. He assured all the members of NRSC that the suggestions submitted by them would be looked into and their implementation will be taken accordingly.

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Green Tax To Be Imposed On Older Vehicles Soon To Clean Up Environment By Phasing Out Unfit, Polluting Vehicles



he Union Minister for Road
Transport and Highways
Nitin Gadkari has approved
a proposal to levy a "Green
Tax" on old vehicles which are
polluting the environment. The
proposal will now go to the states for
consultation before it is formally
notified. The main principles to be
followed while levying the Green Tax
are:

- Transport vehicles older than 8 years could be charged Green Tax at the time of renewal of fitness certificate, at the rate of 10 to 25% of road tax;
- Personal vehicles to be charged Green Tax at the time of renewal of Registration Certification after 15 years;
- Public transport vehicles, such as city buses, to be charged lower Green tax;
- Higher Green tax (50% of Road Tax)

for vehicles being registered in highly polluted cities

- Differential tax, depending on fuel (petrol/diesel) and type of vehicle;
- Vehicles like strong hybrids, electric vehicles and alternate fuels like CNG, ethanol,LPG etc to be exempted;
- Vehicles used in farming, such as tractor, harvestor, tiller etc to be exempted;
- Revenue collected from the Green Tax to be kept in a separate account and used for tackling pollution, and for States to set up state-of-art facilities for emission monitoring

The benefits of the "Green Tax" could be:

- To dissuade people from using vehicles which damage the environment
- · To motivate people to switch to

newer, less polluting vehicles

 Green tax will reduce the pollution level, and make the polluter pay for pollution.

The Minister also approved the policy of deregistration and scrapping of vehicles owned by Government department and PSU, which are above 15 years in age. It is to be notified, and will come into effect from 1st April, 2022

It is estimated that commercial vehicles, which constitute about 5% of the total vehicle fleet, contribute about 65-70% of total vehicular pollution. The older fleet, typically manufactured before the year 2000 constitute less that 1% of the total fleet but contributes around 15% of total vehicular pollution. These older vehicles pollute 10-25 times more than modern vehicles.

X

Record Construction Of 534 Km Of National Highways In One Week

he Ministry of Road Transport & Highways (MoRTH) has created a record by constructing 534 km of National Highways (NHs) in the last week commencing 8 January.

The Ministry has constructed 8,169 km of National Highways (NHs) from April 2020 to 15 January 2021 in the current financial year 2020-21, i.e. with a speed of about 28.16 km per day. During the same period in the last fiscal, 7,573 km roads were constructed, with a speed of 26.11 km per day.

The Ministry is hopeful that with such pace it should be able to cross construction target of 11,000 km by 31 March.

The Ministry also awarded NH projects of 7,597 km during this period

(April 2020 to 15 January 2021). In 2019-20, projects of 3,474 km were a warded during the same period. Thus, the pace of award has also more than doubled this fiscal.

In total, projects of 8,948 km of roads were awarded in 2019-20 while 10,237 km of roads were constructed.

The achievement assumes significance given the fact that the first two months of the current fiscal were lost due to nationwide lockdown in the

wake of COVID-19 pandemic. The Ministry has taken several initiatives to increase the pace of construction. The pace of construction is expected to increase further in the remaining months of the current financial year, which are conducive for construction activities.

MoRTH Notifies Rules For Facilitating MOUs With Neighbouring Countries On Movement Of Goods Vehicles



he Ministry of Road Transport and Highways had been receiving requests from various quarters to notify rules under provisions of the Motor Vehicles Act, 1988, to facilitate movement of vehicles carrying goods and passengers between India and neighbouring countries. The Ministry had earlier notified rules for the facilitation of bus services between Amritsar and Lahore (2006), New Delhi and Lahore (2000), Calcutta and Dhaka(2000), and Amritsar and Nankana Sahib (2006). These regulations were issued to facilitate operations under MOUs, which were signed between India and neighbouring countries.

In order to facilitate the operation of all MOUs, involving movement of goods and passengers between India and neighbouring countries, it has been decided to issue standard rules for the facilitation of such movements. A notification dated 15th January 2021 has been published in this regard and is placed on the Ministry's website.

- X -

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Tata Motors Launches Intra V20 Truck In Nepal



ata Motors said it has launched its compact truck Intra V20 in Nepal, in association with Sipradi Trading, its sole authorised distributor in the Himalayan country. Priced at 19.75 lakh Nepalese rupees, the small truck which provides increased productivity will be supported by an extensive countrywide network for sales, service and spare parts of Sipradi Trading in Nepal, Tata Motors said in a release.

The auto major had launched Intra compact trucks in the domestic market in two variants -- V10 and V20 -- in May 2019.

"Tata Motors' diverse and robust range of commercial vehicles has been well received in Nepal and we will endeavour to continue to introduce newer models and variants," said Rudrarup Maitra, Vice President for International Business, Commercial Vehicles Business Unit, Tata Motors, reported PTI.

"With the launch of Tata Intra V20, we have brought forth a one-of-its-kind powerful and resilient model in the small commercial vehicle sector, ideal for customers who want maximum revenues, minimum maintenance costs, among others," Maitra added.

Equipped with a bigger load carrying area, higher load capacity of 1,100 kg and superior fuel efficiency and durability, the 1.4-litre diesel engine-powered compact truck is ideal for

Equipped with a bigger load carrying area, higher load capacity of 1,100 kg and superior fuel efficiency and durability, the 1.4-litre diesel engine-powered compact truck is ideal for road conditions in Nepal with its high ground clearance and best-in-class 45 per cent gradeability, the company said

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Sipradi Trading Pvt Ltd Executive

Chairman Siddhartha SJB Rana said, "Tata Intra V20 is an expertly crafted compact truck with a lot of potential within the market in Nepal, and we are confident that it will be highly appreciated by the Nepalese citizens." Notably, Tata Motors launched the Intra compact truck at a starting price of Rs 5.35 lakh (ex-showroom) in India in 2019. The manufacturer said

in a release, the Intra compact truck

meets the needs of the new-age

customers, with the low cost of

ownership and superior vehicle

performance.

Based on a new modular platform, the Tata Intra is available in India in two different variants, which are - V10 & V20. The Tata Intra V20 is powered by a new generation powerful 1,396 cc DI engine with 68 PS of power delivery and 140 Nm of torque output, reported ET Auto. Also, it comes with a first in the segment Gear Shift Advisor

Further, the Tata Intra V10 gets power from a 798 cc DI engine that delivers around 40 PS of power and 96 Nm maximum torque. It comes with an eco-switch for enhanced fuel efficiency, claims the automaker.

– x -

(GSA).

Volta Trucks Set To Launch Urban Electric Lorry

Volta Trucks will launch its urban electric lorry this year, the group said, tapping into keen demand for electrified transport -- and increasing bans against high-polluting vehicles.

Volta Trucks has developed what it bills as the world's first purpose-built fully-electric 16-tonne commercial vehicle which is designed to criss-

cross cities for short journeys.

The young firm, which was founded in Sweden in 2019, this week sealed a \$20-million (16.5-million-euro) investment to help boost production of the Volta Zero which has a driving range of 150-200 kilometres (93-124 miles). And despite humble plans so far, the truck already has an order book worth \$260 million -- regardless of ongoing turmoil

surrounding Brexit and the Covid-19 pandemic.

"We are a Scandinavian company with a UK operating base and we have presence in France as well," Volta Trucks chief executive Rob Fowler told AFP.

"We operate in the UK because of access to automotive specialists and to be close to our target markets.

"We intend to put between 12 and 20 vehicles onto the road at the end of the year and we intend to scale up manufacturing at the end of 2022."

Volta targets distribution, logistics and removal firms that seek to switch away from diesel and gasoline-powered trucks that pollute city centres. France's Petit Forestier, which is Europe's biggest refrigerated lorry rental firm, has already signed a contract for 1,000 units.

However, Volta is still seeking to a permanent manufacturing partner to produce the trucks. The company has so far only produced one prototype, which was produced last year by UK automotive firm Prodrive.

"We are in the final stage of negotiations with a number of

VOLTA ZERO

"We are in the final stage of negotiations with a number of manufacturing partners in different parts of Europe and the UK," said Fowler

manufacturing partners in different parts of Europe and the UK," said Fowler.

Brexit has not yet had any short-term impact on the business but could still influence the choice.

"As we are assessing our manufacturing partners we have considered trade barriers, logistics costs, labour costs -- a wide range of factors -- and the impact of Brexit is one these factors which we are assessing," he added.

The company must convince customers to place their trust in its electric vehicles, despite the higher price tag than traditional rival trucks -- because fuel is cheaper, according to Fowler.

"The total cost of ownership for owning that vehicle is comparable to that of a diesel vehicle now. That makes the transition much easier for our customers."

Volta wants to benefit from the industry's ongoing shift towards greener and cleaner energy -- and broader global efforts to slash carbon usage and combat climate change.

Britain, which will host the UN's COP26 global climate change summit in Glasgow later this year, will ban diesel and petrol car sales from 2030 as part of a plan to achieve carbon neutrality by the middle of the century.

A number of European cities including Paris are restricting access by older and higher-polluting vehicle during episodes of high pollution, which can pose difficulties for delivery firms.

Several firms are working to develop electric trucks and vans in the United States.

Volkswagen and Toyota announced last year a partnership to build an electric truck using hydrogen fuel cells instead of batteries.

- X -

Here Technologies To Offer Smart Solutions For Connected Vehicles In India

he Netherlands-based mapping and location data provider, Here Technologies, is working on various fronts in India, including transportation, logistics and fleet management. The company offers end-to-end solutions for connected vehicles, in-vehicle infotainment, and autonomous driving for the automotive and smart mobility sector.

"We are constantly looking to expand our association with automakers and spatial technology partners in India to drive the country's broader adoption of smart mobility solutions. Some of these key solutions include better navigation through high definition mapping and probe data, route optimisation and road safety," Nikhil Kumar, country head, Here Technologies India, told ETAuto in an exclusive interview.

A recent Deloitte report says that the future of connected vehicle technology is bright. But at about 5% penetration of vehicle infotainment systems and digital cockpits, India is at an early stage compared to a global average of 30% and 90% in Japan. This is primarily because connectivity is largely restricted to smartphones and in-car infotainment devices in urban and metro cities.

Another big challenge for India is its linguistic diversity and the restricted use of Lidar that can slow the process of data collection- something on which the whole ecosystem of connected vehicle technology depends, he said.

"In order to address these concerns, it is important for the government, organisations and technology players to work together and help inform people's understanding of privacy, and how their data is being used so that they can make informed choices about their data and protect it from potential mischief-makers," Kumar said.

Several OEMs have started collaborating with technology and telecom service providers in the country to offer connected software solutions with their new portfolio and

Several OEMs have started collaborating with technology and telecom service providers in the country to offer connected software solutions with their new portfolio and address these concerns. "We also believe that as India moves closer to 5G, especially with the much-anticipated rollout of India's homegrown 5G network infrastructure, India is likely to see a strong uptick by customers for vehicles with connected software," he said

address these concerns. "We also believe that as India moves closer to 5G, especially with the muchanticipated roll-out of India's homegrown 5G network infrastructure, India is likely to see a strong uptick by customers for vehicles with connected software," he said.

Kumar said that India is a key market for Here, both in terms of product innovation and business opportunities. "With over 4,000 employees, India drives a substantial part of our global R&D initiatives and helps us create products locally for a global audience. Besides this, strategic partnerships are extremely crucial for us to drive our business growth.

We are always looking to explore strategic partnerships which enable us to expand our global and regional footprint, through their expertise and local market-oriented insights," Kumar said.

"From a talent perspective, to promote geospatial engineering and innovation, we are committed to providing the right platforms for budding Indian developers and spatial technologists where they can learn more and build fulfilling careers. In 2019, we collaborated with Symbiosis Institute of Geoinformatics to further spatial analytics in India," he said.

In March this year Here signed an MoU with the Telangana Academy for Skill and Knowledge, a state government entity formed to converge efforts of the Telangana government, academia, and industry players to train and upskill the youth.

In the wake of COVID-19, the Indian

industries, the public sector, governance and supply chain are essential areas of focus for Here. The company has recently partnered with UNL (a smart addressing platform for navigation & location-based services) to provide a solution, Human Care App, which provides the infrastructure for a tech-driven shift to a new normal by accelerating the information flow and collaboration between people, governments, NGOs, and businesses to co-create safer public environments powered by location and data.

"We have end-to-end solutions for the automotive and smart mobility sector for connected vehicles, in-vehicle infotainment, and autonomous driving.

The markets having a higher demand for the digital transformation of businesses, such as transportation, logistics, and fleet management, will also be areas of growth for us," he said. Partnerships allow companies to scale and co-develop joint solutions to address industry and domain-specific use cases.

"We have strategic partnerships with leading Indian Salesforce System Integrators (Sis) including TCS, Tech Mahindra and Wipro in Travel & Leisure T & L Manufacturing/Supply chain, Telco, and Utilities. We also have technology partnerships with SAP and Oracle. We actively work with specialised Independent Software Vendors (ISVs) in fleet telematics, supply

chain management (SCM) and transportation management system (TMS) solutions. Through these partnerships, we build joint solutions,

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Google Tag Manager (GTM) models and establish a governance scorecard and process," Kumar said.

Some of the leading Sis have established Here Centers of

Excellence (COEs) with dedicated Here solution architects and delivery people to help implement Here services at their clients, he said.

Here has partnered with TCS on its Digifleet solution to help clients build more efficiencies and cost optimisation in their current fleet operations. Kumar said that TCS has taken Here location services, routing, traffic, and fleet telematics APIs and has developed fleet/driver UX dashboards and analytics as an E2E fleet management solution. "We have similar solutions in intelligent transportation networks, smart metering, and location-driven network planning by partnering with leading Sis and ISVs," he said.

The new normal and environment have created a shift in trends across industries, Kumar said. While some have seen disruption, especially within the logistics sector, on the flip side, other essential services related to delivery services have grown tremendously, he said.

"Online to Offline (O2O) platforms have taken off, solving the problem of

> last-mile delivery for medication, parcels, groceries, and food. Location technology will be vital to connect carriers to the consumer and play an important role in shaping the future of retail and logistics industries. That is the same in India. We have seen new technologies providing key results in critical challenges and issues in healthcare, food, security, education, and supply chain within India's

manufacturing space. Technology platforms play a crucial role as they provide the ability for the enterprises to scale up," Kumar said.

Navistar To Collaborate With GM, Others On Hydrogen Fuel-cell Commercial Trucks

ruck maker Navistar
International Corp said it
will collaborate with U.S.
automaker General Motors
Co and others to develop a
hydrogen fuel-cell-powered
commercial truck and supporting
fueling network, reported Reuters.

Navistar is one of several companies globally, including Tesla Inc, Nikola Corp, Daimler AG and Hyundai Motor

Navistar is one of several companies globally, including Tesla Inc, Nikola Corp, Daimler AG and Hyundai Motor Co that are developing zero-carbon long-haul trucks

Co that are developing zero-carbon long-haul trucks. Moves by regulators to phase out internal combustion engines have energized a race to develop commercial vehicles powered by either batteries or hydrogen fuel cells.

Navistar said it plans to offer its International RH Series fuel-cell truck - powered by GM fuel cells - in the model year 2024. The target driving range is more than 500 miles, with a hydrogen fueling time of less than 15 minutes. Financial terms were not disclosed.

Hydrogen fuel company OneH2, in which Navistar will take a undisclosed minority stake, will supply a fueling solution and incorporate more than 2,000 of the trucks into existing customer fleets. In addition, J.B. Hunt Transport Services will be the first customer to use the truck.

"Hydrogen fuel cells offer great promise for heavy-duty trucks in applications requiring a higher density of energy, fast refueling and additional range," Navistar Chief Executive Persio Lisboa said.

Hydrogen backers say it is cleaner than other carbon-cutting technologies because water and heat are the only byproducts and it can be made from numerous sources, including methane, coal, water, and even garbage. Fuel cell vehicles remain a niche technology, as there are not many fueling stations and potential customers also worry about resale values and the risk of hydrogen explosions.

For long-haul transport, proponents say hydrogen-powered trucks have an advantage over electric rivals as they have a greater range and require less time to charge. But they are expensive so their uptake and mass production has been slow.

Last November, Illinois-based Navistar and engine maker Cummins said they would work together on a fuel-cell Class 8 truck. Navistar is also developing battery-electric trucks.

Also that month, Volkswagen AG's truck unit Traton SE agreed to pay \$3.7 billion for the outstanding shares of Navistar it doesn't already own. That deal is expected to close in mid-2021.

The deal comes less than two months after GM announced a non-binding agreement to supply fuel cells to startup Nikola. GM said that deal is not affected by the Navistar agreement.

Under its agreement with Nikola, which must be finalized by year-end,

Under its agreement with Nikola, which must be finalized by year-end, GM will supply its fuel-cell system for Nikola's Class 7 and 8 commercial semi-trucks

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Nikola expects to begin testing prototypes of its fuel-cell trucks by year-end and will break ground on its first commercial hydrogen station in the second quarter.

Nikola has also said it will launch its Tre electric semi-truck with CNH Industrial in the fourth quarter.

Korea's Hyundai in December said it was launching a brand dedicated to its hydrogen fuel-cell system, and last year delivered its first H2 Xcient fuel-cell trucks to customers.

Japan's Toyota has said a demonstration version off its heavyduty fuel-cell truck, developed with subsidiary Hino Motor Co, would be ready in the first half of 2021.

Germany's Daimler last June established a separate fuel-cell business unit and previously announced a team-up with Volvo Trucks to develop fuel-cell systems for heavy-duty vehicles.

Tesla is aiming to compete for commercial customers with its electric Semi truck, which it expects to begin selling this year.

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Truck Rentals Skid On Lower Cargo Offerings

A combination of factors like poor cargo availability from the factory gates, lower cargo movement and hike in fuel prices have proven to be costly for transporters. During December 2020, cargo availability from factory gates dropped by 8%-10%, diesel price went up by INR 2/litre, and truck rentals on key truck routes dropped by 3%-4%.

Industry watchers say truck rentals on key truck routes dropped 3%-4% during December 2020 as demand dried up after the festive season and resulted in lower fleet utilisation. Dispatches of food items, however, remained steady across the truck routes. Truck routes are the main routes in which cargo moves across the country.

According to the Indian Foundation of Transport Research and Training (IFTRT), the rising prices of FMCG, automobiles, construction material and general merchandise are not helping the trucking industry to get more cargo. Main truck routes like Delhi-Mumbai-Delhi are down by 3% while Delhi-Hyderabad-Delhi is down by 4%. Others like Delhi-Kandla-Delhi have also declined by 4%, as per the IFTRT data.

"As many sectors, including auto, have increased the price of endproducts, the production at related MSMEs has remained at low levels. They have adopted the strategy to work on low production as consumer spending squeezes post festive period which has impacted the cargo availability," said SP Singh, senior fellow at IFTRT, reported ET Auto. It seems this slowdown in volume will continue at least for the next two quarters unless the government pours excess investment into the

infrastructure segment, he said.

Almost all the automakers hiked vehicle prices in the range of 2.5% -10% across segments from January

Almost all the automakers hiked vehicle prices in the range of 2.5% - 10% across segments from January 2021 due to rising commodity prices. Experts caution this could upset the demand and delay recovery in the commercial vehicle segment (CV)

2021 due to rising commodity prices. Experts caution this could upset the demand and delay recovery in the commercial vehicle segment (CV).

Unlike passenger vehicles and twowheelers, CV segment has still not recovered from the virus-induced sales crash. One of the key reasons is that the fleet operators, who are the bulk-buyers of medium and heavy commercial vehicles (MHCV), are unable to replace their existing trucks as lower fleet utilisation has impacted their profitability. Notably, 70%-80% of the demand in the CV segment comes from the replacement market.

Due to the low base effect of the previous year, OEMs managed to score positive wholesales in December 2020, but analysts opine that year-on-year growth of the segment is possible only in FY22.

According to Amit Hiranandani, senior analyst at East India Securities, MHCV market was down by about 35%-40% YoY on the retail level last month. "On the expected lines, heavy truck demand remains softer as economic activities are yet to pick up in full speed. Besides, lower freight rates and utilisation are further dampening the prospects," he added.

Moreover, owing to the higher prices of BS-VI trucks, fleet operators are reluctant to buy them, Singh said. "This has affected the purchase of BS-VI trucks. Fleet owners are content with retaining their BS-IV vehicles and this situation may continue for another 3-4 quarters," he said.

In industry parlance, CV sale is a key indicator of the economy. And therefore, crash of demand in this space is not accidental. The growth of the cumulative index of eight core industries crashed to 11.4% in the first eight months of the ongoing fiscal against a growth of 0.3% in the yearago period. In fact, the output growth during November 2020 was even lower than the 0.6% de-growth in October 2020 majorly on account of persistent fall in crude oil, refineries, natural gas, and steel output.

On the outlook, experts expect CV demand to remain weak because of restrained economic activity and presence of excess idle capacity. It is estimated that the overall heavy truck industry will witness 35%-50% decline in FY21. They reckon that the turnaround in the truck rental segment is only possible with pickup in factory activities and goods movement. Under MHCVs, tipper trucks, however, could see demand coming from the gradual resumption of construction activities.

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Small Transporters On Brink Of Shutdown In Maharashtra As Fuel Prices Rise



uel prices set a new record in Mumbai. And, transporters see a bleak future ahead and are on the verge of shutting business in Maharashtra due to surging diesel prices, members of transport associations said.

Mahendra Arya, president, All-India Transporters' Welfare Association (AITWA), said, "Over 11,000 operators in the state incurred losses of crores and many will be in debt and shut shop. These are bad times for transport sector, where our demands for rollback on taxes, VAT on diesel, withdrawal of toll and revision of eway bill system have fallen on deaf ears," reported ET Auto.

Petrol dealers' association president M Venkat Rao said there was a rush of customers despite fuel price hikes, as they preferred travelling in their own vehicles during COvid-19. "There is no drop in customers, with petrol vehicles coming to our pumps although Mumbai has the highest rate among metro cities," he added.

Despite India's growth over the years, it is important to remember that it is still an emerging economy where a majority of the population comprises low-income earners. On the contrary, India has one of the highest rates of taxes of petrol and diesel in the world.

Roughly 60 per cent of the petrol price in India consists of various taxes, while it is 54 per cent in the case of diesel, reported India Today. It is considerably high for a nation that has a comparatively low per capita income.

It may be noted that a non-stop rise in fuel prices — in the middle of a pandemic-triggered economic slowdown — is not ideal for the majority of middle and low-income earners in the country.

It will have a cascading effect on multiple commodities due to a subsequent rise in transportation costs. From corporate offices to mandis, many sectors are feeling the heat of rising fuel prices at the moment.

Higher fuel prices, especially diesel, will ultimately take a toll on the country's citizens who will have to pay more for almost all commodities and goods that they buy.

A large number of citizens and political leaders from opposition parties have urged the central government to provide some tax relief with respect to fuel prices. In fact, Finance Minister Nirmala Sitharaman had said a few days ago that the Centre and states should coordinate and work on lowering fuel prices.

RBI Governor Shaktikanta Das has also expressed concern about the rising fuel prices in India. Das said, "CPI inflation excluding food and fuel remained elevated at 5.5% in December, due to inflationary impact of rising crude oil prices and high indirect tax rates on petrol and diesel, and pick-up in inflation of key goods and services, particularly in transport and health categories."

"Proactive supply-side measures, particularly in enabling a calibrated unwinding of high indirect taxes on petrol and diesel in a co-ordinated manner by centre and states are critical to contain further build-up of cost-pressures in the economy," he added.

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Volvo Eicher Domestic Sales Decline By 3% In December 2020



VE Commercial Vehicles Ltd, a Volvo Group and Eicher Motors joint venture reported 3% decline in sales to 4,892 units in December 2020. The company had sold 5,042 units in December 2019, VE Commercial Vehicles (VECV) said in a statement, reported ET Auto.

Eicher-branded trucks and buses recorded sales of 4,687 units in December 2020 compared to 4,910 units in the year-ago month, down 4.5%, it added.

In the domestic market, sales of Eicherbranded trucks and buses were at 4,069 units in December 2020 as against 4,410 units the same month a year ago, down 7.7%, the company said.

Exports of the Eicher-brand of CVs were at 618 units in December 2020 compared to 500 units in December 2019, a growth of 23.6%.

On the other hand, Volvo trucks posted sales of 205 units in December 2020 compared to 132 units in December 2019, a rise of 55.3%, the company said.

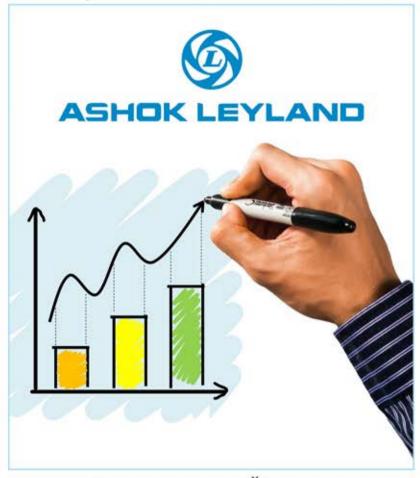
Ashok Leyland Registers 14% Rise In CV Sales In December 2020

induja flagship firm Ashok Leyland reported a 14 per cent increase in its total commercial vehicle sales at 12,762 units in December 2020. The company had sold a total of 11,168 units in December 2019, Ashok Leyland said in a regulatory filing, reported PTI.

Total vehicle sales in the domestic market stood at 11,857 units last month as compared to 10,378 units in the year-ago month, a growth of 14 per cent, it added.

Domestic medium and heavy commercial vehicle sales were at 6,175 units as against 6,369 units in December 2019, down 3 per cent, the company said.

Light commercial vehicle sales in the domestic market were, however, higher by 42 per cent at 5,682 units as against 4,009 units in the same month a year ago, it said.



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Tata Motors' Medium And Heavy Cargo Trucks Assure Best Operating Economics For Fleet



ata Motors rigid trucks consisting of MCVs and MAVs have changed the road logistics business scene of India by pioneering many products and solutions that have been hugely successful with customers over the years. In the concept to the customer journey, Tata has instituted benchmarks like the first 4, 5 and 6 axle trucks in the country alongside a continual ascent of excellence in the space of customer profitability, reported ET Auto.

MCVs are typically 18.5T GVW 4x2 trucks, primarily catering to distribution segment in medium-duty hauls in applications like market logistics, tankers, packed LPG, agri products, construction aggregates, reefers, municipal and industrial goods as well as in long hauls in e-

commerce, parcel courier, FMCG and FMCD.

E-commerce has emerged as the fastest-growing segment of the Indian trucking industry, with Tata Motors achieving a leading position. The vast majority of customers have made the Tata Motors BS-VI MCVs their first choice with the MCV 1918 32ft 4x2 truck, both in cowl and ultra cabin options finding best value through the application suitable powertrain configuration, fuel economy and the range of value features for TCO reduction, driving comfort and safety. The e-commerce sector demands vehicles to have the highest uptime and reliability given the high utilisation with companies looking for assured delivery timelines and of course the lowest cost of operations.

The Tata Motors 1918 32-feet product

line, equipped with the LPT 1918 with Cummins ISBe 5.6L engine and LPT/Ultra 1918 with Tata 5.0-litre Turbotronn engine, delivers ideal value on the most important needs of e-commerce trucking like a faster pickup, high-speed fuel efficiency, excellent drivability and high operating uptime coupled with the assurance of Tata Suraksha Platinum AMC.

All the leading customers in this sector like Instant Transport Solutions, Fast Track Logistics, Dot Truckers, Century Cargo, SVC Roadlines, Ryblue Logistics, M/S Thirumala Logistics Solutions, Shree Om Transport Co., Tegra Express, Mahaveera Transport, Sandeep Logistics, Powerlog, Chetna Enterprises, Camions Logistics Solutions, Cargo Carrier India, VTC,

ZAST and many others have chosen Tata Motors as their preferred partner to cater to their fast-growing fleet requirements.

Besides e-commerce, Tata's 1918 32-

feet trucks have become the first choice of all the leading LFOs (Large Fleet Operators) in the country, in parcel & courier, FMCD, FMCG and auto logistics due to its ability to increase the bottom line for customers in organized freight segment sustainably.

Tata's Ultra 1918 has emerged as one of the most desired products for retail customers as well as fleet owners in the 18-32ft segment

owing to its smart, elegant and economical design offering best in class drive-ride comfort along with efficient running performance, and significantly lower cost of operations established across applications like tankers, agri products, industrial goods, FMCG & courier, packed LPG, fisheries and municipal.

Multi-axle vehicles or MAVs are 28tonne 6x2 and 35-tonne GVW 8x2 range of trucks forming the mid-range portfolio delivering transportation needs in applications like market logistics, tankers, packed cylinders, agri products, cement, coal, construction aggregates, reefers and industrial goods. In 28 and 35-tonne multi-axle truck segments, Tata Motors MAV 2818 and 3518 with Cummins ISB 5.6-litre engine and MAV 2821 and 3521 with Tata 5.0litre Turbotronn engine have been developed with a categorical focus on applications based on the duty cycle and performance expectations of customers.

Both these product lines from Tata Motors have been long trusted and dependable business assets due to their reliable design, lower operating and maintenance cost and demonstrated



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aggregate performance; and BS6 saw no exception from customers.

32-feet trucks on 2818 found its natural way into FMCG, FMCD and parcel & courier sectors by strength of its robust performance in low turnaround time (TAT) business, sustained fuel economy and consistent driver predilection.

Heavy-duty multi axle vehicles are 42tonne 10x2, 48-tonne 10x2 and 49tonne 12x2 GVW range of trucks forming the upper end of the road logistics chain in the country and used

in bulk and dense applications such as tankers, agri products, c e m e n t, c o a l, c o n s t r u c t i o n aggregates, clinkers, fly ash, iron & steel, market logistics, and industrial goods.

In the heavy haulage segment, Tata's 14 wheeler and 16 wheeler trucks – MAV 4225 and MAV 4825, 4925 have been pioneering in many ways. Powered by the world's largest

selling CV engine platform, Cummins ISBe 6.7 engine, Tata's in house heavy-duty driveline with first of its kind 12.5T double tyre lift axle since BS4 and carrying unique features like engine brake and hill start assist, the 4225, 4825 and 4925 are the frontrunners of fuel economy, payload and tough on the ground performance.

The robust design and the strong build quality of MAV 4225 and 4825 boosted by their extreme durability, superior fuel efficiency and beneficial value features have exalted Tata Motors as the most preferred brand in this category.

Rigid truck range, which forms 45% of M&HCV industry in India, is the largest segment by volume. Catering to almost every need of road transportation in the country, Tata Motors rigid trucks range is firmly pacing towards business empowerment of CV customers imposing a leading market share position at 53%.

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Italy's CNH And China's FAW In Talks Over Truckmaker Iveco

CNH Industrial is in talks with China's FAW over the future of truckmaker Iveco, the Italian-American group said after sources told Reuters it had revived previously aborted negotiations.

A spokesman for CNH Industrial whose new CEO, Scott W. Wine, took office this week - confirmed that the group is in preliminary discussions over its Iveco business with FAW Jiefang, declining to disclose further details.

"No final agreement around the scope or nature of cooperation has been reached at this time," the spokesman said. "Further information in line with statutory and regulatory requirements will be disclosed in due course."

Earlier sources with knowledge of the matter told Reuters that talks had been revived after being put on hold last year.

The state-owned Chinese company had made a preliminary offer that valued Iveco at a little more than 3 billion euros (\$3.7 billion). CNH rebuffed the offer because it considered the valuation low, Reuters reported in September.

Milan-listed shares in CNH extended gains after news of the revived talks, rising as much as 4.5% in morning trade.

A sale of Iveco would be an alternative to CNH's 2019 plan to split the industrial equipment and automotive group in two and list its lower-margin truck and bus business along with its FPT engine division in an effort to boost asset values and streamline its businesses.

The planned spin-off by the group

controlled by Exor, the holding company of Italy's Agnelli family, was with the likes of Volkswagen, Daimler and Volvo Group. It makes vans in



initially targeted for early 2021 but has been delayed by the coronavirus crisis. The latest talks on Iveco's future come as Changchun-based FAW, which makes heavy-duty trucks under its Jiefang brand, looks to expand outside China in the next couple of years, said a source familiar with Jiefang's thinking.

FAW has made an improved takeover offer in the latest discussions and wants to acquire all of Iveco's commercial vehicles business, including trucks and buses, as well as a minority stake in the FPT engine division, a second source said.

An investment in Iveco will help FAW's Jiefang brand to gain access to the international commercial vehicles market, the first source added.

Iveco, the smallest of Europe's traditional truckmakers, competes

China with state-owned SAIC Motor. CNH also held talks with Chinese industrial conglomerate Shandong Heavy Industry Group late last year, two sources said.

One of the sources added that Shandong Heavy Industry offered at least 3.5 billion euros but has been outbid by FAW. The source did not give a figure, saying negotiations are continuing.

Separately, Iveco is in talks to jointly develop autonomous truck technologies with Chinese startup Plus, which has a tie-up with Jiefang, one of the sources said.

Neither FAW, which has tie-ups with Volkswagen and Toyota Motor to make passenger vehicles in China nor Shandong Heavy Industry responded to requests for comment.

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idi Chuxing Technology
Co. is close to finalising a
\$1.5 billion round of
funding for its ondemand trucking unit from investors
including Temasek Holdings Pte,
surpassing its fundraising target as
investors count on a Chinese
economic recovery to fuel shipping,
reported Bloomberg.

Jack Ma's Yunfeng Capital and IDG Capital will join the financing for Didi Freight, an Uber-like trucking service, a person with knowledge of the matter said. Other investors in the unit's debut round include the investment arm of real estate giant Country Garden Holdings Co., a unit of CITIC and Hidden Hill Capital, the person said, asking not to be identified discussing a private deal. The total amount exceeded its target of about \$400 million by several-fold.

China's economy roared back to prepandemic growth rates in the fourth quarter after its industrial engines fired up to meet surging demand for exports. That boom is straining a domestic logistics network already taxed by a post-Covid 19 resurgence in e-commerce. Startups like Full Truck Alliance—backed by SoftBank Group Corp.—and tech giants such as Alibaba Group Holding Ltd. are now

China's economy roared back to prepandemic growth rates in the fourth quarter after its industrial engines fired up to meet surging demand for exports. That boom is straining a domestic logistics network already taxed by a post-Covid 19 resurgence in e-commerce

introducing technology to try and streamline the shipping process, connecting merchants with truckers and delivery firms.

Didi first launched its on-demand logistics service in Chengdu and Hangzhou in June and has since expanded to eight cities, handling more than 100,000 orders daily on average. Backed by Tencent Holdings Ltd. and SoftBank, the Chinese startup is taking on larger rivals including Full Truck Alliance-known by its Chinese name Manbang-and Huolala in an already crowded market. Huolala raised \$515 million from investors including Sequoia and Hillhouse. Full Truck Alliance raised \$1.7 billion from investors including SoftBank and Tencent about a month before that.

Didi Freight represents one of the key growth initiatives for a ride-hailing giant seeking to diversify from its traditional business. Didi is also ramping up its autonomous driving unit as well as robo-taxi service. A company representative had no immediate comment on the latest fundraising in an email.

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Daimler: Medium And Heavy Truck Market To Grow 50-80% In 2021



he Indian subsidiary of Daimler AG said the worst was over for the local truck market, which could grow 50-80% in 2021 as the economic activities start gaining momentum.

The world's largest truck maker expects medium and heavy truck sales during the January-March quarter in India to be higher than pre-pandemic levels of 2019, as demand returns and continue to improve sequentially quarter after quarter.

"The worst is over when it comes to market demand," said Daimler India Commercial Vehicles managing director Satyakam Arya, reported ET Auto. "During October to December, the demand came very close to the 2019 level. That shows that quarter by quarter it is recovering as the economic activity is picking up. We expect the medium and heavy trucks industry to register non-linear growth in 2021 with sales of between 150,000

and 200,000 units, up 50-80% over 2020, before returning to a linear growth rate in 2022."

About 106,000 medium and heavy trucks were sold in 2020 in India, according to Arya. This is the lowest annual sales number in two decades.

The demand is coming from segments like construction and ecommerce, especially with support from small towns and rural India, he said.

On its part, the company has doubled its market share since the transition to BS-VI emission standards in India last April, Arya said. "We've seen overwhelming demand for Bharat Benz and we are absolutely prepared to benefit from this recovery and continue to grow profitably in this market," Arya told ET.

However, the shortage of components and other supply chain issues could play spoilsport. "The worst is not over yet on the supply side. I believe in this quarter we will face some challenges, but we also expect that by next quarter, most of them will be resolved," Arya said.

But he doesn't expect the global shortage of semiconductors to affect the company's production lines like it has impacted some other automakers.

While initial signs of recovery are visible in the truck segment, the sale of buses has been decimated since the pandemic struck.

The demand for buses continues to be a tenth of what it was pre-Covid. Arya expects bus sales to continue being low till mid-2021 followed by a sharp recovery as demand would suddenly boom when schools, colleges and offices resume normal operations. The demand for buses could be higher than even pre-Covid levels then, he said, as people would want to maintain social distancing on public means of transport, requiring more transport capacity.

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Women in Logistics



Corporate Communications Manager, VECV

Questionnaire

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

I have been working in the Commercial Vehicles (CV) segment with VE Commercial Vehicles Ltd. (VECV) for the last couple of years and my experience within the Communications team is very diverse, providing opportunities for a range of skill sets. Consistent trust from my team and mentors have helped turn around some big projects for the organization, which helped me professionally.

2. How did you get inducted into the CV segment, which is essentially male-dominated?

My induction was very comprehensive, which helped me integrate into the company and the systems, procedures, culture, values and the organisation itself. In a span of seven days, we were taken through the entire business processes, various verticals, plants and future plans of the organization. Though the only woman at the induction, I was made to feel safe, relaxed and constant attention was given to clear all my doubts and queries.

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

The culture is very inclusive and strongly rooted in one of the core values of my employers, which is 'Fair and Ethical'. Respect, equity and positive recognition of differences are all cultivated and the social and institutional response poses no barrier to a positive employment experience. All team members appreciate the contribution that I bring to any professional situation and support me in new and unique initiatives. While the CV sector is predominantly male dominated, women are provided with equal opportunities and encouraged to make a mark to grow within the organization.

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

While my role initially was limited to Public Relations, within two years I have also been made responsible for Internal Communications, Media Planning, Buying and Investor Relations. Now, at the age of 28, I am responsible for the entire Corporate Communications department of VECV, across the country.

5. What is so interesting about the Logistics Industry that keeps you attracted to it?

Transportation and Logistics are critical to the economy, commerce and society. Every person working in the manufacturing of CV products plays a big role. This industry is full of harddriving competitive leaders and customers. You will be pushed to do more, and in turn, you will expect more of yourself. This brings about a sense of pride and accomplishment, leading to job satisfaction. My current role offers me a chance to build and share these extraordinary stories of our organisation, customers, drivers, dealers, etc. with the world, which is fulfilling.

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

I am extremely confident that there are more than enough opportunities where both men and women can grow in the CV sector. VECV is not a gender biased organisation and the only formula to success is your own potential and talent. With changing times, I expect a change in the diversity element and am hopeful that we will see a flux in women resources, which will definitely transform this sector.

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

I have always desired for a more "integrated life", because I do not believe in the idea of "work-life balance." I feel that the whole concept is setting women up to be disappointed in themselves for not spending enough time doing expected things. I like to take a more fluid approach, by spending as much of my life as possible doing what I like, with people whose company I enjoy. That's why it is essential that I have a job I love.

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

Women need other like-minded women in their lives to learn, grow, and respect one another as sounding boards and confidants. My advice to youngsters would be to not compare your life, success, or anything else about you, with just about anybody. Analysis, assessment and appropriation may help you process information, but it will also make you critical and introspective of yourself. Do not get caught in the trap that you have learned all you need to know in college, as there is always more to learn.

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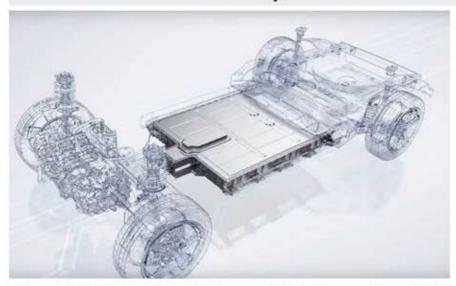
Kashmiri Gate		1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market		236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	1	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	÷	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar		10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	*	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	į.	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	0	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli		Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road		61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	**	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	:	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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सरकार ने अनुसंधान एवं विकास और इलेक्ट्रिक वाहनों के लिए वैकल्पिक बैटरी तकनीकों की ओर बढ़ने का आह्वान किया



इलेक्ट्रिक वाहनों के तेजी से नई वास्तविकता बनते जाने को देखते हुए केन्द्रीय सूक्ष्म, लघु एवं मध्यम उद्यम और सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने

उन्नत बैटरी और विद्युत – चालित तकनीकों को विकसित करने में अग्रणी के तौर पर उभरने की जरूरत पर बल दिया है।

वर्तमान में वाहनों में इस्तेमाल होने वाली लिथियम-आयन रिचार्जेबल बैटरी के निर्माण में काम आने वाले लिथियम के रणनीतिक भंडार पर नियंत्रण की चुनौती को ध्यान में रखते हुए केन्द्रीय मंत्री ने इलेक्ट्रिक वाहन जगत को आने वाले वर्षों में पूरी तरह से स्वदेशी बैटरी तकनीक को अपनाने की ओर बढ़ने का आह्वान किया है। अनुसंधान एवं विकास से जुड़ी श्रृंखला में यह स्वदेशी विकल्प धातु-वायु, धातु-आयन और अन्य संभावित तकनीक हो सकता है।

परिवहन क्षेत्र में आत्मिनर्भर भारत के लक्ष्य को प्राप्त करने की जरूरत को इंगित करते हुए नितिन गडकरी ने कहा कि अपने प्रख्यात संस्थानों (आईओई), उद्योग जगत, वैज्ञानिकों, इंजीनियरों और सरकार के सहयोग से आने वाले वर्षों को ऐसी वैकल्पिक बैटरी तकनीकों के गहन अनुसंधान और विकास के लिए समर्पित करना जरूरी है।

सडक परिवहन और राजमार्ग मंत्रालय की वेबिनार में पुलों और ढांचागत अभियांत्रिकी के लिए कुशल सुरक्षा योजना की आवश्यकता पर दिया गया जोर

राजमार्ग विकास में पुलों और संरचनाओं के महत्व को ध्यान में रखते हुए और उनके सुरक्षा पहलुओं के बारे में जागरूकता फैलाने के लिए आईएनजी-आईएआईएबी सडक सुरक्षा माह के दौरान वेबिनार की एक श्रृंखला आयोजित की। इंडियन नेशनल ग्रुप ऑफ इंटरनेशनल एसोसिएशन फॉर ब्रिज एंड स्ट्रक्चरल इंजीनियरिंग (आईएनजी-आईएबीएसई) पुल योजना, डिजाइन, निर्माण और रखरखाव की जानकारी के प्रसार में लगा हुआ है।

25 जनवरी 2021 को आयोजित वेबिनार को संबोधित करते हुए अध्यक्ष आईएनजी-आईएबीएसईं और महानिदेशक (सडक विकास) और विशेष सचिव, सडक परिवहन और राजमार्ग मंत्रालय इंद्रकुमार पांडे ने भारत में पुल और संरचनाओं के नियोजन, डिजाइन, निर्माण और संचालन के चरणों में सुरक्षा की आवश्यकता पर प्रकाश डाला। वेबिनार के दौरान एशिया फाउंडेशंस एंड कंस्ट्रक्शन लिमिटेड (अफकॉन्स) के अध्यक्ष ने पटना, विहार में मौजूदा एमजी सेतु की जटिल संरचना के प्रतिस्थापन और पुनर्वास के दौरान डिजाइन और सुरक्षा प्रावधानों के दौरान सुरक्षा पहलुओं पर प्रकाश डालते हुए एक केस स्टडी प्रस्तुत की।

आईएनजी-आईएबीएसई वेबिनार में विशेषज्ञ दल के

सदस्य लंबे समय तक पुलों के डिजाइन, निर्माण और रखरखाव जैसे केबल से रोकना या अतिरिक्त बनाए गए पुलों में अपने व्यापक अनुभव रखने वाले अंतर्राष्ट्रीय और राष्ट्रीय ख्याति प्राप्त वक्ता हैं।



वेबिनार में केंद्र सरकार के विभागों के 150 से अधिक इंजीनियर, विभिन्न राज्यों के लोक निर्माण विभाग और सलाहकारों और ठेकेदारों के निजी संगठनों के पेशेवर शामिल थे।

X



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

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

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



- * Full Truck Load
- Parcel Train
- O Darci Nepal Darci

 - * Full Truck Load
- C Fr8ology Private Limited fr8ology
 - *Technology based Logistics Solution
- CJ Darcl Logistics Limited

CIN No.: U60222HR1986PLC068818

Website: www.cjdarcl.com

Registered cum Corporate Office:

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

Head Office: Hisar

19/3, Tilak Bazzar, Hisar (Harvana)

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











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

क्या आप दिल्ली-एनसीआर के इन शहरों में रहते हैं, जानें आपकी गाड़ी पर सरकार की इस नई नीति का क्या पड़ेगा असर

नई वाहन कबाड़ नीति के मुताबिक 15 साल पुराने व्यावसायिक वाहनों को कबाड किया जाएगा, जबकि निजी वाहनों के लिए यह उम्र 20 वर्ष होगी...

के शहरों में रहने वाले लोगों की चिंता बढ़ गई है। उन्हें चिंता है ... साल ही चलाने का आदेश दिया था। कि उनकी प्राइवेट गाडियों का क्या होगा, क्योंकि नई वाहन कबाड नीति के मुताबिक 15 साल पुराने व्यावसायिक वाहनों को कबाड किया जाएगा, जबकि निजी वाहनों के लिए यह उम्र 20 वर्ष होगी। लेकिन दिखी-एनसीआर में रहने वालों के लिए यह नियम अलग होंगे।

क्या हैं नई वाहन कबाड नीति के नए नियम

बजट पेश करते हुए बित्त मंत्री निर्मला सीतारमण ने एलान किया था कि नई वाहन कबाड नीति के मृताबिक 15 साल पुराने कमर्शियल व्हीकल को स्क्रैप किया जाएगा यानी उन्हें सहकों पर चलाने की अनुमति नहीं होगी। जबकि निजी वाहन (पर्सनल व्हीकल) के लिए इस अवधि को 20 वर्ष तय किया गया है। यानी अब पुराने वाहनों को 20 साल बाद स्क्रैप किया जा सकेगा। वहीं सरकार ऑटोमेटेड फिटनेस सेंटर बनाएगी जहां इन वाहनों को ले जाना होगा। निजी वाहनों को 20 साल बाद और कमर्शियल वाहनों को 15 साल बाद इन ऑटोमेटेड फिटनेस सेंटर पर ले जाना होगा।

दिद्धी-एनसीआर में नियम लाग नहीं

वहीं नई वाहन कबाड नीति आने के बाद देशभर में तो निजी गाडियों की उम्र तय हो गई है, लेकिन दिखी एनसीआर में अभी भी पुराने नियम ही लागू होंगे। दिल्ली-एनसीआर में प्रदूषण घटाने को लेकर सुप्रीम कोर्ट के आदेश के बाद नेशनल ग्रीन ट्रिब्युनल ने वहां गाड़ियों की उम्र सीमा तय की थी। जिसके तहत राष्ट्रीय राजधानी क्षेत्र में डीजल गाडी अधिकतम 10 साल और पेट्रोल इंजन वाली गाडी अधिकतम 15 साल ही चल सकेगी।

वहीं नई वाहन कबाड नीति आने के बाद दिखी-एनसीआर शहरों में रह रहे लोगों को इसका कोई लाभ नहीं मिलेगा। यानी कि सरकार ने बजट में जो एलान किया है कि अब गाड़ियों को 20 साल तक चला सकेंगे, यह नियम दिखी- 11 साल तक बेफिक हो कर पुरानी गाडी चला सकता है।

सरकार ने बजट में स्वैच्छिक वाहन कथाड़ नीति यानी - एनसीआर में लागू नहीं होगा। दिख्नी एनसीआर में प्रदेषण के का एलान किया है। हालांकि अभी ये पॉलिसी अगले साल चलते नेशनल ग्रीन ट्रिब्यूनल ने 2014 में डीजल गाडी अप्रैल 2022 से लागू होगी, लेकिन इसे लेकर दिखी-एनसीआर अधिकतम 10 साल और पेट्रोल इंजन वाली गाडी अधिकतम 15

> नेशनल ग्रीन टिब्यनल का कहना था कि एक द्वीजल व्हीकल 24 पेट्रोल कारों या 40 सीएनजी व्हीकल्स के बराबर प्रदूषण करता है। जिसके बाद एनजीटी ने दिल्ली-एनसीआर के आरटीओ को ऐसे सभी वाहन डी-रजिस्टर करने का आदेश दिया था। यह आदेश उन सभी गाडियों पर भी लागू होता है जो 2014 से पहले खरीदी गई हैं।

आरसी पर तो १५ साल की वैधता है।

अगर आपको गाडी दिल्ली-एनसीआर में रजिस्टर है और गाडी के रजिस्ट्रेशन सर्टिफिकेट पर 15 साल की वैधता लिखी है, तो भी अगर वह डीजल गाडी है तो 10 साल और पेटोल गाडी है तो 15 साल ही चल सकेगी। दिख्री एनसीआर में राजधानी दिल्ली के अलावा उत्तर प्रदेश के 8जिले (मेरद, गाजियाबाद, नोएडा, बुलंदशहर, बागपत, हापुड़, शामली और मुजफ्फरनगर), हरियाणा के 13 जिले (फरीदाबाद, गुरुग्राम, मेवात, रोहतक, सोनीपत, रेवाडी, झन्जर, पानीपत, पलवल, चरखी-दादरी के साथ भिवानी, महेंद्रगढ़, जिंद और करनाल) और राजस्थान के दो जिले अलवर और भरतपर आते हैं। इन जिलों में भी 10 और 15 साल वाला नियम लाग होगा।

कैसे उठा सकते हैं फायदा?

अगर आप दिल्ली-एनसीआर में रहते हैं, तो अन्य तरीके से आप इसका फायदा उठा सकते हैं। अगर आपके पास डीजल गाड़ी है, तो 8-9 साल चलाने के बाद आप उस गाड़ी की संबंधित जिले से एनओसी लेकर दिखी-एनसीआर से बाहर दूसरे शहर में बेच सकते हैं। वहीं पहले जहां लोग परानी गाडी की कम कीमत लगाते थे, वहीं नई पॉलिसी आने के बाद आपको अच्छे दाम मिल सकेंगे, क्योंकि 20 साल वाली नीति दिखी-एनसीआर के बाहर लागू है और गाड़ी का खरीदार अगले 10-

वाहन कबाड़ नीति के तहत नई गाड़ी खरीदने पर मिलेंगे कई फायदे : नितिन गडकरी

नई दिल्ली, 8 फरवरी।

गडकरी ने पीटीआई से कहा. "अपने वाहनों को कबाड़ करने का विकल्प चुनने वाले ग्राहकों को सचिव गिरिधर अरमाने ने कहा कि विनिर्माताओं से कुछ लाभ दिया जाएगा। वास्तव में कबाड नीति फायदेमंद साबित होगी। इससे न केवल अर्थव्यवस्था को प्रोत्साहन मिलेगा, बल्कि वाहन उद्योग को भी फायदा होगा और साथ ही वाहनों का प्रदूषण कम करने में भी मदद मिलेगी।

उन्होंने कहा कि वह जल्द इस नीति के ब्योरे को जारी करेंगे। उन्होंने उम्मीद जताई कि आने वाले दिनों में वाहन उद्योग सबसे ज्यादा रोजगार देने वाले क्षेत्रों में शामिल होगा। यह पुछे जाने पर कि यह नीति स्वैच्छिक है ऐसे में यदि कुछ लोग इसके विकल्प को नहीं चनते हैं, तो उनको हतोत्साहित करने के क्या उपाय किए गए हैं. गड़करी ने कहा कि इसमे हरित कर और अन्य शल्कों का प्रावधान है। ऐसे

वाहनों को कड़े ऑटोमेटेड फिटनेस परीक्षण से भी गुजरना होगा।

सडक परिवहन एवं राजमार्ग अंशधारकों के साथ विचार-विमर्श के बाद इस नीति के तहत प्रोत्साहनो पर काम किया जा रहा है। अरमाने ने कहा कि वाहन कबाड नीति के बड़े लाभ हैं। उन्होंने कहा कि शोध से पता चलता है कि एक प्राने चार सीटों के सेडान वाहन पर पांच साल में 1.8 लाख रुपये का नकसान होता

वहीं भारी वाहनों पर इससे तीन साल में आठ लाख रुपये का नुकसान होता है। अरमाने ने कहा, "हम कुछ प्रोत्साहन देना चाहते हैं। यह नीति अनिवार्य है। सभी वाहनों को ऑटोमेटेड फिटनेस परीक्षण से गुजरना होगा। इसमें मानव हस्तक्षेप नहीं होगा। इससे कोई भ्रष्टाचार या आंकडों की गडबडी नहीं की जा सकेगी।"'



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S.	Airport		The Mon			Period Apr	
no.	CONSTRUCT S	Nov.	Nov.	%		2019-20	%
		2020	2019	Change			Change
(A)	21 International	Airports		7.5	82 6	7.	
	Chennai	28851	29574	-2.4	164062	244960	-33.0
2	Kolkata	10224	13520	-24.4	60788	109720	-44.
3	Ahmedabad	6799	9055	-24.9	34418	74103	-53.
4	Goa	503	471	6.8	1801	3697	-51.
5	Guwahati	1646	1801	-8.6	8635	14604	-40.
6	Lucknow	840	919	-8.6	6008	10327	-41.
7	Jaipur	1453	1677	-13.4	6719	12120	-44.6
8	Trivandrum	928	1785	-48.0	10088	18587	-45.
9	Bhubaneswar	728	854	-14.8	3682	6574	-44.0
10.	Calicut	728	2068	-64.8	6596	19194	-65.0
11	Varanasi	399	308	29.5	1658	2514	-34.0
12	Coimbatore	639	1008	-36.6	3436	8464	-59.4
13	Srinagar	767	480	59.8	3802	5548	-31.:
14	Amritsar	159	130	22.3	669	1658	-59.
15	Mangalore	101	627	-83.9	1541	2498	-38
16	Portblair	417	623	-33.1	2173	4612	-52.9
17	Trichy	306	597	-48.7	1475	5551	-73.4
18	Imphal	521	717	-27.3	2063	5377	-61.0
19	Vijayawada	132	132	0.0	1015	1550	-34.5
20	Tirupati	0	0		0	0	7
21	Kushinagar	0	0	12.5	0	0	44
Γota		56141	66346	-15.4	320629	551658	-41.
(B)	7 JV International	al Airport	S				
22	Delhi (DIAL)	71904	80007	-10.1	440469	659242	-33.
23	Mumbai (MIAL)	58970	73942	-20.2	338931	584398	
24	Bangalore	31579	31374	0.7	197530	257487	-23.
	(BIAL)	503255	A348000	8387	1531/1535-339	97947	-32.
25	Hyderabad (GHIAL)	10189	12165	-16.2	66497	9/94/	-34.
26	Cochin(CIAL)	2811	5325	-47.2	26741	52487	-49.
27	Nagpur (MIPL)	814	637	-27.8	3228	6754	-52.
28	Kannur (KIAL)	0	0	-	0	0	
Tota		176267	203450	-13.4	1073396	1658315	-35
(C)	1 ST Govt./Pvt.						
29	Shirdi		0		0		
		0		-	0	0	
Tota		0	0	-	0	0	
_	10 Custom Airpo			772-2			-
30	Pune	3266	3261	0.2	15035	25465	-41.0
31	Patna	1404	932	50.6	7224	8735	-17.
32	Bagdogra	747	623	19.9	3438	5285	-34.9
33	Indore	920	834	10.3	3264	7377	-55.3
34	Visakhapatnam	544	346	57.2	2214	4020	-44.9
35	Chandigarh	896	1003	-10.7	4035	6561	-38.:
36	Surat	311	249	24.9	2547	2631	-3.2
37	Madurai	327	301	8.6	1096	2202	-50.2
38	Aurangabad	139	86	61,6	374	511	-26.3
39	Gaya	0	0	-	0	0	
		8554	7635	12.0	39227	62787	-37.:
Fota					(A) (B)		i.
Fota (E)	58 Domestic Air	Annine Control of the	450	49.1	2909	4056	-28
(E)		683	458			4191	-39.
(E) 40	Ranchi	683 556	458 575	-33	2536	100 1 101	
(E) 40 41	Ranchi Raipur	556	575	-3.3 82.4	2536 1064		
(E) 40 41 42	Ranchi Raipur Agartala	556 301	575 165	82.4	1064	2942	-63.5
(E) 40 41 42 43	Ranchi Raipur Agartala Jammu	556 301 125	575 165 113	82.4 10.6	1064 519	2942 984	-63.5 -47.1
(E) 40 41 42 43 44	Ranchi Raipur Agartala Jammu Bhopal	556 301 125 176	575 165 113 129	82.4 10.6 36.4	1064 519 651	2942 984 894	-63.8 -47 -27
(E) 40 41 42 43 44 45	Ranchi Raipur Agartala Jammu Bhopal Dehradun	556 301 125 176 10	575 165 113 129 17	82.4 10.6	1064 519 651 30	2942 984 894 111	-63.8 -47 -27 -73.0
(E) 40 41 42 43 44 45 46	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur	556 301 125 176 10 0	575 165 113 129 17 0	82.4 10.6 36.4 -41.2	1064 519 651 30	2942 984 894 111 3	-63.3 -47 -27.3 -73.6
(E) 40 41 42 43 44 45 46 47	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara	556 301 125 176 10 0 237	575 165 113 129 17 0 306	82.4 10.6 36.4 -41.2 - -22.5	1064 519 651 30 1 648	2942 984 894 111 3 2299	-63.3 -47 -27 -73.0 -66.
(E) 40 41 42 43 44 45 46 47 48	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh	556 301 125 176 10 0 237 189	575 165 113 129 17 0 306 159	82.4 10.6 36.4 -41.2	1064 519 651 30 1 648 783	2942 984 894 111 3 2299 1358	-63. -47. -27. -73.6 -66. -71. -42.
(E) 40 41 42 43 44 45 46 47 48	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	556 301 125 176 10 0 237 189	575 165 113 129 17 0 306 159	82.4 10.6 36.4 -41.2 - -22.5	1064 519 651 30 1 648 783 0	2942 984 894 111 3 2299 1358	-63.3 -47 -27 -73.0 -66.
(E) 40 41 42 43 44 45 46 47 48 49 50	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	556 301 125 176 10 0 237 189 0	575 165 113 129 17 0 306 159 0	82.4 10.6 36.4 -41.2 - -22.5 18.9	1064 519 651 30 1 648 783 0	2942 984 894 111 3 2299 1358 0	-63.8 -47 -27 -73.0 -66. -71.8 -42
(E) 40 41 42 43 44 45 46 47 48 49 50 51	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	556 301 125 176 10 0 237 189 0 0	575 165 113 129 17 0 306 159 0	82.4 10.6 36.4 -41.2 - -22.5 18.9	1064 519 651 30 1 648 783 0 0 416	2942 984 894 111 3 2299 1358 0 1 663	-63.8 -47 -27.3 -73.6 -66. -71.1 -42
(E) 40 41 42 43 44 45 46 47 48 49 50 51	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh Hubli	556 301 125 176 10 0 237 189 0 0	575 165 113 129 17 0 306 159 0 0 89	82.4 10.6 36.4 -41.2 - -22.5 18.9	1064 519 651 30 1 648 783 0 0 416 53	2942 984 894 111 3 2299 1358 0 1 663 70	-63.8 -47 -27.3 -73.6 -66. -71.1 -42
	Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	556 301 125 176 10 0 237 189 0 0	575 165 113 129 17 0 306 159 0	82.4 10.6 36.4 -41.2 - -22.5 18.9	1064 519 651 30 1 648 783 0 0 416	2942 984 894 111 3 2299 1358 0 1 663	-63.3 -47 -27 -73.0 -66.

S.	Airport	For	The Mor	Freight (Period Apri	il To Nov
no.	Allport	Nov.	Nov.	%	2020-21	2019-20	%
		2020	2019	Change	2020 21	2013 20	Change
(E)	58 Domestic Air	ports					
55	Prayagraj	0	0	-	0	0	
56	Jabalpur	0	0	-	0	0	
57	Belgaum	0	0	-	0	0	
58	Tuticorin	0	3	- 2	0	39	
59	Kanpur(chakeri)	17	2		22	93	-76.
60	Rajkot	3	4	-25.0	4	21	-81.0
61 62	Jharsuguda	35	7 44	-42.9 -20.5	18	34 233	-47. -42.
63	Dimapur Jaisalmer	0	0	-20.5	134	233	-42
64	Juhu	14	29	-51.7	74	247	-70.
65	Guggal(kangra)	0	0	-	0	0	70.
56	Mysore	0	0	-	0	0	
57	Jorhat	5	0		11	0	
58	Gwalior	0	0		0	.0	
69	Kolhapur	0	0		0	0	
70	Kishangarh	-0	0		0	- 0	
71	Cuddapah	0	0		0	0	
72	Kandla	0	0		0	0	
73	Porbandar	0	0		0	0	
74 75	Jamnagar Pondicherry	0	0	-	0	0	
76	Adampur	.0	0		- 0	- 0	
10	(Jalandhar)	0	0	2	0	0	
77	Bikaner	0	0	-	0	0	
78	Bhavnagar	0	0	-	0	0	
79	Agatti	0	9	- 2	0	47	
80	Khajuraho	0	0		0	0	
81	Salem	0	0	-	0	0	
82	Bhuj	0	0		0	0	
83	Barapani	200	081		195.5	98	
	(shillong)	-0	0		0	0	
84	Pathankot	0	0		0	0	
85	Diu	0	0	- 2	- 0	0	
86	Bhuntar	0	0	-	0	0	
87	Bhatinda	0	0		0	0	
88	Lakhimpur	0	0			0	
89	(lilabari) Agra	0	0	-	0	0	
90	Ludhiana	0	0		0	0	
91	Jalgaon	0	0	-	0	0	
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	2532	2179	16.2	10221	18855	-45.
_	12 St.Govt. / Pvt	Airports		-			
8	Lengpui(aizwal)	46	69	-33.3	236	312	-24.
9	Durgapur	0	0	-55.5	0		
	Nanded	0	0	-	0		
101	Nasik(Hal ozar)	1_	0		1	7	-85.
	Vijayanagar	0	0		0	0	-
04	Pithoragarh Mundra	0	0	-	0	0	
	Jagdalpur	0	0	1	0	0	
	Hisar	0	ő	-	ő	ő	
	Pasighat	0	0		0	0	
107			0	-	0	0	
07	Bangalore(Hal)	- 0					
07 108 109	Bangalore(Hal) Bidar		0	21.0	0	210	26
07 08 09 F) L	Bangalore(Hal) Bidar 2 St.Govt. / Pvt Airports	49	0 69	-31.9	237	319	-25.
07 08 09 F) L	Bangalore(Hal) Bidar		0				-25.

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

(*) TENTATIVE

PORT	TRAFFIC	P.O.I.	Other	Iron Ore	Ferti	Fertilizers	Coal	_	Containers	lers	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST
KOLKATA		200			10000			-	100000000000000000000000000000000000000		2		
Kolkata Dock System	TRF APRIL-DEC. 2020	193	251	•	321	3	*	1871	6158	396	1816	10615	0.0000000000000000000000000000000000000
Ulhala Lock System	TRF APRIL-DEC. 2019	480	558	21	633	9		1406	7416	520	2392	12912	-17.79
Haldia Dock Complex	TRF APRIL-DEC. 2020	6725	3536	3073	156	236	523	10297	1952	102	8609	32596	50
	TRF APRIL-DEC. 2019	7008	3675	2236	116	264	1523	11118	2359	130	5460	33759	-3.45
TOTAL: KOLKATA	TRF APRIL-DEC. 2020	8169	3787	3073	477	241	523	12168	8110	498	7914	43211	201000
	TRF APRIL-DEC. 2019	7488	4233	2257	749	270	1523	12524	9775	650	7852	46671	-7.41
PARADIP	TRF APRIL-DEC. 2020	23396	1253	21219	431	3644	16993	8987	194	11	6324	82441	=
	TRF APRIL-DEC; 2019	28812	1240	16519	354	3073	19208	9031	163	00	5217	83617	-1.41
VISAKHAPATNAM	TRF APRIL-DEC. 2020	12178	1446	13532	1736	825	4018	4450	6182	364	7581	51948	
	TRF APRIL-DEC. 2019	14352	1622	10265	1869	559	6811	5840	6542	385	5679	53539	-2.97
KAMARAJAR(ENNORE)	TRF APRIL-DEC. 2020	3309	89		7.4		5696	261	2363	122	1476	17193	
	TRF APRIL-DEC. 2019	3818	104	7	66	25	14193	829	1849	96	2683	23424	-26.60
CHENNAI	TRF APRIL-DEC. 2020	7036	780	33	135	144		3	18521	096	3846	30498	
	TRF APRIL-DEC.' 2019	10049	1059			147	9		20567	1066	4013	35835	-14.89
V.O.CHIDAMBARANAR	TRF APRIL-DEC. 2020	380	189	2	732	264	5212	3742	10683	534	1914	23608	
	TRF APRIL-DEC. 2019	418	1004		254	518	5061	4509	12365	603	2774	26903	-12.25
COCHIN	TRF APRIL-DEC; 2020	12973	486		74	232	4		6614	478	1088	21393	
	TRF APRIL-DEC; 2019	16988	395		22	117	er i		6443	466	1040	25005	-14.45
NEW MANGALORE	TRF APRIL-DEC. 2020	15415	1556	3347	603	72	2241	284	1635	109	637	25790	
	TRF APRIL-DEC. 2019	16063	1437	3676	399	46	3138	541	1633	112	617	27601	-6.56
MORMUGAO	TRF APRIL-DEC: 2020	249	118	4417	81	(0)	986	5812	233	17	2634	14530	
	TRF APRIL-DEC. 2019	473	146	1007	52	(4)	1017	5967	311	24	2804	11777	23.38
MUMBAI	TRF APRIL-DEC; 2020	24485	1178	4865	292	37	2737	892	178	18	3369	38033	
	TRF APRIL-DEC. 2019	28850	1496	5210	213	16	2743	2280	231	21	5083	46197	-17.67
J.N.P.T.	TRF APRIL-DEC. 2020	2607	1760	*	4.0	0.0	65	*	39856	3222	513	44736	
	TRF APRIL-DEC, 2019	2982	1915	•	1	10	(-	45228	3778	737	50862	-12.04
DEENDAYAL	TRF APRIL-DEC. 2020	39323	7518	176	3593	119	12759	364	5928	373	14594	84374	
	TRF APRIL-DEC, 2019	47713	7611	448	3670	99	12314	269	5060	325	14834	92413	-8.70
ALL PORTS	TRF APRIL-DEC. 2020	148269	20652	50662	8080	5578	55164	36963	100497	9029	51890	477755	XXXXX
	TRF APRIL-DEC. 2019	178006	22262	39382	7681	4938	80099	42067	110167	7534	53333	523844	-8.80
% Variation from previous year	vear	-16.71	-7.23	28.64	5.19	12.96	-16.43	-12.13	-8.78 -10.99	-10.99	-2.71	-8.80	

Source: LP.A.

THE KNOWLEDGE EXPERT



J. Krishnan Partner – S. Natesa Iyer & Co

J. Krishnan from S. Natesa Iyer & Co. is a third generation Partner of the century old iconic Customs Brokerage firm started by his grandfather. Krishnan himself has been in the industry for 40 years, from 1981. The organization is widely regarded as knowledge based and offers such services to clients and the industry fraternity. Krishnan is Past President of ACAAI (Air Cargo Agents' Association of India). Some other positions he graced are Trustee-Chennai Port Trust for 2 terms, Member-Advisory Committee, Ennore Port, and Chairman-Expert Committee of Madras Chamber of Commerce & Industry. He is currently Member-Customs Advisory Committee, Member-Cargo Facilitation Committee, Chennai Airport and Guest Faculty for Post Graduate Studies-Dept. of Commerce, University of Madras. Krishnan has also served as Member -Working Group on Air Cargo, under the Ministry of Civil Aviation.

The organisation prides itself on creating opportunities for youngsters, by training and helping them to set up their own customs brokerage business, pro bono. About 20 such entities are in existence.

In a packed hall of experts during a meeting of ACAAI / FFFAI stalwarts, you may notice an unassuming, tall man, who hardly offers an opinion unless asked for. This is more than likely to be Krishnan, whom people like me prodded for clarity on contentious issues. He never disappointed with his lucid take on the subject.

Ouestionnaire

(1) How long have you been in operation?

We are a 102 years old company, which was started in 1919 by my grandfather S. Natesa Iyer. I am the third generation of the family serving in this company.

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

We are in the business of customs brokerage (from 1919) and freight forwarding (IATA accreditation in 1964, among the earliest such entities). We are a hands-on business organisation operating out of Chennai (Bengaluru office was closed last year during the COVID-19 pandemic), with a staff of 16 serving our clients all over the country.

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

Technology adoption is critical for companies in our industry, to maintain speed and efficiency and keep pace with modern business practices. Modern day businesses have been impacted to a huge extent by digitization. Earlier, all our operations were done manually, but now it is totally digital. Hence, in previous years a school pass was enough qualification for the job. Now that is

not adequate, as technologically competent people are required. Our organization has kept pace with the latest technology in keeping our operations updated. Owing to COVID-19, even working from home has become important, something we had not realized earlier.

(4) Who are your present clients?

Our clients are primarily in the segments of textiles, IT (hardware), engineering, handicrafts, steel imports, etc., though other segments are important too.

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

We have been known as a knowledge based organization. Hence, we advise clients from the initial stage itself. Even the logistics fraternity consults us sometimes.

(6) As a century old company you must have gone through most aspects of the logistics experience. Is there any aspect which has made you most proud to be a part of this industry?

We are widely respected for our knowledge based values. We have trained a lot of people in customs brokerage, on pro bono basis. This is our effort to give back our thanks to the industry for all we have received from it. This is a field where we have to keep totally updated to keep our competitive edge. We have to train---retrain --- and thereby retain. This applies to all levels of staff, right from the management to the novice.

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

This is a sunrise industry with a lot of logistics development, like e-commerce, etc., hence, is indicative of a positive outlook. The road of logistics development is the road to success.

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

x -



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