Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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

Forced to call ONE-DAY BANDH!



Farmers' Protest Poses A Loss Of ₹1.8 Crore A Day At Toll Booths

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Tata Motors launches Signa 3118.T heavy truck with 31-tonne GVW

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Transportation Industry Trends To Watch Out For In 2021

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One Day Bandh, Why?



Ashok Gupta

It was important
to support the
'Bharat Bandh call'
given by CAIT
because it issues are
not trivial and which
directly impact the
bread and butter of
every individual
working in the
trucking industry

ebruary 26, 2021 will be remembered in history as one of the eventful days. Not for the right reason though. It is the day that witnessed All India Transporters Welfare Association (AITWA) joining hands with traders' body Confederation of All India Traders (CAIT) to call a nationwide one-day bandh.

The decision to protest against the government's various trade policies, which have twisted 'ease of doing business' to ' doing business a problem', wasn't easy. In fact, transporters had to shut their emotional doors and had to force themselves to hold a 'Chakka Jam' on February 26, 2021. AITWA represents nearly 1 crore transporters and has been bringing their issues to the state and central governments since 2000.

It was important to support the 'Bharat Bandh call' given by CAIT because it issues are not trivial and which directly impact the bread and butter of every individual working in the trucking industry. The CAIT has more than 8 crore traders to support the cause which encompasses over 40,000 business organisations across the nation.

However, before the date of the event was settled, AITWA talked to several representatives of various government departments and presented its viewpoint on evil issues. But as expected the outcomes were not positive. This forced the transport community to go on a one day strike, putting the commercial activities at bay. One of the issues that has been acting like a monster on the traders and transporters growth is the E-way bill. Both the communities are so anguished that they are roaring to #AbolishEwayBill, or, to eliminate certain rules from it. As per the amendment carried in the bill transporters are to comply with various rules such as covering a total journey of 200 km per day from consignor place to consignee place as per pin code calculated at the shortest distance.

However, the transporters complaint that the newly imposed rule is not implied on ground realities. According to them, the bill has not taken into account many factors such as holidays, accident, congestion, driver's personal issue or at the time spent on unloading. Further, when the E-way bill, which has a validity of a day, expires due to any one of the above-mentioned reasons, penalties for a truck amount up to 200 per cent of the tax value, or 100 per cent of the invoice value under Section 129 of CGST Act, 2017.

Apart from the E-way bill, the reason behind AITWA supporting the 'One Day Bandh' is the skyrocketing diesel prices. The fuel price is a serious concern to the transporters as it increases the transportation cost and eventually impacts businesses. The burden cannot be even passed on to clients, who have just started operations after the COVID-19 pandemic. This issue needs a quick solution or else the complete business will crumble like play cards. Moreover, the transporters fraternity has been appealing to the government that there should be a uniform fuel price across India but no step has been taken yet. Prices still vary from state to state which forces truckers to travel to the places that offer the cheapest price. In addition, GST has been another reason for CAIT and AITWA to go on for a protest against the government. It is noteworthy that almost 950 amendments have been made so far to GST rules in the past four years. This also includes issues related to glitches in the GST portal and the continuous increase in compliance burden. Prior to the implementation of GST, it was believed that the new tax regime will make the taxing simple and easy and eventually increase the tax base and boost revenue but unfortunately it remains a puzzle and hardly a few understand its complexity.

While the 'One Day Bandh' affected the transport and trade community on the economic front, it must have opened the eyes of the government also. I wish everything settle and we can just focus on the development of the nation by contributing towards its economic growth. And, to realise this, the government will have to gel with transporters and traders!

— x –



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The Eye-opener 'One Day'!

Sidelined!

Betrayed!

Downfall!

These are a few words that always pass through my mind when I see the government's relation with transporters.

Sidelined! - Yes, the government has never given due importance to the road transport sector as much as it deserves. It is always being treated like a stepson or daughter, even when it is one of the main architects who boost the Indian economy.

Betrayed! - Yes, the road transporters have traveled across the length and breadth of the country, covering nooks and corners of every region. Right from plain to the hilltop, through highways to muddy roads and yet the government looks at the industry with disdain. No special benefits are offered. On the contrary, rules are changed to cut profit margins, stop the growth and make the business non-viable.

Downfall! – Yes, the road transport industry is at its lowest. The introduction of the new tax regime, unrealistic E-way bills, and the rise in fuel prices have hurt the industry hard. The increased transportation cost has not only cut down the income in terms of profit but also reduced the number of clients.

Today, the condition of the industry is not very healthy. Issues after an issue keep poking in and disrupt the otherwise smooth business. The 'ease of doing businesses' has somewhere lost its plot and has become all about survival.

As the president of All India Transporters' Welfare Association (AITWA), I have raised the issues of the transport fraternity on various platforms through different mediums but no convincing action has been taken by the government. While ministers are avoiding us for a year now the government officials are just promising to consider our cases/issues.

We planned to take it even to the state levels and met the Finance Minister of Uttar Pradesh (UP) and member of GST Council, Sh. Suresh and presented various issues of the industry. However, the core focus of the meeting was the problems related to GST. I along with Sh. Ramesh Aggarwal, AITWA mentor was representing the AITWA delegation.

The Finance Minister heard the transporters' matters in detail and also put up a message for the GST commissioner to take note of transporters' request. From what we could gather, the meeting looked a productive one and we believe to receive a positive response but we don't know when and how. Unfortunately such an important GST council does not meet regularly. It seems that the states only look at



Mahendra Arya National President, AITWA

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As the president of All India Transporters' Welfare Association (AITWA), I have raised the issues of the transport fraternity on various platforms through different mediums but no convincing action has been taken by the government. While ministers are avoiding us for a year now the government officials are just promising to consider our cases/issues

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their coffers and not on other issues.

The bitter truth is that the situation of the trucking industry is going from bad to worse due to multiple obstacles created by government policies. This was also discussed with Sh. Suresh Khanna, Finance Minister, UP. So, when the Confederation of All India Traders (CAIT) declared to go for a protest on February 26 against Goods and Services Tax (GST) and E-way bill rules AITWA also decided to join them. This was deliberately done to draw the attention of the government towards AITWA and our members.

Our confidence was pumped up as all state level as well as many national transport associations including SIMTA, ACCOGOA, KGTA, Baroda Goods Transport Association, VAPI Transport Association, HGTA, CGTA, Car Carrier Association, Association of Transporters Poona and many others extended their support to us.

During this 'One Day Bandh' transporters were expected to stop all their operations and park their vehicles as a symbolic protest. All customers were also to be told to not book or load any goods on February 26th, 2021 by transport companies. Customers responded with strong support to our call. Large companies avoided loading trucks for a day.

The 'One Day Bandh' was called mainly for the following reasons;

#AbolishEwayBill

An E-way bill was introduced to track the movement of the goods generated on the E-way bill portal. Under GST, carrying this bill was mandatory for transporters as they move goods from one place to another. A GST registered person cannot transfer goods in a vehicle worth more than Rs. 50,000 without an E-way bill. The bill can be generated or canceled through SMS, Android App, or on the website (ewaybillgst.gov.in).

Ever since its roll-out many major flaws are observed in the bill. As per a survey conducted by AITWA, it was observed that more than 80 percent of transporters from different parts of the country want the bill to be scrapped. Here are the reasons offered:

 E-way bill requires transporters to cover a journey of 200 km/day, which is not practical because of factors such as holiday, accident, part load consolidation, en-route congestion, hub & spokes model, drivers' issues, and others.

- If the validity of the E-way bill expires and the transporter is caught a heavy penalty of 200 percent of the tax value or 100 percent of invoice value plus GST is imposed under the CGST Act.
- AITWA feels complying with the new rules translates into a higher and costly compliance burden. How much is left with transporters if penalties are paid in lacs while the freight in thousands? It is killing businesses.
- The new E-way bill rules can also lead to fatal road accidents, as drivers will be engaged in a rush driving to meet the validity deadline and to prevent penalties.

GST

Believe it or not but it is true! Almost 950 amendments have been made so far to GST rules in the past four years. This includes issues related to glitches in the GST portal and the continuous increase in compliance burden. We all thought GST will be a pain reliever for people with little knowledge of taxation but to our utter surprise, GST itself has become a Mistry. While it is supposed to be simple and easy, it becomes complex and perplexing on the contrary, with only a handful having its understanding.

Rising fuel prices

Besides the E-way bill, the skyrocketing diesel price has set the entire transport community on alarm. If the government does not take the right action then the transportation cost will keep scaling and there harming the business of the industry.

Uniform fuel pricing

At Present, there is no specific structure for fuel pricing and it varies from state to state. This creates a problem for transporters to design a rate card, as the rate varies from state to state and every day. Also, this forces truckers to have two fuel tanks to fill their fuel tanks in a place where the fuel price is low. Moreover, there may be a loss of tax to the government where the truck belongs.

It is high time for the government to act. How long it will keep testing the patience of a community that has been fighting as a soldier for India's economy. Why can't the government think otherwise? Won't offering certain benefits to the sector will benefit India as a whole? We are very positive and hopeful that the government will take some encouraging steps to boost the morale of the transport sector and to make the business environment viable.

One-day Bandh Means Loss Of One-day

Revenue

n 2018, All India Transporters' Welfare Association (AITWA) went off the road to protest the actions of the government. - The transport fraternity then believed that their pleas are not taken seriously and hence they expressed their anguish through 'Chakka Jam' for an indefinite period of time. The government had to come forward and make a promise to resolve transporters issues. A committee was formed, as promised, and suggestions were taken from the transport community to resolve their issues.

However, AITWA has always maintained that it is against the strike and it will be the last resort to convince the government. Most importantly it affects not a single thing but everything, from businesses to the economy as a whole. When transporters go on strike it affects all, it does not spare even a common man. A strike is not just a disruption of work it brings the nation to halt. Parking of trucks means non-delivery or late delivery of consignments and eventually disrupting the businesses and perishing the economy.

Unfortunately, within the span of 2 years, the road goods carrier community again is forced to go on for an agitation against the government. The unreasonable hike of diesel price, ineffective E-way bill, scrapping policy and non-logical increase in taxation are a few issues that compelled the no profit - no loss organization to participate in the February 26 movement. However,



S. D. Goyal General Secretary, AITWA

before showing its displeasure about various rules in form of 'Chakka Jam', the mouthpiece of transporters tried to reach cabinet ministers where they wanted to raise their concern about these issues. But regrettably, no communication could happen with the ministers and only letters related to the issues had to be dropped in their offices.

After months of waiting when the government failed to address these issues, the transport community is forced to join the 'Bharat Bandh' movement called by the Confederation of All India Traders (CAIT). AITWA was forced to support this movement because it represents nearly 1 crore transporters, which also means the responsibility of bread and butter of over 3.5 crore families.

The main issues that led AITWA to participate in the strike are;

 E-way Bill - AITWA wants the government to scrap the new e-way bill or eliminate certain rules from it.
 The bill compels transporters to comply with various rules such as covering a total journey of 200 km per day from the place of origin to the destination as per pin code calculated at the shortest distance. But the rule does not consider factors

such as holidays, accident, and congestion en-route or at the unloading place, driver's personal issues while penalizing if the E-way bill, which is valid for a day, expires. A truck can be slapped a penalty amount up to 200 per cent of the tax value, or 100 per cent of the invoice value under Section 129 of CGSTAct, 2017

- Rising fuel prices The skyrocketing diesel prices is a concern for the transport fraternity. Not only it is increasing the transportation cost but also killing the business.
- GST Almost 950 amendments have been made so far to GST rules in the past four years and yet it is beyond people's understanding. It is supposed to be simple and meant for 'ease of doing business' instead it has become a burden for most.
- Uniformity to diesel prices The transporters wants a uniform diesel price across the nation. The revision should happen on a quarterly basis, not unlike today, which precariously hampers businesses. Initially, the community fought to bring diesel price under GST but realized that its non-potentiality, thought otherwise.
- Scrapping policy Vehicle scrapping policy will lead to a headache for many heads.
 Transporters do not believe that it is important in a country like India.

Though it was a 'One Day Bandh' but the impact can be seen in the economy. One-day off means loss of one-day revenue, which AITWA or the transporters do not want to see happening. The government can come forward to resolve the issues of transporters and create an amicable environment for business. This will help establish the transport business viable and grow strength to strength with other businesses.















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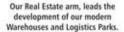














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KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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Welfare Association (AITWA) extended its support to the Confederation of All India Trade Associations (CAIT) by participating in a One-day Bharat Bandh on February 26. The protest was against the un-practicable E-way bill, unviable pricing policy of Diesel and the complex structure of Goods and Services Tax (GST).

All state-level transport associations promised to back AITWA in this Oneday Non- Operation Movement of transports. According to which transporters agreed to reject booking and movement of all E-way billoriented goods for one day. All transport companies planned to park their vehicles between 10:00 am to 6:00 pm as a symbolic protest. The truck owners also intended to display godowns with protest banners.

The CAIT interestingly claimed that more than 40,000 trader associations (though the exact figure is not available) were expected to remain shut on February 26, bringing businesses and marketplaces across the country to halt. Clubbing this with AITWA's nearly 1 crore transporters, the event was set to offer a jolt to the government.

Before Bharat Bandh, on February 26 a high-level meeting was also held between CAIT and AITWA representatives and Sh. Ajay Bhushan Pandey, Revenue Secretary, Sh. M Ajit Kumar, Chairman, CBIC, Sh. P C Mody, Chairman, CBDT and other senior officials. Sh. Pradeep Singal attended the conversation on behalf of AITWA.

The concerned officials heard and understood issues related to the E-way bill in detail. The government officials assured that the increased limit of daily distance to be covered (which is amended to 200 km from 100 km) s hall be addressed. The representatives also promised to look into the harsh penalty provisions related to the expiry of E-way bill validity.

The AITWA, on the other hand, assured that it is against any tax





Bhubaneswar, Odisha























Baroda

evasion and offenders must be booked with heavy punishments. However, errors should not be equated to evasion, which was agreed by the government officials.

The reaction of the Bharat Bandh on February 26-Aglimpse

Though most of the news agencies reported that the event had a mixed reaction, some portion perceived it and some did not, the following visuals had another story to tell. However, it is the result that matters most and if AITWA and CAIT's demands are considered by the government, then, the very purpose of sacrificing a day or the financial losses will give containment.

What is an E-way bill?

The E-way bill is an electronic way of billing, generated on the E-Way bill portal to track the movement of the goods. It is mandatory for transporters to carry the bill while moving goods from one place to another, once the terms and conditions are met. A taxpayer, registered with GST cannot

"Today's Accomplishments Were Yesterday's Impossibilities." - Robert H. Schuller



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transfer goods in a vehicle worth more than Rs 50,000 without an E-way bill. And, the bill can only be generated or cancelled through SMS, Android App or on the website.

Why AITWA wants to #AbolishEwayBill?

If a survey, conducted by AITWA, is to be believed then we come to know that more than 80 per cent of transporters across the country want the E-way bill to be abolished. Here are the reasons they cite:

- Journey of 200 km/day The bill demands transporters to cover a journey of 200 km/day, which is not impractical but some factors come on the way to meet this. Reasons such as holiday, accident, part load consolidation, congestion en-route, hub & spoke, drivers' issues, and others often come on the way to obstruct the deadline.
- Validity of E-way bill An E-way bill comes with a validity period, which can be extended by 8 hours. But on most occasions, finding an official is difficult who extends the validity or renew the bill. In this situation, a hefty amount (up to 200 per cent of the tax value or 100 per cent of invoice value under the CGST Act) is penalized.
- Fatal road accidents Since the drivers would need to drive faster to prevent penalties, the new rules can lead to a fatal road accident.
- Higher and costly compliance burden - The new rules translates into a compliance burden. With penalties imposed in lakhs business environment is getting ruined.

Why AITWA supported CAIT for 'One-day Bharat Bandh'?

E-way Bill

The CAIT as well as AITWA want the government to scrap the new E-way bill or at least eliminate certain rules from it. The bill has made 'ease of doing business' tough as the rules are making transport businesses nonviable.

Soaring fuel prices

The unprecedented hike in fuel prices is increasing the price tag of everything. It not only is raising the transportation cost but also unbalancing the business. In this run, it is also impacting all, from business houses to common men.

GST

Ever since the rollout of GST rules, around 950 amendments have been made to-date, in just four years. This

Ever since the rollout of GST rules, around 950 amendments have been made to-date, in just four years. This speaks about the rules themselves. Even after four years, people are at ambiguity about the laws

speaks about the rules themselves. Even after four years, people are at ambiguity about the laws. This looks no different from government officials.

Besides, AITWA has been bringing the following issues, which is yet to be resolved.

Third-party insurance premium

The transport community is anguished with the fact that the third-party insurance premiums get to hike with unreasonable logic. It has become a huge additional burden on transporters now. Isn't it a social responsibility that transporters perform as much as the

agriculture sector? Then why, the transport sector is not exempted from GST, unlike the Agro sector?

Tax Deduction at Source

Transporters have been appealing to the government to cut down the tax deduction at source (TDS) rate from 2 per cent to 0.2 per cent, at least for those who opt for reverse charge mechanism (RCM).

Tax on Income, Section 44AE

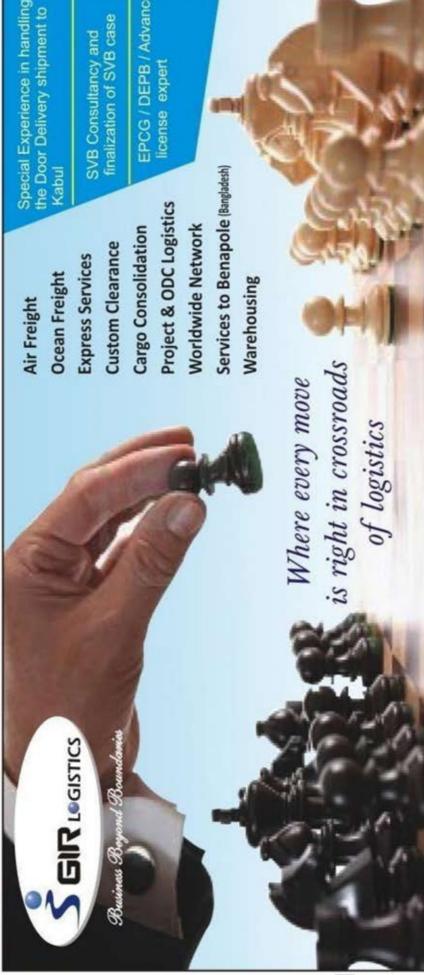
As per Section 44AE, the income of a carrier with less than or equal to the gross weight of 12MT is calculated as Rs 7,500 and for a carrier with the gross weight of 12MT and above as Rs. 1,000 per tone, however, the government has completely overlooked the size and whether the vehicle is light or heavy. This is threatening to small carriers' bread and butter.

The matter was raised to Sh. P C Mody, Chairman, CBDT, in the meeting before February 26, assured to understand the same in a detailed meeting with AITWA separately on this subject.

Dual Policy of RCM/FCM For GTAs

The GST Council recommended a dual policy of GST for goods transport agencies (GTAs). But according to the transport fraternity, the two options have divided the industry. Therefore, it is better to fix the tax rate to 5 per cent for both RCM and FCM. But nothing is being done on this issue as well.

The issues of transporters do not limit to these only, other various subjects have been acting as hurdles to their growth process. Transporters certainly do not support strikes it is the last resort, therefore the community appeals to the government to resolve the issues so that the second-largest employer can keep sailing and help people earn their bread and butter!



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AITWA representatives met Finance Minister of UP to highlight goods transporters' issues



(Sh. Ramesh Aggarwal, mentor, AITWA +
Sh. Mahendra Arya, president, AITWA +
Sh. Suresh Khanna, Finance Minister of Uttar Pradesh +
Sh. Nand Gopal Gupta, Minister for Civil Aviation, UP's photo)

A delegation of Colcata Goods Transport Association (CGTA) met Sh. SPS Suri, Principal Chief Commissioner, West Bengal in Kolkata. Sh. KK Bansal, Sr. VP - AITWA was leading the team

The president of All India Transporters' Welfare Association (AITWA), Mahendra Arya along with AITWA mentor Sh. Ramesh Aggarwal met the Finance Minister of Uttar Pradesh (UP), Sh. Suresh Khanna. Sh. Nand Gopal Gupta, Minister for Civil Aviation, UP was also present in the meeting. The Finance Minister heard the Transporters' issues in detail and also put up a message for GST commissioner to take note of transporters' request. This was a constructive meeting and AITWA hopes that the community will soon receive a positive response.

Transporters met Principal Commissioner of GST, Kolkata to pinpoint GST loopholes

In Kolkata, a delegation of senior members representing transporters met the Principal Commissioner of GST at Kolkata. The Commissioner listened to the representatives very patiently and asked several questions related to GST issues. The GST head of Kolkata was convinced with the rationale and promised to take up the issues with the council and ministry. Sh. Sunil Agarwal, Sh. KK Bansal and Sh. Subhash Khandelwal were the spokespersons of transporters. AITWA hopes GST issues of West Bangal's road transporters will be resolved soon. It was a positive meeting overall.

North Block, Delhi failed to keep its promise and transporters were forced to go on protest against the government policies

A senior level delegation from CAIT and AITWA met Sh. Ajay Bhushan Pandey, Revenue Secretary, Sh. M Ajit Kumar, Chairman, CBIC, Sh. P C Mody, Chairman, CBDT and other senior officials to express traders' and transporters' concern on E-way bills system. The officials present in the meeting took a note of the issues raised and assured to address them as fast as

possible. The government representatives believed that the newly increased per day distance-to-be-covered (which is currently 200 km instead of previous 100 km) needed to handle on priority basis. The officials also promised to keep a track of the harsh penalty provisions related to the expiry of E-way bill validity and look out for a best solution.

Further, AITWA stated that it is against tax evasion and that the offenders must be booked and penalized with hefty amount or dealt with criminal law. However, errors should not be equated to evasion, which was agreed by the government officials.

Sh. Pradeep Singal attended the conversation on behalf of AITWA.

AITWA and Western Maharashtra Practitioners' Association met Sh. Anurag Thakur

Sh. Pradeep Singal, chairman, AITWA along with representatives of Western Maharashtra Practitioners Association met Sh. Anurag Thakur, Union Minister of State for Finance on February 16, 2021. During the meeting issues related to GST compliance and E-way bill were discussed. The talk holds a lot of promise.





Karnataka Goods Transporters' Association (KGTA) submitted transporters' issues

Karnataka Goods Transport Association (KGTA) along with South India Motor Transport Association (SIMTA). President Sh. GR Shanmugappa submitted transporters' issues related to E-way bill at Bangalore

AITWA, Siliguri organized a press explain the protest call

Sh. Niranjan organized a press meet at Siliguri, on behalf of AITWA and highlighted the drawbacks of E-way bill, raising diesel price and GST. He answered various media questions related to transporters issues and why should the community #AbolishEwayBill



Ranchi Goods Transport Association (RGTA) protested against the government Policies



In Ranchi, Sh. SB Singh, president, RGTA and Sh. Sunil Singh Chauhan, Spokesperson, RGTA met leaders of trade unions - Jharkhand JanShakti Mazdoor Union and Jharkhand Pragatisheel Union on February 23, 2021 to support the One-day protest against the government policies.

The government and its officials promised to resolve the issues but nothing favorable was offered to transporters. Finally, the community had to decide to support the Confederation of All India Trade Associations (CAIT).

CAIT call for a movement against the government policies - illogical E-way bill, unreasonable diesel pricing policy and the complex structure of Goods and Services Tax (GST) - and to go for a One-day protest on February 26, 2021.



A team of Bombay Goods Transport Association (BGTA) submitted a memorandum to Addl Commissioners, GST, Maharashtra. Practical issues were discussed and highlighted. The commissioners will share their note to GST Council.



Members of Transporters' Association, Pune submitted memorandum to Sh. Dhananjay Akhade, Additional Commissioner, GST, Maharashtra

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MoRTH: Deaths Due To Road Accidents Are Becoming An Alarming Situation

nion Minister for Road
Transport, Nitin Gadkari
called for all-round
efforts by all stakeholders
to ensure that deaths due to road

accidents are reduced by 50% by 2025. Terming the situation as alarming, the Minister said we stand at number one position in road accidents in the world. ahead of US and China. He was inaugurating the Webinar series being launched by the International Road Federation, India Chapter, on the theme of "Road Safety Challenges in India & Preparation of an Action Plan". Some 1.5 lakh people die, and more than 4.5 lakh people are injured in road accidents every year in the country - 415 deaths per day in road accidents. 3.14

per cent of national GDP is the socioeconomic loss from these accidents, and 70% of the deaths are in the age group of 18 to 45 years old.

Outlining the efforts taken by his Ministry, Gadkari said improved engineering, education, enforcement, emergency care services are some of the steps taken to combat the problem. He said the Ministry is working on correcting the more than 5,000 accident black spots identified on the highway network, and more than 40,000 kms of roadway are being audited for safety.

He said the central government has proposed a state support programme to incentivise the states with Rs. 14,000 crores of funds, to improve road safety. Pointing out that road safety in mostly a behavioural issue, the Minister said it requires co-operative federalism to boost co-ordination right from block to taluka level

India is observing the Road Safety Month currently, to build awareness



India is observing the Road Safety Month currently, to build awareness on road safety issues. The 12 Webinar series will cover all aspects of road safety, throughout this year

on road safety issues. The 12 Webinar series will cover all aspects of road safety, throughout this year.

Recently, a symposium on "Safer Roads/Blackspots and discussion on Plan for Rectification of Black Spots during Next One Year" was organised by Ministry of Road Transport & Highways in two sessions.

Keeping the health safety concerns related to COVID-19 pandemic, the sessions were organized in hybrid mode where nine distinguished

> panelists representing government, academic institutions and consultants and about 20 participants joined physically and about 850 participants joined online.

> Secretary Road Transport & Highways, Giridhar Aramane inaugurated the symposium on 3rd February 2021. During his inaugural speech, he emphasized the need to be proactive and design roads in such a way so that accidents do not happen due to road engineering features and in case due to change in ground

scenarios some road sections become vulnerable, an immediate intervention be made to save precious human life and resources.

Director General Road Development I. K. Pandey also endorsed these views during his keynote address and asked the participants to be vigilant on ground. He also advised all Regional Officers of the ministry that while inspecting the National Highways, they should look into the safety concern on the roads other than National Highways, make note of such issues and send it to the concerned State authority for their action. All the distinguished panelists further enlightened the participants on safety audit, design aspect of junctions, Expressways, hill roads, proper signages and safety ranking of the roads.

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"You Don't Have To Be Great To Start, But You Have To Start To Be Great." - Zig Ziglar

New Corridor Between Delhi And Dehradun To Cut Travel Time To Just 2.5 Hours



he Delhi-Saharanpur-Dehradun Economic corridor, work on which is underway, will reduce the distance between the two cities from 235 kilometres to 210 kilometres, and travel time from 6.5 hours as of now, to just 2.5 hours, once it is completed. This will be the country's first highway where there will be a 12-kilometer long elevated corridor for protection of wildlife. It has been decided to execute the project under EPC mode.

The entire corridor is designed for driving with a minimum 100 Kmph speed.

Wayside amenities every 25-30 km have been provisioned for enhancing the road user experience. Closed toll mechanism would be adopted to enable pay toll only to the extent of highway used.

The development of this corridor is expected to boost the economy of the region being served by the highway, especially boosting the tourism in Uttarakhand.

For implementation, the entire length from Akshardham (starting point) to Dehradunwill be divided into 4 sections:

Section 1 is being developed to 6 lanes with 6L service road being in built up reach, with complete access control and is divided into 2 packages. Pkg 1 falls in Delhi portion in 14.75 km and out of this 6.4 km is elevated. Pkg 2 falls in UP in length of 16.85 km and out this 11.2 km is elevated. The tendering process for these two packages have been completed. This section would start from Akshardham Temple near DME and pass through Geeta colony, Khajurikhas, Mandola, etc. This highway also aims to decongest the North East Delhi and also enhance the development potential of Tronica city, Mandola Vihar Yojana of UP Government.

Section 2 is planned 6 lane fully access controlled and the entire length is Greenfield, passing through districts of Baghpat, Shamli, Muzaffarnagar and Saharanpur. The DPR is complete and tendering process has been initiated in four packages. Land acquisition process in going on and Forest/Environment clearance

proposal have been applied. Target for project award is March 2021, subject to obtaining environment clearance and substantial land acquisition is in place.

Section 3: starts from Saharanpur bypass and ends at Ganeshpur. The entire length has recently completed to 4 lanes by NHAI. Necessary underpasses and service road are being planned to make it fully access controlled to achieve minimum 100 kmph speed.

Section 4 is planned 6 lane with complete access controlled. This section primarily passes through Reserve Forest in the State of Uttar Pradesh & Uttarakhand, Out of 20 km. 5 km is brownfield expansion, and 15 km is realignment comprising of elevated wild life corridor(12 km) and approaches to tunnel(structure 340m). ROW is restricted to 25m in general due to Wildlife concerns. Forest and Wildlife clearances have been obtained. The bids in 3 packages have been received and under evaluation. Target is to award the project by March 2021.

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Foundation Stone Of Two Bridges In Assam Laid

rime Minister Narendra
Modi laid foundation stone
of two major bridge
projects across River
Brahmaputra. This fulfilled
the long pending demand of the people
of Assam and Meghalaya.

Speaking on the occasion, Union Minister for Road Transport, Highways and MSMEs Nitin Gadkari said, road and infrastructure works worth Rs one lakh crore are being undertaken in Assam.

He said, 91 road works of 1,300 kms worth Rs 8,000 crore have been completed in the State during the last six years, while works worth Rs 20,000 crore will be completed by the year 2022.

He added that DPR shall be ready for projects worth Rs 30,000 crore within this year.

Gadkari said, the demand for a bridge over river Brahmaputra, between Dhubri in Assam and Phulbari in Meghalaya is 10 years old. With this, distance between the two places will be shortened by 203 kms. He said, Assam & Meghalaya will have a direct connection with West Bengal through this bridge. The 55 km-long road construction from Serampore in West Bengal to Dhubri, Assam will begin this October. It will save the distance and time needed to travel to Bhutan and Bangladesh.

For people living in remote areas in Majuli Island (in between Brahmaputra River), the 2-lane major bridge in cluding approaches over Brahmaputra River between Majuli (Kamalabari) and Jorhat (Nimati Ghat) (6.8 km) on NH-715K costing Rs 925.47 crore is being constructed. This bridge will provide easy and all time access to the people living in Majuli town with rest of Assam to meet their health, education and day to day development activities.

Similarly, the people of Meghalaya (Phulbari) on South bank of Brahmaputra River and People of Assam (near Dhubri) on North Bank of Brahmaputra river have to travel long distance to meet their day to day economic activities with developed towns of Meghalaya and Assam. This 4 lane Dhubri – Phulbari Bridge to be constructed on River Brahamputra in the State of Assam and Meghalaya on NH-127B costing Rs 4997 crore will reduce travel distance from 205 km to only 19 km and travel time from 6 hours to 20 minutes.

 2-lane major bridge including approaches over Brahmaputra between Majuli on north bank and Jorhat on south bank (6.8 km) on NH-715K

Project details-

This Bridge will connect Jorhat to Majuli (Nemati ghat to Kamlabari ghat). To meet the long pending demand of people of Majuli Island to connect Majuli with Jorhat a new NH -715K connecting Jorhat to Kamalabari (Majuli) have been declared on 17-11-2020.

An estimate of Rs 925.47 Cr. have been sanctioned on 04-02-2021 and the work has been awarded to M/s UP State Bridge corporation Limited on 08.02.2021. This bridge will be constructed by March, 2025.

This total length of this bridge is 6.8 Km. As per requirement of inland water way authority of India,40 span of 125m long (5 km) with 10 m vertical clearance over high flood level has been provided to facilitate water transport in Brahmaputra river.

Project Benefit-

This bridge will provide connectivity to Majuli Island which has been cultural capital and cradle of Assamese civilization for the past 500 years.

The people of Majuli Island got a good development opportunity for health, education and economy with lesser travel time to nearby major town Jorhat.

This bridge further provides connectivity to North Lakhimpur district headquarters in North Assam.

The constructions of this bridge also provide a safe evacuation access to the people of Majuli Island during flood in Brahmaputra River.

II) 4 lane Dhubri – Phulbari Bridge on River Brahamputra in the State of Assam and Meghalaya on NH-127B Project details:-

This 19 Km four lane bridge costing Rs. 4997 Crore. have been approved in Feb, 2019 and work of have been awarded in November, 2020. This project will complete in September, 2028.

These projects also have Vertical clearance of 10.50 m over high flood level and navigational length of 12.625 km to facilitate waterway transport on National watery way-2.

It consists Control Room for Emergency Response System and Flood Monitoring System and FAST tag tolling with 24x7 CCTV cameras on gantry to track vehicles.

Project benefit: -

This project will provide direct connectivity between Dhubri (Assam) and (Phulbari) Meghalaya. At present, there is Ferry services the only means between Dhubri on North Bank and Phulbari on South bank and it will meet Long standing demand of locals.

The bridge will provide a third alternative link to the States Meghalaya, Manipur, Mizoram, Tripura and Barak valley region of Assam with the rest of the Country.

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Bangladesh with Bhutan through Dalu (in Maghalaya on India-Bangladesh border) and

Hatisar (in Assam on India-Bhutan border) via Tura, Phulbari, Dhubri, Srirampur and Samthaibari.

It will be reducing travel distance from 205 km to only 19 km and also reduce in travel time from 6 hours to 20 minutes for the people residing near Pholbari (West Meghalaya) and Dhubri (West Assam). It will also Improved connectivity to urban market and supply chains.

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Implementation Of BS VI CAFE Phase 2 Standards Discussed In Meeting With SIAM Delegation

nion Minister for Road Transport and Highways & MSME Nitin Gadkari has urged car manufacturers give priority to the indigenous production of flex engines, which can be used in vehicles using alternative fuels such as ethanol. Meeting a delegation of carmakers from the Society of India Automobile Manufacturers (SIAM), the Minister said that, with ethanol beginning to be easily available in the country, and more than 70% of gasoline consumption being done by two-wheelers, there is a need to develop indigenous technology for flex fuel vehicles.

Discussions were also held regarding the request by SIAM to postpone implementation of BS 6 CAFÉPhase II regulations to April 1st 2024, on the grounds that the industry is still recovering from the impact of COVID, and slow consumer demand. While agreeing to examine the request, Gadkari made it clear to them that Indian automobile industry has to have world-class quality, and that if the industry is meeting stringent antipollution standards in countries to which they are exporting vehicles, the same standards must be adhered to in India as well.

The Minister has asked the delegation to come back next month with a detailed study on what steps have been taken by the industry on meeting the BS VI Phase I standards, and the financial implications of going ahead with BS VI CAFE Phase II standards, before a final decision can be taken on the demand to postpone its implementation.

Scrappage Policy Will Lead To New Investment Of Rs. 10,000 Crores, And Create 50,000 Jobs

nion Minister for MSME and Road Transport & Highways, Nitin Gadkari has welcomed the Voluntary Scrappage Policy announced in the Union Budget. In his post-budget interaction with the media at his residence, Gadkari said that the scrappage policy will lead to new investment of around Rs.10,000 crores, and create as many as 50,000 jobs.

The Minister said the policy would cover an estimated 51 lakh light motor vehicles (LMV) that are above 20 years of age, while another 34 lakh LMVs are above 15 years. It would also cover 17 lakh medium and heavy motor vehicles, which are above 15 years, and currently without valid fitness

certificates. These vehicles are estimated to cause 10-12 times more pollution than the latest vehicles. Outlining the benefits of the policy, Gadkari said it would lead to recycling of waste metal, improved safety, reduction in air pollution, reduction in oil imports due to greater fuel efficiency of current vehicles, and stimulate investment.

Gadkari also welcomed the increased outlay for the highways sector, to Rs. 1,18,000 crores, with the highest-ever capital investment of Rs.1,08,000 crores. While welcoming the increased allocation, the Minister said that the Ministry's increased stress on monetization of highways will help in expanding the road network in the country.

Accreditation Of Driver Training Centers

he Ministry of Road Transport & Highways has issued a draft notification regarding accreditation of driver training centres. In order to impart quality driver training to the citizens, the Ministry has proposed detailed requirements to be met and procedures to be followed by such centres. Further, the Ministry has also provided that, any individual on successful completion of driver training from such centers, will be

exempted from the requirement of driving test while applying for a driving licence.

The step will also help the transport industry to have specially trained drivers, which will improve their efficiency & reduce road accidents.

The draft notification (vide GSR 57(E) dated 29 Jan 2021) has been uploaded on the Ministry's website for public consultation, and will be formally issued after this stage.

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Farmers' Protest Poses A Loss Of ₹1.8 Crore A Day At Toll Booths

ublic funded toll plazas at highways are facing an estimated loss of approximately ₹1.8 crore per day due to farmers' protests, the Centre informed Parliament.

Toll collection across Punjab and Haryana and Delhi NCR region has been suspended since December due to the ongoing protests against the three farm laws, which cleared by Parliament last year.

In a written response to a question in the Lok Sabha by BJP MP PC Gaddigouda, Union transport minister Nitin Gadkari said: "Due to farmers' protest, some of the fee plazas are nonoperational, thereby the NHAI is unable to collect user fee from the road users. In case of public funded fee plazas, an estimated remittance loss is approximately ₹1.8 crore per day," reported HT.

According to credit rating agency ICRA, the farmers' agitation has seen nearly ₹600 crore loss in toll collections in states of Punjab,

Haryana and Delhi-NCR with ₹9300 crore of debt at risk, thus far.

ICRA Ratings, in its report issued last month, had said that around 52 toll plazas [includes both public funded and BOT (built, operate and transfer)] for national highways (NHs) operated in Punjab, Haryana and Delhi-NCR have been directly or indirectly affected due to farmers' agitation.

Apart from this, the revenue loss in the state highways projects in these regions will be an additional burden, it noted.

"The average toll collection per day at these plazas is estimated at ₹7 crore. Until January 26, 2021, these national highway toll plazas would have incurred an estimated revenue loss of around ₹560 crore out of which ₹410 crore is estimated for BOT Concessionaires. Out of the ₹9,300 crore of impacted rated debt, ₹8550 crore of debt is at a high risk of default while ₹750 crore is rated as investment grade with low to moderate risk of default. Some of these entities also have debt service reserves (DSRAs) of

around three months in place to use for such exigencies; however, this would have been completely used up by now," said Rajeshwar Burla, Vice President, Corporate Ratings, ICRA.

The inability to collect toll for a continuous period of 24 hours and exceeding an aggregate period of seven days in an accounting year due to agitations/ strikes would be considered an indirect political event under the force majeure clause, ICRA noted.

"In such cases, with the costs attributable to such events, beyond the insurance cover, one half of such excess amount is likely to be reimbursed by the National Highways Authority of India (NHAI), covering around 25% of the loss of revenue incurred by the affected projects. As per ICRA estimates, this would amount to around Rs100 crore until January 26, 2021. Further, the concession period shall be extended in proportion to the loss of fee on a daily basis," it added.

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Daimler Truck Unit To Focus On CO2-neutral Technology

erman luxury carmaker
Daimler said that its plan
to spin off Daimler Trucks
will allow the world's
largest truck and bus maker to become
more profitable and focus more on
developing technologies to cut carbon
emissions, reported Reuters.

The spin-off plan, announced earlier this month, should make the unit more agile, profitable and able to develop CO2-neutral drive technologies for trucks and buses, Daimler said in a statement.

Daimler said the truck business had seen a recovery in the fourth quarter, especially in North America and Europe, selling 121,000 units, almost double that of the second quarter, when sales were hit by the coronavirus pandemic.

For 2021, Daimler Trucks forecasts revenue to be significantly above the prior-year level and is aiming for a significant increase in adjusted return on sales to 6-7%, up from 2% in 2020.

Further, Daimler Trucks' shift to zeroemission vehicles will lead to thousands of job losses at the company's German powertrain plants by 2033, its chairman said, adding cuts would be gradual and achieved via retirements and voluntary packages.

"This is no revolution coming over night, this is an evolution," Martin Daum told journalists on a conference call.

Electric vehicles have far fewer moving parts than traditional combustion engine models and as automakers shift production their engine and powertrain plants are expected to employ far fewer people over time.

When asked what consequences European Union CO2 emission reduction targets would have for Daimler Trucks' German powertrain plants, Daum said they would have thousands fewer workers by 2033.

Daum would not say precisely how

layoffs."

Daum said a deal announced earlier this week with Cummins Inc, where the U.S. engine maker will develop and produce medium-duty engines for



Daum would not say precisely how many jobs would be affected, but Daimler Trucks' powertrain plants in Germany currently employ around 14,000 people

many jobs would be affected, but Daimler Trucks' powertrain plants in Germany currently employ around 14,000 people.

"But this is no catastrophe," Daum said. "We can use demographic changes and voluntary (severance) agreements. We will have no forced Daimler, would bring significant savings starting in 2025 or 2026.

"We will save a lot," Daum said. "There will be a positive contribution to results - not tomorrow but ... by 2025, 2026 there will be significant savings."

Daum said he expected more such deals between manufacturers and suppliers so that truck makers don't have to bear all the costs of developing a full range of commercial trucks.

Daimler said on Thursday its truck business saw a recovery in the fourth quarter, especially in North America and Europe, selling 121,000 units, almost double the figure in the second quarter, when sales were hit by the coronavirus pandemic.

For 2021, Daimler Truck sees significantly higher revenue than in 2020 and an increase in adjusted return on sales to 6-7% versus 2% in 2020.

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Tata Motors launches Signa 3118.T heavy truck with 31-tonne GVW



ata Motors, India's largest commercial vehicle manufacturer, launched its latest offering in M&HCV segment—the Tata Signa 3118.T

According to Tata Motors, this new model is India's first 3-axle 6x2 (10 wheeler) rigid truck with 31 tonne Gross Vehicle Weight (GVW).

Tata Signa 3118.T offers a unique blend of value proposition in terms of both revenue and operating cost, for its customers, the company said in a release. Powered by Cummins BS-VI engine, Tata Signa 3118.T comes with a 12.5-tonne dual tyre lift axle configuration. It can operate at 31-tonne GVW with the lift axle down and at 18.5-tonne GVW with the lift axle up, offering a large band of operating payload for various application needs.

Tata Signa 3118.T
offers a unique blend
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and operating cost, for
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configuration

Rajesh Kaul, vice president - sales and marketing, commercial vehicle business unit, Tata Motors, said, "Signa 3118.T is a landmark in Tata Motors' journey towards customer excellence. The model is evidence of unmatched customer-focused engineering and unique value positioning by Tata Motors. Value features like fuel economy switch, gear shift advisor, ICGT brakes, Fleet Edge telematics system with inbuilt anti-fuel theft, reverse parking assistance perfectly complement the pioneering vehicle design exceeding the expectations of the new-age customer. The Lx version also comes with air conditioning and unitised wheel bearings. This model expands the array of choice for customers seeking to enhance their profitability through revenue growth model," reported ET Auto.

Operating with lift axle up is categorically beneficial for the tanker customers yielding higher fuel economy in empty returns. It is ideally suitable for all types of tanker applications — petroleum, oil and lubricants (POL), chemicals, bitumen, edible oil, milk and water, as well industrial goods such as packed LPG cylinders, lubricants, agricultural products etc.

Signa 3118.T is certified by Petroleum & Explosives Safety Organization (PESO) for 25KL POL tanker, which is 2KL higher than the highest allowed capacity on a 10-wheeler, 28-tonne GVW truck.

With a 3,500kg higher certified payload than the corresponding 28-tonne GVW rigid truck and equivalent cost of operations with similar fuel, tyre and maintenance cost as a 28-tonne truck, this product is conceived to significantly enhance the net operating profit for its customers by ~45% over a 28-tonne truck. The incremental investment on the Signa 3118.T, over the corresponding 28-tonne truck, can be recovered in less than one year of operations and followed by years of incremental earnings.

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Freight Rates Up By 25 Per Cent Due To Hike In Diesel Prices



he surging diesel prices have led to an increase in freight rates across modes of transport as the rates have increased by 25 per cent, said Chairman of All India Transporters Welfare Association (AITWA).

"30 to 35 per cent increase in the diesel price has contributed around 25 per cent to 30 per cent increase in the freight rates for the last one year for Full Truck Load (FTL) deals, which are generally between big transporters and companies," said Pradeep Singal, Chairman, AITWA, reported ANI.

Explaining the impact of the continuous hike in fuel prices on the transport industry, Singal said, "We are not able to deliver instantly to our customers in such a competitive market. We have our annual, semi-annual contracts, and if the consignment has been left to us, it is not possible for us to charge more from the client later on. So, some portion of it has to be absorbed by the transport organisation and it is really

impacting our profitability and also our cost of operation has gone up due to increase in the diesel prices, which has increased our capital cost."

Requesting the government to reduce the prices, Singal said, "Inflation is increasing, it is going to impact all the industries. We should have a uniform price of diesel all over India, which will help us as we would not send our trucks to places only where diesel is cheap."

He further suggested that the increase or decrease in diesel prices should be done only once a month so that the dealers can adjust their contracts and renegotiate with companies.

The small transporters' conditions are worse due to the increase in freight rates.

Haryana Freight Carrier, Director, Subir Agarwal has who has his office at Transport Nagar, Ghaziabad and takes booking for Jharkhand and Bihar says that people like him are suffering due to the price rise.

"Our booking charges are the same for

the last two years. We are booking parcels at the rate ranging between Rs 5 per kg to Rs 7 per kg. In October 2020, we were paying freight charges of Rs 66,000 per truck, which have a loading capacity of 15 tonne for Delhi to Ranchi or Delhi to Jamshedpur. Now, we are forced to pay Rs 90,000-Rs 95,000 per truck having a loading capacity of 15 tonne," Agarwal said.

Speaking to ANI, owner of New Habibi Transport Corporation, Sonu said, "Today the diesel rate is around Rs 82 per litre for us, which is the reason behind the freight hike. Our trucks cover a distance of 2,800 km if we transport goods to Ranchi. The average mileage of truck is 4 km per litre and the diesel is around Rs 10-Rs 12 since October 2020, so we have to pay around Rs 8,000 more for fuel than what we were paying in October."

Since October 2020, the oil marketing companies have increased the petrol prices by Rs 10 per litre and diesel prices by Rs 11 per litre in the metro cities to boost revenue and recover the pre-COVID price levels.

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Tata Motors Optimistic About Overcoming Semiconductors Supply Constraint Challenge By H2 Next Fiscal

omegrown auto major Tata Motors is optimistic that the supply constraint of semiconductors that have impacted its commercial vehicles production will be back to normal by the second half of the next fiscal, according to a senior company official. The company, which had hiked prices in October and January to offset the impact of rising commodity rates, is looking at taking a similar step in April in the wake of the continued increase in steel and other raw material prices.

"In H2 (second half of the ongoing fiscal), we have also seen the semiconductors becoming a major constraint. This is something which has actually affected us in the commercial vehicles (CVs) also," said Tata Motors President Commercial Vehicle Business Unit Girish Wagh, reported PTI.

Stating that the semiconductor supply constraints started in November, he said, "We have seen some impact. Initially, it was on the small commercial vehicles (SCV) and later we have also seen some impact happening in medium and heavy commercial vehicles (M&HCV)."

In terms of actual impact on production, he said it varies from segment to segment with the "highest in SCVs and the least in I&LCV (intermediate and light commercial vehicles), and M&HCV is somewhere in between".

In order to overcome the challenge, the company has taken several steps, including engaging with suppliers, talking to semiconductor manufacturers to get some of the consignments faster or making some changes in the product configuration so that the requirement is reduced, he added.

When asked how long the issue is likely to continue, Wagh said, "As suppliers have indicated to us, the impact should go on gradually

When asked how long the issue is likely to continue, Wagh said, "As suppliers have indicated to us, the impact should go on gradually reducing. Therefore, from that perspective, I am looking at next (fiscal) year from an optimistic mindset...towards the end of O2 and beginning of H2, we should be seeing the supply side completely on track but the situation is indeed

reducing. Therefore, from that perspective, I am looking at next (fiscal) year from an optimistic

very very dynamic..."

mindset...towards the end of Q2 and beginning of H2, we should be seeing the supply side completely on track but the situation is indeed very very dynamic..."

On commodity price increase, Wagh said it has been "quite significant this year, especially steel".

However, the company has worked on additional cost reduction, as it had done during the pandemic, besides passing on some of the burdens to customers.

"There was a price hike in October and there was a price hike in January also. We are now monitoring the situation to see what happens going ahead for the next year...and looking at the current situation, we will also be looking at doing the same in the month of April when we get in the next year," he added.

Tata Motors will overcome the challenge of commodity price increase through a balance of pricing action and accelerating cost reduction, he added.

When asked about the growth prospects for the upcoming fiscal, Wagh said the CV industry is expected to grow over 30 per cent with favourable conditions outweighing negatives such as high fuel prices and uncertainty over the coronavirus pandemic, and Tata Motors will look to grow faster than the industry.

"We aim to grow our market share as part of strengthening our leadership position. Therefore, we aim to grow at a rate which is higher than the industry rate next year," he said.

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EV Startup Canoo Plans To Roll Out American-built, Pod-like Electric Pickup In 2023

Canoo Inc said it will introduce an American-built pod-like electric pickup truckelectric pickup truckin 2023, following in the footsteps of several rivals also entering the most popular segment of the U.S. automotive market.

Canoo Executive Chairman Tony Aquila revealed the timing for the truck ahead of an Automobility LA event. He said the Los Angeles-based company would begin taking preorders in the second quarter of 2021.

Aquila told Reuters he was aiming to launch the rounded, snub-nosed truck in the first quarter of 2023, and Canoo will build the vehicle in a U.S. microfactory it intends to open.

"This is like no truck you've ever seen," he said in an interview. "It's the size of a Ford Ranger, can take the payload of a full-sized pickup and (has) the turning radius of a Prius."

Aquila told Reuters in December that Canoo, which subsequently went public through a reverse merger with a special purpose acquisition company, intended to introduce a pickup.

Pickups are the top-selling vehicles in the U.S. new-vehicle market, with Ford Motor Co, General Motors Co and Stellantis NV's Ram brand dominating the gasoline-powered segment and generating large portions of those companies' profits.

While GM and Ford plan to introduce electric pickups with the intention of continuing their dominance, Canoo, Tesla with its Cybertruck, and others believe they can carve out a piece of the market as EV sales increase.

GM, Tesla, and startups Rivian and Lordstown Motors Corp all plan to introduce electric pickups later this year, with Ford following in mid-2022. [nL1 N2HW15X]

Forecasting firm AutoForecast Solutions estimates electric pickups will make up just over 1% of North a potential site and the company will still use a contract manufacturer to build its lower-volume vehicles, he said.

Canoo has developed a "skateboard" a low-rise platform that bundles batteries and electric motors with such chassis components as steering, brakes and wheels - on which a variety of vehicle body types can be built.



American pickup production in 2022, rising to 5.7% in 2028.

Canoo's pickup will join a lineup that includes the pod-like, seven-seat canoo coming in the second quarter of 2022, a delivery vehicle later that year and a sport sedan in 2025.

The pickup will be aimed at both consumer and commercial customers and has the potential to be a high-volume vehicle, creating the need for a small-scale, highly automated microfactory, Aquila said.

Canoo is negotiating with states about

Canoo said its pickup will have up to 600 horsepower and an electric driving range of more than 200 miles (320 km). Aquila expects the driving range to be 300 miles or higher by the time the truck actually launches.

The pickup includes a six-foot (2m) truck bed that can extend to a fully enclosed eight feet. It also features front cargo storage area and a fold-down worktable with electrical outlets, flip-down side tables and a hidden step offering storage and access to the truck bed.

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Medium, Heavy CV Sales To Rise As Economic Activity Gathers Speed

ales of medium and heavy commercial vehicles are expected to improve over the next few months buoyed by a pickup in construction and mining activities, demand for raw materials, and the government's focus on developing infrastructure projects, industry executives said.

Demand for medium and heavy commercial vehicles (M&HCVs) – an indicator of economic health – has improved sequentially since July 2020 and the trend is expected to continue in the current quarter, said Anuj Kathuria, chief operating officer at Ashok Leyland.

"With lockdown being lifted, movement of goods has increased and that is essentially what is driving the demand for trucks," Kathuria told ET. He said the fourth quarter ending March is usually the strongest quarter in a year, "and we expect it to be strong for FY21 as well".

He pointed out that fleet utilisation levels among transporters are up at around 70%. Demand for new trucks kicks in when utilisation crosses 80%, Kathuria said.

Market leader Tata Motors said there is demand coming from across sectors and regions. "Gradual recovery in M&HCV during recent months has been fairly broad-based, across regions and different sectors like steel, cement, containers, white goods and auto, in addition to the early gainers like ecommerce and POL (petroleum oil and lubricants) sectors," said Girish Wagh, president (commercial vehicle business unit) at Tata Motors.



Further, the announcements in the Union Budget are likely to improve sales volumes in such a manner that the recovery in the sector will be swifter in the coming quarters than what was seen in the past two quarters. The two key budget announcements for the sector are new schemes for the public bus transport services and introduction of the voluntary scrappage scheme.

The impact will be the highest on commercial vehicles followed by passenger vehicles. The government's new scheme will be launched at the cost of Rs 18,000 crore to support augmentation of public transport. The scheme will facilitate deployment of innovative public-private-partnership (PPP) models to enable private sector players to finance, acquire, operate and maintain over 20,000 buses.

Despite the recovery in the several segments of the commercial vehicles, the recovery in the bus segment remains linked to rules of social distancing and complete halt of incremental buying by school, which is one of big contributors of new bus purchases.

In the first nine months of FY21, sales of medium and heavy commercial vehicles dropped by 91% to 2,578 units according to SIAM data. The new scheme may reinvigorate the sales volumes of Ashok Leyland and Tata Motors. These companies are top players in the bus market in India.

Beside this, the voluntary scrappage policy will strengthen the replacement buying of commercial vehicles. In the past two months, fleet utilisation has improved to 90-100% and stress on the financial fleet operators was not as severe as expected. According to industry estimates, there are about 17 lakh medium and heavy commercial vehicles, which are more than 15-year-old and plying without a valid fitness certificate. These vehicles are likely to generate incremental replacement demand.

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Ashok Leyland To Buy Remaining Stake In Hinduja Tech For INR 70.20 Crore

Ashok Leyland on entered into a share purchase agreement with Nissan International Holding BV to acquire the remaining 38% stake in Hinduja Tech for INR 70.20 crore.

"The company has entered into a share purchase agreement with Nissan International Holding BV to acquire 58,500,000 shares for a total consideration of Rs 70.20 crore constituting 38% in the paid-up share capital of Hinduja Tech Ltd. Consequent to the aforesaid acquisition, HTL will become a wholly-owned subsidiary of the company," Ashok Leyland said in a regulatory filing, reported ET Auto.

According to Ashok Leyland, the commercial vehicle maker previously



owned 62% in the paid-up share capital of HTL and the remaining has been held by Nissan International Holding B.V. "The Company proposes to acquire 58,500,000 shares held by Nissan International Holding B.V to make it a wholly-owned subsidiary of

the company," it added. However, The Chennai-based commercial vehicle manufacturer did not share the reasons for buying back the stake.

With a revenue of INR 226 crore, Hinduja Tech is engaged in the IT and ITeS industry business.

Daimler Truck, Volvo Form Fuel-cell JV By Name Cellcentric GmbH

aimler Truck AG and the Volvo Group have completed the transaction to form the previously-announced fuel-cell joint venture. They have agreed to rename the

company cellcentric GmbH & Co. KG, the companies said in a joint release, reported ET Auto.

In November 2020, the Volvo Group and Daimler Truck AG signed a binding agreement for the joint

> venture. A preliminary nonbinding agreement was signed in April that year.

Under this JV, the Volvo Group has acquired 50% of the partnership interests in the existing Daimler Truck Fuel Cell GmbH & Co. KG for approximately EUR 0.6 billion on a cash and debtfree basis.

The joint venture will develop, produce and commercialize fuel-cell systems for use primarily in heavyduty trucks and in other applications.

The key goal of Daimler Truck AG and the Volvo Group is to start with customer tests of trucks with fuel-cells in about three years and to commence series production from the second half of this decade.

The Volvo Group and Daimler Truck AG own equal interests in the joint venture. They will continue to be competitors in all other areas such as vehicle technology and fuel-cell integration in trucks.



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i th growing competition in the transportation sector, involved companies should deploy new existing technologies and extensively improve the quality of their services to remain in the business. In this stfalcon article, we'll find out what are the current trends in the transportation industry and which upcoming winning strategies will lead the entire transport sphere in 2021?

Shipping goods is a significant part of the economy in each country. According to Statista, truck transportation contributed more than \$150 billion to the US nation's gross domestic product in 2016. Solely FedEx, the leading freight transportation company, generated over \$60 million of revenue in the same year. Logistics companies are mostly focused on servicing an Ecommerce market. Fred Smith, a founder of FedEx, forecasted this market to reach the value of nearly \$2.4 trillion by 2018 with its 26%

growth compared to 2016.

The key to the success in the transportation business is offering the most cost-effective, flexible, and efficient services. That's why shipping companies should turn towards the most recent trends in transportation and follow the strategies that will help to outcompete the other market players. Let's get started.

Cloud-Based Systems Adoption

One of the biggest transport industry trends for 2021 is cloud-based systems adoption, since the platforms in the cloud force a software-as-a-service (SaaS) model which opens unlimited opportunities for companies scalability and innovative digital resources usage. It allows reaching higher profitability and exceeding the common returns of on-premise systems' capabilities.

Integrated, Frictionless Travel

The necessity to make travel more smooth and hassle-free is mostly manifested through the rise of mobility-as-a-service (MaaS).

However, the number of new trends in the transportation industry, combined and aimed at minimal stoppages or checkpoints result in this one key drift to integrated travel and transportation. The minor tendencies are optimization of the infrastructure, creation of the mobility hubs for multimodal transportation, building platforms for ticketless travel, and introduction of the innovations in micromobility and last-mile connections.

Visibility and Anti-Theft GPS

Today E-Commerce, retail, and logistic companies are getting focused on the increased visibility, thus, tracking technologies adoption and adjustment for increased traceability are among the major driving trends in the transportation industry this year. Anti-Theft GPS, for instance, is a means to receive near real-time locations for entire fleets and separate items in transit. The extra security protocols will also help avoid losses across the board.

Self-Driving Trucks

The technology for self-driving trucks is still under perfecting and it has to overcome certain obstacles, such as improving driverless software to make it able to efficiently operate on urban roads with heavy traffic. However, it's one of the transportation future trends. In the long-term perspective, transportation businesses should prepare for upcoming technology changes within the industry and start equipping their trucks with selfnavigating management systems that can «learn» from real drivers.

Due to artificial intelligence (AI) and myriad sensors, an AI-enabled vehicle can correctly evaluate road conditions and learn from how truck drivers behave under «unusual» conditions on the road. Through vehicle-to-vehicle (V2V) communication, trucks can share the learned information and make other vehicles smarter. Besides, the 5G technology spreading will catalyze the adoption of self-driving fleets. In the long-term, these vehicles can potentially become better drivers than human operators.

In fact, this future is even closer than it can seem. Tesla's electric Semi truck have autopilot features which can greatly facilitate the driving process. Walmart, along with many other companies, such as Pepsi, Asko, and Loblaw confirmed having ordered Tesla Semi trucks for their commercial needs.

Regulation Compliance

It will be more correct to say that regulatory compliance is a must rather than one of the latest trends in transportation. Commercial transport companies should stay up-to-date on recent requirements and regulations adopted, changed, or removed by any local, state, or federal government. Whether they are regulations regarding electronic logbooks, overtime, or safety rules, timely monitoring regulations will always be

a trend.

Blockchain in Logistics

Blockchain is one of those transformative technology trends in distribution and transportation, that shape the mobility in 2021 and beyond. One of the perspective use cases for the blockchain technology in trucking is ensuring the accuracy of performance history records. When a truck gets sold for the second time, potential customers may have

Blockchain is one of those transformative technology trends in distribution and transportation, that shape the mobility in 2021 and beyond.
One of the perspective use cases for the blockchain technology in trucking is ensuring the accuracy of performance history records

questions about how this vehicle was used. Since blockchain transactions are immutable and transparent, all parties involved in a transaction can be sure that the information about the truck is trustworthy.

Another perspective use of blockchain in transportation is capacity monitoring. The cost of transportation depends on cargo volume. The use of Internet-of-things (IoT) sensors can help determine the amount of space a particular cargo occupies. This data can be used to calculate the shipment cost. Storing this information into a blockchain-based system signed with a smart contract will allow self-executing payments on a base of the

amount of space taken by the freight.

Address Delivery

The growth of E-commerce businesses leads to a rising demand for address deliveries. Providing better service means being more competitive. Heavy trucking businesses should consider adding a fleet of small vehicles to conquer a bigger piece of the market. Therefore, optimization of the last mile deliveries is one of the transport and logistics industry trends of 2021.

Drone Delivery

Within a last-mile delivery focus tendency among both retailers and transportation companies, some companies already deliver packages to the citizens and companies by drones. At the end of 2016, Amazon first delivered an order to its customer using a drone. This delivery was conducted in England within Amazon's new program called Prime Air which implied that a customer could get a package in 30 minutes. After Amazon's success, various companies started investing in drone delivery to increase the costeffectiveness of their business and customer experience as well.

In the EON of COVID-19 the contactless address delivery became the most popular and required of all the present-day transportation industry trends. It motivated even more companies to turn their eyes to this delivery option and start adopting it.

With the increase in expenses of transportation companies (on fuel, auto parts, etc.) transportation companies should apply new methods and strategies to improve their efficiency and mobility. For the same purpose, they should go with the tides of modern transport industry technology trends, look ahead, and be ready to invest in equipping their fleet with smart devices and deploying modern technologies that facilitate deliveries.

VECV Sales Up 19 % At 5,457 Units



VE Commercial Vehicles Ltd, a Volvo Group and Eicher Motors joint venture, reported a 19% increase in February 2021 sales to 5,457 units.

The company had sold 4,586 units in February 2020, VE Commercial Vehicles (VECV) said in a statement, reported ET Auto.

Eicher branded trucks and buses recorded total sales of 5,335 units in February 2021 as compared to 4,439 units in the year-ago month, up 20.2%, it added.

In the domestic market, sales of Eicher branded trucks and buses were at 4,825 units last month as against 3,875 units the same month a year ago, up 24.5%, the company said.

Exports of the Eicher brand of CVs were at 510 units in February 2021 compared to 564 units in February 2020, a drop of 9.6%, it added.

On the other hand, Volvo trucks posted sales of 122 units last month compared to 147 units in February 2020, the company said.

Nikola Announces Hydrogen Fuel Cellpowered Vehicle Lineup

ikola Corp disclosed details on its hydrogen fuel-cellpowered product lineup that will include vehicles with a driving range of up to 900 miles, reported Reuters.

The lineup includes a hydrogen fuel-cell electric vehicle (FCEV) variant of Nikola's truck series Tre Cabover and Nikola Two FCEV Sleeper, a long-haul freight automobile, for the North American market.



The company's Tre battery-electric vehicle (BEV) variant currently covers up to 300 miles.

The first Tre FCEV prototype building is set to begin in the second quarter, with testing and validation continuing into 2022, the company said, adding that production is planned to start in the second half of 2023.

Nikola said its Tre FCEV Cabover is targeted for distances up to 500 miles, while the Sleeper would allow for a non-stop range of up to 900 miles

In December, the company terminated a deal with Republic Services Inc to develop electric garbage trucks for the recycling and waste disposal firm.

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E-Invoicing under GST

The Opening Move

Concerned with Tax frauds using invoicing loopholes, the Government (Govt) made the first official move, in May, 2019, by forming a committee to create Business to Business (B2B) e-invoices, under GST. As a first step, the standard format for e-invoice was finalised, after detailed consultations with leading Trade / Industry bodies like CII, FICCI, ASSOCHAM, PHD, etc. The GSTN, in partnership with the Institute of Chartered Accountants of India (ICAI), drafted the e-Invoice standard. This refers to PEPPOL (Pan European Public Procurement Online), which is based on the UBL (Universal Business Language). While based on international standards, it has been adapted and customised to meet Indian business practices and requirements.

In the International Airlines Industry, about one and a half decades back, I recall that it was the NGO, International Air Transport Association (IATA), which was at the forefront of the effort to encourage the use of XML to develop the Aviation Invoice Standard. This was simplified further to help reduce the number of documents required for Cargo export from 42, to the minimum basic of a single-digit number- a huge target at that time. In our country, of course, we need Govt. initiatives to spur reform and then pick holes in them to reverse the process- a case of Luddite behaviour.

What is an e-Invoice?

This is an electronic invoice, or an e-invoice, based on structured invoice data formats like XML, EDI, created in the seller's ERP / invoicing software, using web-based forms, unlike unstructured invoice data in formats like PDF, Excel, Word, etc.

It is an electronic invoice generated using a standardised format, which permits machine readability of the electronic data of the invoice to be shared with others, thus ensuring inter-operability of data on other platforms.

This is not to be confused with a digital invoice, though both can be electronically processed from creation to payment, but an e-invoice is created in the seller's invoicing system, online bank or alternatively, in a web-based form. From there, the e-invoice file can be either downloaded or sent directly to the buyer's software.

The e-invoice is delivered through an e-invoicing operator, which can be considered as the electronic equivalent of the postal system while sending physical paper invoices.

The following documents are covered under e-Invoicing: Invoices / Credit Notes / Debit Notes by the supplier and / or any other document required by law to be reported by the creator of the document.

Data plan of the E-Invoice

As per the draft format generated by the GSTN, an e-Invoice will contain the following parts:

- E-Invoice schema: This part will consist of the technical field name and the description of each field.
- 2. Masters: Masters will specify the set of inputs for certain fields, that are pre-defined by GSTN itself. It includes fields like UQC, State Code, invoice type, supply type, etc.
- E-Invoice template: The template is as per the GST rules and enables the reader to correlate the terms used in other sheets.

All businesses need to issue e-invoices using the same e-invoice schema laid down by the GSTN. The maximum number of line items allowed per e-Invoice is 100. The e-invoice scheme applies to Reverse Charge Mechanism (RCM) transactions as well.

Implementation Phases of E-Invoicing under GST

The e-Invoicing system under GST was implemented from October 1,

2020 for taxpayers with an aggregate turnover exceeding Rs.500 crore. E-invoicing will be extended to businesses with an aggregate turnover exceeding Rs.100 crore from January 1, 2021. The government plans to bring all businesses under the purview of e-invoicing from April 1, 2021. Aggregate turnover for e-invoicing will include the turnover of all GSTINs under a single PAN across India. However, e-invoicing shall not be applicable to the following categories of registered persons, irrespective of the turnover, as notified in the CBIC Notification No.13/2020 -Central Tax:

- An insurer or a banking company or a financial institution, including an NBFCA Goods Transport Agency (GTA)
- A registered person supplying passenger transportation services
- A registered person supplying services by way of admission to the exhibition of cinematographic films in multiplex services
- An SEZ unit (excluded via CBIC Notification No. 61/2020 – Central Tax)

Registration of e-Invoices on IRP

Some of the proposed modes are-

 Web based / API based / Offline tool based / GSP based.

Multiple IRN generation for the same invoice will not be possible as the e-invoice system checks in the Central Registry of the GST system to ensure that the same invoice from the same supplier belonging to the same financial year is not being uploaded again for generating more than one IRN. The IRP will reject such invoices.

An e-Invoice cannot be partially cancelled-it has to be cancelled fully. Once cancelled, it will need to be reported into the IRN within 24 hours. After that window closes, it needs to be manually cancelled on the GST

portal, before the returns are filed. Once an IRN is cancelled, the same invoice number cannot be used again to generate another invoice. If done again, the IRP will reject it.

Anyone can verify the correctness of an e-invoice by uploading the signed JSON into the e-invoice system, by selecting the option 'Verify Signed

Invoice' under the 'Search' option.
One can also download the QR Code Verify app and verify the QR code printed on the invoice.

E-invoicing integration with GST returns / e-way bills

An e-Invoice will be uploaded into the relevant GST return only when it has been validated

and registered by the invoice registration system. After the validation has been done, it will be visible to the taxpayer for viewing and editing in the GSTR-1 return. The main aim of the tax department is to enable the pre-population of GST returns, which will reduce reconciliation-related issues. Once e-Invoicing has been implemented, the data in the invoices can be pre-populated into the relevant tables of the tax returns without the need for fresh data entry.

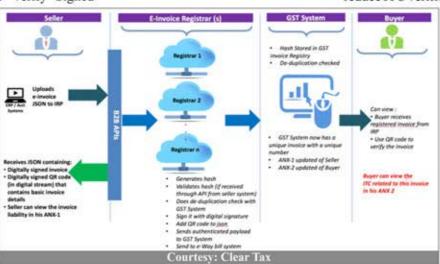
Invoices will continue to be generated on the individual ERP software that are currently in use by businesses. The invoice must conform to the e-Invoicing standard and include the mandatory parameters. The direct generation of invoices on a common GST portal will not be possible.

E-invoice compliance is mandatory for export transactions as well. The e-invoice system allows the declaration of export invoices as well as zero rated supplies.

E-invoicing is not applicable for import transactions / bills of entry.

Presently, e-invoice provisions are not applicable to B2C transactions. However, a seller is required to display a dynamic QR code on B2C invoices as per Notification No. 14/2020 – Central Tax dated 21.03.2020, read with Notification No. 71/2020 – Central Tax dated 30.09.2020.

E-Invoice workflow chart:



Countries following the system of e-Invoicing are South Korea, Brazil, Chile, Mexico, Canada, Norway, Sweden, Turkey, Italy, Denmark, Peru, etc.

From April 2019, all public sector entities in EU-countries are able to receive e-invoices from their suppliers. The e-invoices then must comply with the new European Standard EN (European Norm). Mexico and Brazil among other states have legislation that requires sales transactions to be documented in an e-invoice format. Even The U.S. Department of Treasury demands its bureaus to use electronic invoicing.

Benefits of e-Invoicing

Common general benefits include: saving time owing to automation; minimizing errors since manual entries are minimal; reducing cost by cutting use of paper; processing speed increased with electronic rather than physical movement of invoices / documents; better control and insight in the invoicing process, etc.

Here are a few of the specific

advantages, in this regard:

- One-time reporting of B2B invoices during generation, which reduces reporting in multiple formats.
- Real-time tracking of invoices prepared by a supplier can be enabled, along with the faster availability of input tax credit (ITC). It will also reduce ITC verification issues.
 - B e t t e r management and automation of the tax-filing process.
 - Higher data integrity leading to reduction in the number of frauds as the tax authorities will also have access to data in real-time for authentication.
 - The GST invoices are essential for

calculating the amount of ITC. If misplaced, one can generate the invoice any number of times in PDF format, by scanning the QR code.

Disadvantages of e-Invoicing system

The main purpose of the introduction of e-invoicing was the curtailment of tax evasion. But, the new system only facilitates e-invoicing of B2B invoices and not B2C invoices. The maximum number of frauds happen in B2C invoices as no ITC is involved. Thus, such a system should come into force which allows customers to report noncompliant invoicing and thus help to curb tax evasion at its source. Another disadvantage is that an archiving option is not available on IRP. It has no mandate to store invoices for more than 24 hours. Now that E-invoicing is here, it is time to review the utility of the E-way bill, which contains very similar information.

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AITWA in Association with Red Cross Society Organised Soap and Mask Distribution Program

at a Camp in Ghaziabad Border

All India Transporters' Welfare Association (AITWA) organised a camp to distribute mask and soap to drivers, labours, and khalasies. Around 500 people availed the benefit from the event. The program kicked off at 10:00 am and continued till 04:00 pm. The Red Cross Society of India offered the Soap and Mask sets to distribute amongst the people associated with the transport sector.



















GOODYEAR ANNOUNCES LEADERSHIP CHANGES

Patterson to Lead Cooper Tire Integration; Madarang to Lead Company's Asia-Pacific Region

AKRON, Ohio, March 4, 2021 – Following the company's recent announcement of its plans to acquire Cooper Tire, The Goodyear Tire & Rubber Company today announced that Ryan Patterson, currently president of its Asia Pacific business unit, will lead the integration effort as senior vice president, Business Integration. Nathaniel Madarang, currently managing director of Goodyear China, will succeed Patterson as president of Goodyear Asia Pacific.

Prior to his role in Asia Pacific, Patterson was president of Goodyear's North America Consumer business, where he developed the company's consumer strategy and its focus on high-value segments. He led the creation and implementation of the company's aligned distribution model in North America, and launched goodyear.com, driving e-commerce sales for distributors and dealers. Prior to his work in North America. Patterson worked in several roles of increasing responsibility in Latin America since joining the company in 2002. He is a graduate of Brigham Young University, where he earned his bachelor's degree in Accounting, and Harvard Business School, where he earned his MBA.

Madarang has been with Goodyear since 2008. Prior to his role as managing director of Goodyear China, he was vice president of Finance for Goodyear's Asia Pacific business, and prior to that, vice president of Goodyear's China Consumer business and finance director for Goodyear China. Prior to joining Goodyear, he served in several leadership roles for Procter & Gamble in China and ASEAN.

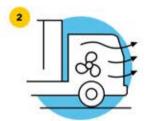
Both appointments are effective immediately.

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Recommendations for truck drivers during COVID-19



Clean regularly all frequently touched surfaces inside and outside your cabin (steering wheel, radio, levers, door handles, etc.) using disinfectant. Clean all tools and equipment (portable scanners, etc.) you use, especially those shared with other users.



Ventilate the driver's cabin regularly at stopping points.



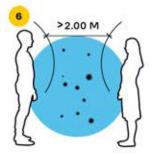
Disinfect hands with hand sanitiser or wash them with liquid soap and water for at least 30 seconds every time you enter or return to your vehicle.



Wear gloves when at loading and unloading docks, gas stations, customers' sites and terminals.



Stay in the driver's cabin whenever possible while at customer sites, unless otherwise required.



Maintain a distance of 2 metres from others in case of leaving your cabin, and avoid entering closed rooms where other people are present. Takeout meals are recommended rather than eating at rest stops.

Source: IRU

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Women in Logistics



Questionnaire

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

With nearly 18 years of experience in various industries, the path to success has been filled with learning opportunities and a passion to innovate and create like never before. The journey has been exhilarating as Human Resources Dept. (HRD), provided me with the ability to connect with people and focus on helping them develop their strengths.

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

I came from the Banking, Financial Services and Insurance segment. This laid down the foundation for working in an industry that was not necessarily female dominated. When we think about the logistics industry, our initial thought is of men moving heavy shipments across the HUB floor. However, the industry is far from that and I wanted to break this stereotype and plunge into a space that provided me with a blank canvas to unlock a new set of achievements. Blue Dart gave me this opportunity and I realized early on, that diversity was respected

and encouraged. The organization believes in propelling its human resources further regardless of gender, age, race, caste, etc. We have women working as pilots, front-liners, engineering, quality control, technical services, flight dispatch, flight operations, materials, etc..

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

I believe a leader needs to earn the respect of their colleagues and gender is not a determinant of the same. My colleagues, male and / or female, swiftly supported my transition from an outsider to an insider and that is how my journey has continued till date. We work hard to ensure that our customers remain the focus of our business. Discrimination on any grounds is to be left at the gate and is not tolerated.

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

In the logistics industry, my expertise lies in the HRD vertical, under which umbrella I specialize in organizational development and culture building. I focus on large scale cross border organizational integration in which our workforce remains engaged.

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

The logistics industry is manpower intensive, with human capital as its backbone. As a HRD veteran, I am thrilled about working with such driven, passionate people, which has provided me with the ability to explore, create and innovate extensively and this has ensured that there is never a dull moment in the field.

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

In my experience, the logistics industry provides an opportunity for any individual who has the eagerness to learn, adapt and grow. I have always believed in the saying, 'As you sow, so shall you reap', and firmly believe that this applies to future growth across any industry vertical.

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

The logistics industry is very hands-on and demands attention to detail in order to provide exceptional service quality. With an organization that shoulders the title of being the 'Trade Facilitator to India', each employee takes his/her individual responsibility seriously and delivers on time, every time.

Having a good work-life balance is key and the organization understands that. In order to aid this process even further, various initiatives are introduced into the work stream, including yoga and an Employee Assistance Program. This ensures that all staff are able to enjoy their personal and professional lives to the fullest. Success comes by when you have a supportive family and a work family as well and I am blessed with both!

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

The logistics industry is filled with opportunities in that it provides you with an array of roles to prove your capabilities. It is important to recognize these roles and work hard to channel the growth of your career. Work with a keen eye on the ball and be passionate about your work – this will definitely lead to good results.

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

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DELHI BOOKING OFFICE

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	0129-228354
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		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	÷.	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, Chamanial 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 विद्युत वाहनों के लिए स्वदेशी फ्यूल सेल विकसित करने के लिए एकजुट होकर प्रयास करने का आह्वान किया

केंद्रीय सड़क परिवहन, राजमार्ग और सूक्ष्म, लघु एवं मध्यम उद्यम मंत्री नितिन गडकरी ने विद्युत वाहनों के क्षेत्र में स्वदेशी फ्यूल सेल विकसित करने के लिए एकीकृत दृष्टिकोण अपनाने का आह्वान किया। उन्होंने कहा कि आज भारत इस क्षेत्र में विश्व का अग्रणी देश बनने की कगार पर है। उन्होंने वैज्ञानिकों, शिक्षाविदों और उद्योग से हाइड्रोजन आधारित ऊर्जा का लाभ उठाने का अनुरोध किया, क्योंकि यह ऊर्जा सस्ती और देश में आसानी से उपलब्ध है। उन्होंने भारत में सौर ऊर्जा की कम लागत की ओर इशारा किया कि यह ऊर्जा ईधनों के अन्य तरीकों को ऊर्जा प्रदान करने में मदद कर सकती है।

एक सरकारी एजेंसियों और अनुसंधान

संस्थानों के प्रतिनिधियों की बैठक की अध्यक्षता करते हुए उन्होंने बताया कि लगभग 81 प्रतिशत ली-आयन बैटरी घटक स्थानीय रूप से उपलब्ध हैं। भारत के पास कम लागत पर मूल्य संवर्धन करने का तथा इसके फलस्वरूप बड़े पैमाने पर रोजगार जुटाने का बड़ा अच्छा अवसर है। ली-आयन, मैटल-आयन, सोडियम सल्फर, हाइड्रोजन, आयरन सल्फर, पोलिमर इलेक्ट्रोलाइट मेंबरेन सैल सिस्टम, जिंकजैल, आदि सहित विभिन्न प्रौद्योगिकियों के लिए दिए गए प्रेजेंटेशनों के बारे में प्रतिक्रिया जारी करते हुए उन्होंने कहा कि आर्थिक व्यवहारिता ही किसी भी सफल प्रौद्योगिकी का आधार है।

गडकरी ने कहा कि चीन जैसे देशों का इस क्षेत्र में प्रभुत्व होने के बावजूद लीथियम-आयन बैटरी के क्षेत्र में भी व्यापक संभावनाएं हैं। उन्होंने कहा कि भारत की खनन इकाइयां वैश्विक रूप से घटक परिसंपत्तियों का अधिग्रहण कर सकती हैं और मौजूद अवसर हासिल कर सकती हैं, क्योंकि इस क्षेत्र में अभी भी 49 प्रतिशत संभावनाएं मौजूद हैं। गडकरी ने ऑटोमोबाइल उद्योग की बढ़ती हुई गित की ओर इशारा करते हुए कहा कि इस उद्योग का मौजूदा टर्नओवर 4.5 लाख करोड़ रुपए है, जिसके जल्दी ही बढ़कर दस लाख करोड़ तक पहुंचने की संभावना है। उन्होंने यह भी कहा कि शुरुआत में नई वाहन स्क्रैपिंग नीति के तहत लगभग एक करोड़ वाहन स्क्रैप किए जाएंगे, जिसके कारण सस्ता एल्यूमीनियम, तांबा, रबड़, इस्पात और अन्य उत्पाद



उपलब्ध होंगे। इस कारण बैटरी घटकों के मूल्य घटाए जाने की संभावना होगी।

गडकरी ने इस क्षेत्र में उद्योग के अनुभव को एकीकृत करते हुए इस बैठक में दिए गए सुझावों को आगे बढ़ाने के लिए कहा। उन्होंने प्रतिभागियों को इन श्रेष्ठ प्रौद्योगिकियों को अपनाने के बारे में अपनी पूरी प्रतिबद्धता के बारे में आश्वस्त किया। उन्होंने कहा कि नई पीढ़ी की बैटरियां न केवल देश में वाहन प्रदूषण को कम करेंगी, बल्कि भारत को विद्युत वाहनों का एक वैश्विक आपूर्तिकर्ता भी बनाएंगी।

नीति आयोग के सीईओ अमिताभ कांत ने लीथियम-आयन वैकल्पिक बैटरियों के बारे में ध्यान केंद्रित करने पर जोर देते हुए इस बारे में परिसंपत्तियों के अधिग्रहण के लिए विदेशों में अवसरों को तलाशने के खनन कंपनियों के विचार का समर्थन किया। उन्होंने कहा कि नीति आयोग ने एल्यूमीनियम आयन बैटरियों में अनुसंधान के लिए गुवाहाटी और दिल्ली समेत चार आईआईटी के साथ सहयोग किया है। इस बैठक में सड़क परिवहन और राजमार्ग राज्य मंत्री जनरल (सेवानिवृत्त) डॉ. बी.के. सिंह, प्रधानमंत्री के प्रधान वैज्ञानिक सलाहकार के. विजयराघवन, नीति आयोग के सीईओ अमिताभ कांत, सड़क परिवहन और राजमार्ग सचिव गिरिधर अरमाने तथा डीआरडीओ, इसरो, सीएसआईआर और आईआईटी के विरष्ट प्रतिनिधियों ने भाग लिया।

सरकारः वाहन निर्माताओं को न्यूनतम किफायती मूल्य पर वाहनों में बुनियादी सुरक्षा सुविधाएँ प्रदान करनी चाहिए



केन्द्रीय सड़क परिवहन और राजमार्ग मंत्री, नितिन गडकरी ने कहा है कि सामाजिक हितों को देखते हुए, ऑटोमोबाइल निर्माताओं को वाहनों में न्यूनतम किफायती कीमत पर बुनियादी सुरक्षा प्रदान करनी चाहिए। हाल के एक अध्ययन की ओर इशारा करते हुए जिसमें कहा गया है कि अगर हम सड़क दुर्घटनाओं में होने वाली मौतों को रोकने में सफल होते हैं, तो हम प्रति व्यक्ति लगभग 90 लाख रुपये बचा सकते हैं। गडकरी ने यह भी कहा कि यह जरूरी है कि ऑटोमोबाइल निर्माता सुरक्षा सुविधाओं को और बढ़ाएं। सड़क परिवहन मंत्री आज एनजीओ – सेव लाइफ फाउंडेशन के सहयोग से तैयार "ट्रैफिक क्रैश इंजरी एंड डिसएबिलिटीज: द बर्डन ऑन इंडिया सोसाइटी" शीर्षक से विश्व बैंक की रिपोर्ट जारी कर रहे थे।

मोटे तौर पर, रिपोर्ट कहती है कि सड़क दुर्घटनाएं समाज और राष्ट्र और राज्यों के लिए एक बहुत बड़ा बोझ हैं:

सड़क दुर्घटना से होने वाली मौतों और चोटों को कम करने से आय में वृद्धि हो सकती है

किफायती सड़क सुरक्षा कार्यों से लोक कल्याण संबंधी बड़े लाभ प्राप्त किए जा सकते हैं

सड़क दुर्घटना से होने वाली मौतों और चोटों के कारण निम्न और मध्यम वर्ग के देशों में काम करने वाले वयस्कों की उम्र कम हो जाती है। गडकरी ने कहा कि सड़क दुर्घटनाएं भारत जैसे देशों में एक सार्वजनिक स्वास्थ्य मुद्दा और चुनौती है, और कहा कि उनके मंत्रालय ने सड़क सुरक्षा की मौतों को कम करने के लिए कई उपाय किए हैं, जिसे उन्होंने सड़क सुरक्षा में सुधार का "4ई" को कहा – इंजीनियरिंग, शिक्षा, प्रवर्तन और आपातकालीन देखभाल सेवाएं। मंत्री ने कहा कि सरकार विभिन्न परियोजनाओं पर विश्व बैंक के साथ काम कर रही है, जिनमें से एक सड़क दुर्घटना डेटाबेस आईआरएडी को सुव्यवस्थित करना है।

यह बताते हुए कि रिपोर्ट का एक महत्वपूर्ण निष्कर्ष यह है कि गरीब परिवारों में अमीरों की तुलना में दुर्घटना से होने वाली मौतों की संख्या दोगुनी है, गडकरी ने कहा कि, सरकार के लिए, प्रत्येक मृत्यु अनमोल है, चाहे वह गरीब परिवार से हो या अमीर परिवार से हो। सड़क परिवहन मंत्री ने कहा कि संस्थागत सुधारकी बहुत आवश्यकता है, और एक सुव्यवस्थित और मजबूत और सुलभ कानूनी, बीमा और स्वास्थ्य सेवा इको सिस्टम का होना बहुत जरूरी है।

मंत्री ने कहा कि अतिसंवेदनशील सड़क का उपयोग करने वालों की सुरक्षा, कैशलेस उपचार, नागरिक और स्वास्थ्य अवसंरचना में सुधार, बीमा के प्रवेश और क्षतिपूर्ति तंत्र, पोस्ट-क्रैश प्रतिक्रिया इको सिस्टम और हितधारकों के एकीकरण की रिपोर्ट की सिफारिशों से मोटर वाहन संशोधन कानून 2019 और मोटर वाहन नियमों में संशोधन करने में मदद मिलेगी।

X

ई-वे बिल को लेकर हड़ताल आज

26 को AITWA का भारत बंद

भारत में सड़क परिवहन क्षेत्र के शीर्ष निकायों में से एक ऑल इंडिया ट्रांसपोर्टर्स वेलफेयर एसोसिएशन ने 26 फरवरी को अखिल भारतीय व्यापारी परिसंघ (कैट) द्वारा जीएसटी के खिलाफ भारत बंद के आह्वान को

अपना समर्थन दिया है तथा संघ द्वारा उस दिन 'चक्का जाम', या 'सड़क यातायात अवरुद्ध' किया जाएगा. राष्टीय अध्यक्ष महेंद्र आर्य ने

कहा कि सभी राज्य

स्तरीय-परिवहन संघों ने ईंघन की कीमतों में वृद्धि के विरोध के साथ-साथ भारत सरकार द्वारा शुरू किए गए नए ई-वे बिल कानूनों को समाप्त करने की मांग करते हुए परिवहन सेवा को रोकने के इस एक दिवसीय अभियान में अपना समर्थन दिया है. एक दिन के लिए सभी ई-वे बिल उन्मुख माल की बुकिंग और आवाजाही को रोकना ही इस आंदोलन का मुख्य उद्देश्य है. सभी परिवहन कंपनियों को सांकेतिक विरोध के रूप में सुबह 6 से 8 बजे के बीच अपने वाहनों को पार्क करने के लिए कहा गया है. सभी परिवहन कंपनियों द्वारा अपने सभी ग्राहकों से संपर्क करके 26 फरवरी को किसी भी सामान को बुक या लोड नहीं करने के लिए कहा जाएगा.

विरोध

रांची | वरीय संवाददाता

राजधानी रांची समेत राज्य भर में ट्रांसपोर्टर शुक्रवार को एक दिनी हड़ताल पर रहेंगे। हड़ताल के दौरान शहर के विभिन्न इलाके में स्थित ट्रांसपोर्ट कंपनी के दफ्तर और गोदाम बंद रहेंगे। इस वजह से माल की बुकिंग, दुलाई और डिलेवरी बंद रहेगी। ट्रांसपोर्टरों की हड़ताल में मोटिया मजदूर भी शामिल हैं।

अनुमान है कि हड़ताल की वजह से रांची समेत अन्य इलाके में कारोबार एवं व्यापार पर असर होगा। ट्रांसपोर्ट कंपनी से माल का लदान नहीं और उतारने का काम बाधित होने से ट्रक भी खड़े रहेंगे। हड़ताल का आह्वान

ढुलाई रहेगी बंद

- रांची समेत राज्य भर में माल की बुकिंग, डिलेवरी, ढुलाई रहेगी बंद
- मोटिया मजदूर समेत ट्रक संचालक संघ का भी है समर्थन

कन्फेडरेशन ऑफ ऑल इंडिया ट्रेडर्स एवं ऑल इंडिया ट्रांसपोर्ट वेलफेयर एसोसिएशन की ओर से किया गया है। ट्रांसपोर्टर जनवरी में ई-वे-बिल की समयाविध घटाने को अव्यावहारिक बताते हुए विरोध कर रहे हैं।

रांची में हड़ताल का आह्वान रांची गुड्स ट्रांसपोर्ट एसोसिएशन की ओर से किया गया है। आंदोलन का समर्थन झारखंड लोक जनशक्ति मजदूर यूनियन, झारखंड प्रगतिशील मजदूर युनियन, रांची लोकल ट्रांसपोर्ट एसोसिएशन, झारखंड ट्रक ऑनर एसोसिएशन, झारखंड मोटर मालिक संघ समेत कई अन्य संगठन की ओर मे हैं।

संगठन के प्रवक्ता सुनील सिंह चौहान ने बताया कि जीएसटी काउँसिल की ओर से एक जनवरी से ई-वे बिल की समय सीमा की वैधता घटाए जाने और जीएसटी के नियमों को जिटल बनाये जाने से सभी व्यवसायी वर्ग परेशान हैं। पेट्रोलियम उत्पाद की कीमत में वृद्धि से परिवहन व्यवसाय घाटे में चल रहा है। ई-वे बिल को अव्यावहारिक बनाये जाने से ट्रांसपोर्टरों का व्यवसाय करना मुश्किल हो गया है। उन्होंने बताया कि नया नियम बनाते समय इसका कारोबार पर होने वाले असर को लेकर किसी स्तर से चर्चां नहीं

दो ट्रालों का करीब तीन लाख था चालान

ट्रांसपोर्टर ने फंदा लगाकर की आत्महत्या

 भारी भरकम चालान को देखकर ट्रांसपोर्टर ने लगाया फंडा

गोहाना, (पंजाब केसरी): गांव घडवाल निवासी संदीप पुत्र रामकिसन ने अपने ही कार्यालय में फांसी का फंदा लगा कर आत्महत्या कर ली। आत्महत्या की सूचना पाकर परिजन व पुलिस कर्मचारी मौंके पर पहुंचे। शव को गोहाना के नागरिक अस्पताल में लेकर पहुंचे। जहां पर पुलिस ने शव का पोस्टमांटम करवा कर शव परिजनों को सौंप दिया। संदीप टांसपोर्ट का काम करता है। संदीप



शव मिलने का इंतजार करते हुए मृतक संदीप के परिजन।(छाया : जसबीर खत्री)

ने ट्रक यूनियन में अपना कार्यालय बना रखा था। संदीप के चाचा सतीश ने बातया कि दो ट्रालों का करीब तीन लाख रुपये चालान काट दिया था। नुकसान के चलते संदीप कई

दिन से मानसिक परेशान चल रहा था। मानसिक परेशानी के चलते उसने आत्म हत्या कर ली। पुलिस ने संदीप की पत्नी के बयान पर कार्रवाई कर जांच शुरू कर दी।

कल राज्य के ट्रांसपोर्ट रहेंगे बंद, तैयारियां पूरी, कई संगढनो ने दिया अपना समर्थन

मेट्रो रेज संवाददाता

रांची: कांग्लिडरेशन ऑफ ऑल इंडिया ट्रेडर्स एवं ऑल इंडिडया ट्रांसपोर्ट येलफेयर एसोस्कारल इंतर 26 फरवरी 2021 को एक दिवसीय भारत बन्द के समर्थन में रॉची युद्स ट्रांसपोर्ट एसोसिएशन भी बंदी में शामिल होगा। हडताल की सफल बनाने के लिए उस्त लिए को को माल की युर्कर, डित्तीबरी, लदाई का काम पूरी तरह से बन्द रखेगा। जिसका



समर्थन झारखंड लोक जनशक्ति मजद्र यूनियन, झारखंड प्रगतिशील मजदुर यूनियन, रीबी लोकल ट्रांसपोट एसोसिएशन,

ज्ञारखंड ट्रक ऑनर एसोसिएशन, झारखंड मोटर मालिक संघ के साथ अन्य सगठनों ने किया है। इस दिन सभी ट्रांसपोर्ट के कार्यालय पूरी तरह से बन्द रहेंगें, न ही बाहर से आये हुए माल की डिलीवरी होगी, न ही रांची से कही म्हल बाहर जाने की बुकिंग होगी,जिसका प्रभाव सम्पृणं राष्ट्र के साथ साथ झारखंड में भी पड़ेगा।

ज्ञात रहें कि विगत 1 जनवरों से जो एस टी, ई-वे बिगत की समय सीमा की वैधता घटाए जाने, एवें जी एस टी के निवमों को जटिल बनाये जाने से सभी ज्यवसायी वर्ग के लिये व्यवसाय करना मुश्किल हो यथा है, पेट्रॉलियम उत्पादों के दाम में भारी बृद्धि, से परिवहन व्यवसाय घाटे में जा रहा है,ई-वे बिल को अव्यक्तरिक बनाये जाने से व्यवसाय करना मुश्किल हो गया है।

ई -वे- बिल के वर्तमान निवम से परिचहन व्यवसाय करना ही मुश्किल होगा, नये निवम को बनाने चालों ने व्यवसाय के व्यवहारिक स्वरूप को जाने बगैर निवम बना दिया विधिन्त राज्यों को भीगोलिक स्थिति, कान्न व्यवस्था, स्थानीय सङ्कों, नो इंट्री इत्सादि के अञ्चयन किये बनैर एक अञ्चारिक नियम को व्यवसायों वर्ष र लाद कर भय की स्थिति उत्पन्न कर दो गई है इस नियम को बापस लेने को मांग सरकार से राँची नृदस ट्रांसपोर्ट एसोसिएशन ने की है। इसे लेकर लगातार बंदी को सफल बनाने के लिए बैठका समील सिंह जीहान ने दी।



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

no.	Airport	For The Month For The Period April To I					
		Dec.	Dec.	%		2019-20	%
		2020	2019	Change			Change
(A)	21 International	Airports					
1	Chennai	32127	30147	6.6	196189	275107	-28.7
2	Kolkata	11090	11868	-6.6	71878	121588	-40.9
3	Ahmedabad	7001	8796	-20.4	41419	82899	-50.0
4	Goa	576	502	14.7	2377	4199	-43.4
5	Guwahati	1874	1490	25.8	10509	16094	-34.7
7	Lucknow	882 1532	1275 1652	-30.8 -7.3	6890 8251	11602 13772	-40.6
8	Jaipur Trivandrum	1280	1783	-28.2	11368	20370	-40.1 -44.2
9	Bhubaneswar	768	884	-13.1	4450	7458	-40.3
10.	Calicut	671	2314	-71.0	7267	21508	-66.2
11	Varanasi	376	286	31.5	2034	2800	-27.4
12	Coimbatore	602	1056	-43.0	4038	9520	-57.6
13	Srinagar	537	371	44.7	4339	5919	-26.7
14	Amritsar	206	164	25.6	875	1822	-52.0
15	Mangalore	48	569	-91.6	1589	3067	-48.2
16	Portblair	498	518	-3.9	2671	5130	-47.9
17	Trichy	268	594	-54.9	1743	6145	-71.6
18	Imphal	622	698	-10.9	2685	6075	-55.8
19	Vijayawada	152	158	-3.8	1167	1708	-31.7
20	Tirupati	0	0	-	0	0	- 2
21 Tota	Kushinagar	61110	65125	-6.2	381739	616783	-38.1
Tota		61110	65125	-0.2	301/39	010/83	-38.
-	7 JV Internationa						
22	Delhi (DIAL)	73195	81624	-10.3	513664	740866	
23	Mumbai (MIAL)	63279	77238	-18.1	402211	661636	
24	Bangalore (BIAL)	33189	30968	7.2	230719	288455	-20.0
25	Hyderabad (GHIAL)	10838	12305	-11.9	77335	110252	-29.9
26	Cochin(CIAL)	3683	5141	-28.4	30424	57628	-47.2
27	Nagpur (MIPL)	886	747	18.6	4114	7501	-45.2
28	Kannur (KIAL)	0	0	-	0	0	
Tota	ı	185070	208023	-11.0	1258467	1866338	-32.6
CO	1 ST Govt./Pvt.						
					0	0	
-	Chiedi	0		-	U	1000	
29	Shirdi	0	0	- 10	0		
29 Tota	d	0	0	- 2	0	0	
29 Tota (D)	il 10 Custom Airpo	0 orts	0	-			
29 Tota (D) 30	l 10 Custom Airpo Pune	0 orts 3444	3145	9.5	18479	28610	-35.4
29 Tota (D) 30 31	10 Custom Airpo Pune Patna	0 orts 3444 1129	3145 959	17.7	18479 8353	28610 9694	-35.4 -13.8
29 Tota (D) 30 31 32	10 Custom Airpo Pune Patna Bagdogra	0 orts 3444 1129 715	3145 959 577	17.7 23.9	18479 8353 4153	28610 9694 5862	-35.4 -13.8 -29.2
29 Tota (D) 30 31 32 33	l 10 Custom Airpo Pune Patna Bagdogra Indore	0 orts 3444 1129 715 1120	3145 959 577 917	17.7 23.9 22.1	18479 8353 4153 4384	28610 9694 5862 8294	-35.4 -13.8 -29.2 -47.1
29 Tota (D) 30 31 32 33 34	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam	0 orts 3444 1129 715 1120 289	3145 959 577 917 384	17.7 23.9 22.1 -24.7	18479 8353 4153 4384 2503	28610 9694 5862 8294 4404	-35.4 -13.8 -29.2 -47.1 -43.2
29 Tota (D) 30 31 32 33 34 35	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh	0 orts 3444 1129 715 1120 289 1049	3145 959 577 917 384 666	17.7 23.9 22.1 -24.7 57.5	18479 8353 4153 4384 2503 5084	28610 9694 5862 8294 4404 7227	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7
29 Tota (D) 30 31 32 33 34 35 36	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat	0 orts 3444 1129 715 1120 289 1049 403	3145 959 577 917 384 666 230	17.7 23.9 22.1 -24.7 57.5 75.2	18479 8353 4153 4384 2503 5084 2950	28610 9694 5862 8294 4404 7227 2861	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1
29 Tota (D) 30 31 32 33 34 35 36 37	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai	0 orts 3444 1129 715 1120 289 1049 403 286	3145 959 577 917 384 666 230 268	17.7 23.9 22.1 -24.7 57.5 75.2 6.7	18479 8353 4153 4384 2503 5084 2950 1382	28610 9694 5862 8294 4404 7227 2861 2470	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0
29 Tota (D) 30 31 32 33 34 35 36 37 38	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad	0 orts 3444 1129 715 1120 289 1049 403 286 102	3145 959 577 917 384 666 230 268 45	17.7 23.9 22.1 -24.7 57.5 75.2	18479 8353 4153 4384 2503 5084 2950 1382 476	28610 9694 5862 8294 4404 7227 2861 2470 556	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1
29 Tota (D) 30 31 32 33 34 35 36 37 38 39	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	0 orts 3444 1129 715 1120 289 1049 403 286 102 0	3145 959 577 917 384 666 230 268 45	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7	18479 8353 4153 4384 2503 5084 2950 1382 476	28610 9694 5862 8294 4404 7227 2861 2470 556	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537	3145 959 577 917 384 666 230 268 45	17.7 23.9 22.1 -24.7 57.5 75.2 6.7	18479 8353 4153 4384 2503 5084 2950 1382 476	28610 9694 5862 8294 4404 7227 2861 2470 556	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E)	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports	3145 959 577 917 384 666 230 268 45 0 7191	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.6 -14.4
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Istory Sa Domestic Air	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports	3145 959 577 917 384 666 230 268 45 0 7191	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 -18.7	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978	-35.4 -13.8 -29.2 -47.1 -43.2 -29.3 -44.0 -14.4 -31.7
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya J S8 Domestic Air Ranchi Raipur	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562	3145 959 577 917 384 666 230 268 45 0 7191	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.6 -14.4 -31.7
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya 1 58 Domestic Air Ranchi Raipur Agartala	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 -18.7	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 -31.1 -44.6 -14.4 -31.1
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya 1 58 Domestic Air Ranchi Raipur Agartala Jammu	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 6.1	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082	-35.4 -13.8 -29.2 -47.1 -43.2 -29.3 -44.0 -14.4 -31.3 -20.4 -34.9 -61.4 -42.4
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Interpolation of the company	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 6.1 9.4	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043	-35.4 -13.8 -29.2 -47.1 -43.2 -29.3 -44.0 -14.4 -31.3 -20.4 -34.9 -61.4 -42.4 -22.0
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Is S8 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 6.1	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043	-35.4 -13.8 -29.2 -47.1 -43.2 -29.3 -44.0 -14.4 -31.3 -20.4 -34.9 -61.4 -42.4 -22.0 -69.7
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya I Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 -9.4 -52.4	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043 132	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.2 -20.4 -42.4 -42.4 -69.1 -33.2
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47	Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya I Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 1 391	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 6.1 9.4 -52.4	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043 132 3 2662	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.2 -20.4 -61.4 -62.0 -69.7 -33.3 -61.0
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48	l 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya I 58 Domestic Air Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 1 391 326	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363 184	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 -9.4 -52.4	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2 1039 1109	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043 132 2662 1542	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.2 -20.4 -61.4 -62.0 -69.7 -33.3 -61.0
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49	ll 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Il 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 11 391 326 0	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363 184	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 - 18.7 46.0 -0.5 -36.3 6.1 9.4 -52.4	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2 1039 1109	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043 132 3 2662 1542	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.2 -20.4 -61.4 -62.0 -69.7 -33.3 -61.0
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50	ll 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Il 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 1391 326 0	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363 184	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 -18.7 46.0 -0.5 -36.3 6.1 9.4 -52.4 7.7 77.2	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2 1039 1109 0	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4756 3223 1082 1043 132 3 2662 1542	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.7 -20.4 -34.9 -61.4 -22.0 -69.7 -33.3 -61.0 -28.1
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49 50 51	ll 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya ll 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 1391 326 0 0 109	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363 363 184 0 0	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 -18.7 46.0 -0.5 -36.3 6.1 9.4 -52.4 -7.7 77.2	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2 2 1039 1109 0 0 525	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4539 4756 3223 1082 1043 132 3 2662 1542 0 1703	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4 -31.7 -20.4 -34.9 -61.4 -22.0 -69.7 -33.3 -61.0 -28.1
29 Tota (D) 30 31 32 33 34 35 36 37 38 39 Tota (E) 40 41 42 43 44 45 46 47 48 49	ll 10 Custom Airpo Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya Il 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur	0 orts 3444 1129 715 1120 289 1049 403 286 102 0 8537 ports 705 562 179 104 163 10 1391 326 0	3145 959 577 917 384 666 230 268 45 0 7191 483 565 281 98 149 21 0 363 184	17.7 23.9 22.1 -24.7 57.5 75.2 6.7 126.7 -18.7 46.0 -0.5 -36.3 6.1 9.4 -52.4 7.7 77.2	18479 8353 4153 4384 2503 5084 2950 1382 476 0 47764 3614 3098 1243 623 814 40 2 1039 1109 0	28610 9694 5862 8294 4404 7227 2861 2470 556 0 69978 4756 3223 1082 1043 132 3 2662 1542	-35.4 -13.8 -29.2 -47.1 -43.2 -29.7 3.1 -44.0 -14.4

S.	Airport	For Dec.	The Mor	Freight (hth %	For The I	Period Apri 2019-20	il To Dec.
		2020	2019	Change	2020 21	2017 20	Change
(E)	58 Domestic Air						
55	Prayagraj	0	0		0	0	
56	Jabalpur	0	0	-	0	0	-
57	Belgaum	0	0	-	0	0	-
58	Tuticorin	0	2	-	0	41	-
59	Kanpur(chakeri)	28	22	27.3	50	115	-56.5
60	Rajkot	9	3	200.0	13	24	-45.8
61	Jharsuguda	2	. 8	-75.0	20	42	-52.4
62	Dimapur	37	28	32.1	171	261	-34.5
63	Jaisalmer	0	0		0	0	
64	Juhu	17	34	-50.0	91	281	-67.6
65	Guggal(kangra)	0	0		0	0	-
66	Mysore	0	0	- 5	0	0	-
67	Jorhat	5	0	-	16	0	-
68 69	Gwalior 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	Jamnagar	0	0	- 1	0	0	
75	Pondicherry	ő	0	-	0	0	-
76	Adampur		- V.				
100	(Jalandhar)	0	0	- 5	0	0	
77	Bikaner	0	0	-	0	0	-
78	Bhavnagar	0	0		0	0	
79	Agatti	0	8	- 2	0	55	
80	Khajuraho	0	0	- 0	0	0	
81	Salem	0	0		0	0	
82	Bhuj	0	0		0	0	
83	Barapani	98	08		1953	925	
	(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				
89	(lilabari)	0	0	-	0	0	-
90	Agra Ludhiana	0	0	- 5	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	0	
95	Hindon	0	0	-	0	0	
96	Pakyong	0	0	-	0	0	
97	Tezpur	0	0		0	0	
	8 Domestic Airports	2723	2355	15.6	12944	21210	-39.0
-			2000	15.0	12277	21210	-53.
-	12 St.Govt. / Pvt			222	-		-
98	Lengpui(aizwal)	48	37	29.7	284	349	-18.6
99	Durgapur Nanded	0	0	-	0	0	
	Nasik(Hal ozar)	16	0		17	7	142.9
	Vijayanagar	0	0	-	0	Ó	1 725
103	Pithoragarh	0	0		0	0	
04	Mundra	0	0	-	0	0	
05	Jagdalpur	0.	0	-	0	0	
	Hisar	-0	0		0	0	- 1
10/	Pasighat Bangalore(Hal)	-0	0	-	0	0	
	Bidar	-0	0	-	0	0	
	2 St.Govt. / Pvt Airports	64	37	73.0	301	356	-15.4
	married to the thingship to	- W.Y.	(***)	1,270	-	_	1.00
(F) I:		0	0	22	_ n	0	
(F) I: (G)	45 Other Airports nd Total	0	0	-	0	0	-

OCEAN FREIGHT

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

(*) TENTATIVE

Source: I.P.A.

Next generation poised for the Big leap



Abhishek Chakraborty ED- DTDC

An Electronics Engineer, Mr. Abhishek Chakraborty is a management specialist with a Post-Graduate Diploma from the Indian Institute of Management, Bangalore (IIM-B). Abhishek has been an Investment Banker with Lehman Brothers and a consultant with Accenture's Global Management Consulting Practice. These stints were invaluable to gain insights on key aspects of management:

He is at the forefront of several new initiatives within DTDC, including establishing Premium Express Products and developing Customer Relationship Management and also plays a pivotal role in re-shaping DTDC's operational footprint and re-engineering its infrastructure.

Abhishek spearheaded transformation driven by automation / digitization, with a strong B2B / B2C focus, including introduction of technological advancements in DTDC, such as live fleet monitoring, mobility devices for real-time tracking, automated sorting and modernization of financial systems.

Questionnaire

How long have you been in operation?

For thirty one years, so far. DTDC was founded in 1990, by our CMD Mr. Subhasish Chakraborty as a Private Limited Company, which was later incorporated in 1994 into a Public Limited Company.

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

The first 20 years were the formative years for DTDC, where the focus was on laying the foundation and setting up frame-work for the entire business. For last 10 years, the focus has been on building a professional team, with the second generation, to scale up operations and make the company a true industry leader.

The sizeable growth in revenue, profit and number of shipments handled, are supported by a robust network and technological backbone. Today, DTDC boasts of 570 operating facilities, 2150+ GPS connected trucks and over 1.5 Mn. Sq. ft. warehousing space, which provides the infrastructure for deliveries to 12,000+ pin codes in India and access to a network that allows customers to reach more than 220 destinations worldwide. While we are the largest amongst private players in terms of network, our global footprint increased from 8 countries in 2014, to 20 countries in 2019, through international subsidiaries, JVs and franchises.

DTDC has 4 Zonal offices, 24 Regional offices and around 312 branches. We have one of the largest networks in India with 12173 retail outlets, which are serviced by our own staff and the strong force of 11,800+ franchisees who are associated with us. While we have around 10000+ employees, our franchisees have around 40000+ employees.

Our investment in logistics tech start-up Shipsy in 2016 was a trend-setter in our industry. Our ground transportation network has expanded to leverage business changes post GST.

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

Technology is one of the most important determinants of business success today. Moreover, in 2020, the COVID-19 crisis made the logistics industry realize the need for robust technology driven infrastructure and advanced digital solutions across the supply chain.

DTDC started its ambitious digital transformation over five years ago, and during this period achieved a series of key milestones, culminating with the launch of MyDTDC app during the pandemic. MyDTDC is the first comprehensive shipping platform for C2C movements with Zero Contact Pick Up, that has already got 5,00,000+ downloads, leading to 40,000+ shipments across 100+ cities. We also launched India's first airport excess baggage counter, and partnership with a leading bank for conceptualizing designing of closed-loop wallet for DTDC's channel partners to completely digitalize their payment process. We launched the first OTP based secure zero contact delivery process in this industry, which increased real time delivery performance by 38%.

4) Who are your present clients?

DTDC is proud to have a mix of customers, right from individuals to large corporates like HP, Xiaomi, Samsung, Glenmark, Cipla and others.

5) What are the special services offered by you?

Types of services offered include Domestic Express (Air, Ground and LTL), International Air Express with Customs Clearance, 3PL and Fulfilment Services

We cater to strategic markets: C2C, B2B, E-commerce, Temperature Controlled Shipments, Banking, Financial & Insurance (BFSI) firms and Securitized Shipments, including Brown Goods Delivery.

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

A number of trends are bound to catch up in the future, to cater to the new normal, brought about by the pandemic:

- Online engagement and sourcing, especially in B2C/C2C focused logistics
- Redesigning the products portfolio, while ensuring profitability, safety and convenience.
- Greater investments in creating / maintaining a reliable IT backbone to withstand pressures of an increasing VUCA (volatility, uncertainty, complexity and ambiguity) world.
- Intensive focus on re-aligning strategies to rapidly changing consumer preferences and exceed expectations.
- Contactless operations will ensure a COVID free society and require developing of the tech stack to enable such transactions, like OTP based delivery, etc.

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South Zone

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

West Zone

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

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LIFE INSURANCE









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Registered Office: 14A, South Phase, Industrial Estate, Guindy, Chennai – 600 032. Tel No: 044 4852 4666, Fax: 044 4852 5666.

Corporate Identity Number (CIN) - L65191TN1979PLC007874.