



# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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



Policies on ground realities will make the business viable

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Transporters Get The Much-awaited Vehicle Scrapping Policy

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Electric Trucks May Soon Challenge Diesel If Charging Hurdle Cleared, Study Shows

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Volvo, SSAB Plan First Fossil-Free Steel Trucks On Road To Carbon Neutrality

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Ashok Gupta

*The lockdown has hit hard the trucking industry ruthlessly. The impact can be seen in the effects of ripples created. The paralysis has crippled India's farm economy, disrupted the pharmaceutical supply chain and wreaked havoc around the delivery of groceries and other goods nationwide. With the harvesting of crops in full swing, the fear of catching the coronavirus could cause massive harm to the agriculture-dependent economy*

# Logisticians' Role is Second to None

**B**e it a businessman or commoner, figures play very important roles in our lives. When all is well you get a kick to touch a new high, but when the chips are down you feel left behind! In the current scenario, everything is looking dark and hope is only the brightest spotlight.

The Road Goods Transporters are finding themselves at the receiving end with about 20 per cent of India's roughly 9.8 million trucks are currently operating. This is either due to the lack of drivers or because demand from manufacturing and other industries has come to a halt. But whatever the reason, for an industry that is already going through a rough patch, isn't great news. The lockdown has hit hard the trucking industry ruthlessly. The impact can be seen in the effects of ripples created. The paralysis has crippled India's farm economy, disrupted the pharmaceutical supply chain and wreaked havoc around the delivery of groceries and other goods nationwide. With the harvesting of crops in full swing, the fear of catching the coronavirus could cause massive harm to the agriculture-dependent economy.

If the situation does not improve soon, it will be a huge jolt to an industry that ships around 60 per cent of the nation's freight which has a budget of about \$130 billion. However, the international scenario is also not heartening. The freight movements by road have come down by around 30-40 per cent at the end of March.

Further, due to the existing pandemic environment, it was expected that the challenges of truckers will be reduced but it hasn't happened as yet. Logisticians are still facing issues while delivering essential commodities such as oxygen, medicines and food. Despite empty roads, trucks are taking more time to make deliveries. Non-availability of food and repair shops, slow loading of goods and in some cases, harassment by police are challenges that have come on the way. Moreover, thousands of drivers, who fear to engulfed in coronavirus, have

fled to their villages, slowing the movement of goods, pushing up freight rates and causing logjams at ports and warehouses.

The second wave of a pandemic has been brutal to India as it has affected not only the cities but also disrupted lives in villages. Scientists already forecasted it to be more lethal than the first but our government did not pay heed to it and hence so sufferance. No doubt that the second wave has taken more people in its loop than the previous one as this time it has engulfed the village community as well.

The official cases registered between Mid-February to Mid-March were way above the first pandemic. Till April 26, the figure for positive COVID 19 cases was 3.5 lakh and the death tally stood at more than 2,800. This was a high alert crisis and both the Central and State Governments had to rush to put their efforts to control the spread of disease. Several countries which have a good bond with India also have come forward to extend their helping hand to India.

At the moment, the only solution to combat the coronavirus seems is vaccination. But for a country like India which has over 137 crore population, it will not be an easy affair. As of now, only 2 per cent is being vaccinated and the process hasn't started for below the age of 45. Only time will say how fast India can end the immunization process.

But logisticians have done phenomenal work, managing a smooth supply chain from manufacturer to end-users. Though it is still battling for basic needs and its role in saving human lives is second to none. Most importantly the logistic fraternity has understood the critical role they can play. But the government should also understand the role truck drivers play and should vaccinate them on a priority basis. In this war-like situation, we cannot afford any driver to fall sick, especially when every minute wasted in logistics of essential supplies can have its consequences. Logisticians need to be vigilant all the time.

X



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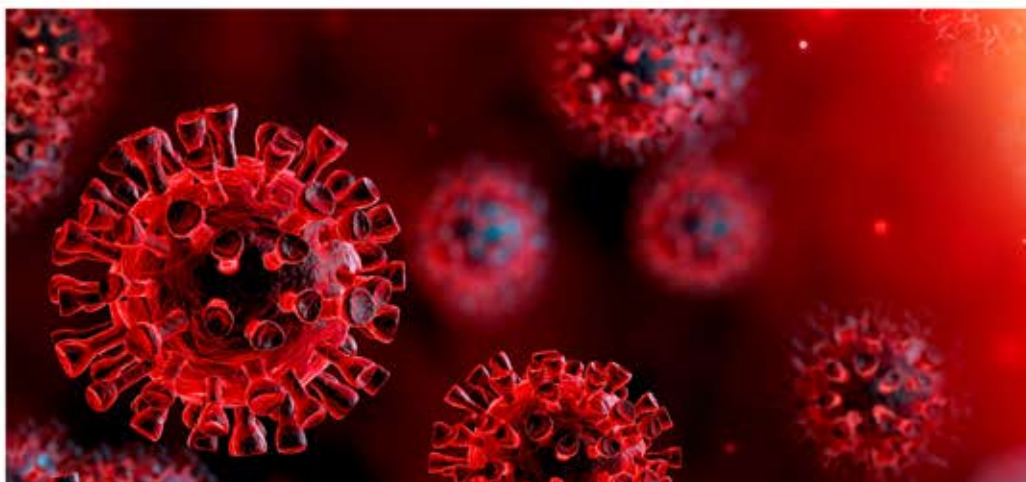
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# Second Wave Of **COVID 19** ! Second Jolt To Economy !



**Mahendra Arya**  
National President, AITWA

'Hurrah! Holidays!...no school!...Hurrah', this was the chorus heard across the globe when the COVID 19 case broke out. Kids were the happiest lot as they could stay home for the entire day with parents and skip studies at will. Parents also did not have complaint as they too could spend quality time with their wards and family members while 'Working from Home'.

But gradually things started to change, the kids wanted to go out and play. Staying inside a 2/3/4 bedroom apartment was troublesome for them which curbed their enthusiast spirits. Parents too were upset over 'Working from Home' as companies were getting greedy and time table was missing from the work schedule.

Amidst all these, there was one sector that had no 'Work from Home'. Logistic sector! And, especially the members from the transport sector are the ones who absolutely had no luxury to 'Work from Home' as they had to be on wheel carrying essential commodities from one place to another. In a vast, multicultural country like India, the task is even huge for an industry that has been struggling to come to its terms in recent years.

However, things started getting better and people's hope was restored. It looked as if the devil has gone and the ship is ready to sail for greater prosperity, healthy life and hope of a better life. But things do not the way we plan. The monster arrived again in form of the second wave of COVID 19. It is more fatal than the first and India is the most hardly hit by it.

Analyses suggest that the second wave has been spreading at a rapid speed than the first wave and hence is more precarious than the earlier wave. Though the action of corona virus was not evidently destructive and was in control in Mid-February to Mid- March, it increased the pace and the number of cases started rising hence from. Just for a record, the positive cases of Covid-19 crossed 3.5 lakh marks on April 26 while the death tally stood at more than 2,800.

The cruelty of virus was so destructive that the central and respective state governments had to pull up their socks to combat the virus and overcome the

*For the logistics industry this was a challenge that desperately needed its help. From oxygen to vaccines to medicines had to be delivered on time and truckers have left no stone unturned to meet this expectation. Not that the role of healthcare sector is paramount, the character of the logistics industry was also tested. Agreed that the crisis is mainly about shortages of oxygen, ICU beds, ventilators and medicines but making these essential commodities is equally important*

crisis. The international community also came forward to extend its hand to fight the evil.

For the logistics industry this was a challenge that desperately needed its help. From oxygen to vaccines to medicines had to be delivered on time and truckers have left no stone unturned to meet this expectation. Not that the role of healthcare sector is paramount, the character of the logistics industry was also tested. Agreed that the crisis is mainly about shortages of oxygen, ICU beds, ventilators and medicines but making these essential commodities is equally important. Isn't it? So, delivering the products, in proper quantity and condition at the right place and right time is equally crucial.

As of now, major panic is due to oxygen supplies and many lives have been lost so far due to lack of oxygen. As per few estimates, the country's production capacity of liquid oxygen is approx. 7800 MT per day, while the current peak of Covid requirement of liquid oxygen is approx. 6800 MT/day. Still, there is so panic across the country, only due to a mismatch of demand and supply points as most of the production is concentrated in the Eastern part of the country.

Current logistics infrastructure to ship liquid oxygen is not as per requirement and the availability of cryogenic tankers is a critical bottleneck. Now imports of such containers have been initiated to improve the situation, which is going to take precious time of few days. On the other hand, the use of multimodal logistics has helped in improving the turnaround time of oxygen to a great extent.

Delivering medicines is another logistics

challenge that the community is facing. Medicines like Remdesivir, which is so critical for winning the battle with COVID 19, are not reaching smoothly to patients. This is when the production is increased to approx. 80 lakh vials per month. The situation is precarious as the existing distribution system is not that vast, which can efficiently deliver medicines to right patients without any leakage! Further, looking at the demand for specific medical devices and supplies like ventilator, concentrator, API, testing kit, the country needs immediate import from various part of the world.

Moreover, immunization of 100 crore plus people across the nation (excluding the children below 18 for who vaccination is yet to arrive) is a mammoth task. And, for that, managing a smooth supply chain from manufacturer to vaccination point is not easy, especially with temperature and quality constraint.

No doubt that the pandemic has created a war-like environment. The situation for logisticians is very critical as life and death of people is in their hands too. Every second has its consequences on lives and

should not be wasted. In crisis like the real value of infrastructure, latest technology and effective resources can be understood. And, this is what exactly we have been striving for. Many rounds of talks have taken place with either cabinet ministers or higher authorities but nothing convincing as a result has come out.

Agreed that these issues can't be completely eliminated overnight but initial steps must be taken fast. As for the pandemic, logisticians are pouring all their efforts for saving human lives.

#### What to say to someone who is COVID +?

How are you?

Don't worry, take rest and follow what your doctor says.

Not hospital, 80% people get cured at home.

Things are going to be better.

I am here for you, if you need anything.

GIVE HOPE. EXTEND SUPPORT

# India's Medical Infrastructure Needs a Lift



**S. D. Goyal**  
General Secretary, AITWA

**T**he disastrous coronavirus not only has brought lives to halt but created a state of emergency across the globe. The earth was yet to come to terms with the first wave of the virus when the news broke out about the second wave of it. This wave, unlike the previous one, is stronger and powerful. People all over the world are frightened and unaware of what the future beholds for them.

India is the worst victim of this crisis with the number of cases climbing the leather daily. In a few states, the figure touched the twenty thousand mark. From Mid-February to Mid-March the virus started to grab more and more people and by April 26 it engulfed over three lakh fifty thousand people while the death tally reached two thousand eight hundred plus. Lack of oxygen, oxygen kits and medicines are the major limitations for this.

A deeper introspection would also bring to focus that there were other factors too that resulted in this havoc. Vaccination is one major aspect that could have been handled in a better way. The process was a bit slow and god knows what the government was waiting for this to implement.

Lack of oxygen was yet another issue. It needed to be managed well but here too the Supreme Court had to intervene. Along with this, there were cases of black marketing of oxygen by some greedy businessmen.

Medicine is very crucial for such infections but no medicine means the

rise in COVID cases. No robust distributors mean the medicines were not reaching the destination on time.

The final blunder was the election in a few states. Entire India is in doubt if it was required, especially at this hour when the mass gathering was prohibited and social distancing is the norm for every individual. Then why the people in power put the lives of many lakh people at stake. It was visible no COVID restrictions were followed. No mask, no social distancing and there is a possible no for sanitization as well.

In this crisis, the role of the logistics sector is paramount, especially the transport sector that is working rigorously with limited resources. There are fewer drivers, as many flew to their native villages out of COVID fear.

The people in power will have to have a foresighted vision and offer preference to truck drivers for vaccination, after all, they too are frontline coronavirus warrior who is reaching places to deliver essential items without a second thought of getting infected by the virus. Chances are there if one gets infected the entire community will come to its loop. All India Transporters' Welfare Association (AITWA) long with several NGOs are doing their bit to distribute mask, sanitisers and the government can show their concern, sincerity, motivation by playing an active role in providing vaccination to drivers on an urgent basis.

The transport industry is one of the

main pillars of the Indian economy but hasn't had its due so far, the reason why it has to go on strike every year. Sometimes for due to negligence to the truck drivers, who are the backbone of the industry, sometimes the fuel price hike, which nowadays at its unbeatable high, sometimes it is the issue of E-way bill and GST.

Today, when the nation wants quality logistics services so that COVID patients get medicines on time and in an undamaged state the infrastructure needed to be a few folds up. The government will have to put sincere effort to eliminate these drawbacks to make India a country that is a synonym of standard living.

In the present scenario, the roads are empty and yet the logistics are not reaching their destination on time. Well, one of the factors is transportation. Police are regularly disrupting the seamless movement for some vicious agenda. This must be addressed fast to save a few more lives.

The COVID 19 pandemic has exposed India's medical infrastructure. Perhaps, in the last hundred years or more the country has never witnessed such a calamity. No doubt it's an alarm call to us and our government must build an infrastructure that can ensure a healthy and secure life for all citizens.

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## KEY FACTS

Group Turnover

\$600 Mn.  
(in 2017-18)

Employee  
Strength

6000+

Vehicles/day  
Managed on Road

12000

Cargo Ships  
(Coastal Waters)

6

Warehouse  
Covered Area

12 (million sq. Ft.)

Own Branch  
Network

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# Healthcare Infrastructure Exposed Amidst Growing Covid-19 Crisis

**E**ven while India was struggling to overcome the void created by COVID 19, the second wave of COVID 19 arrived to unsettle mankind once again. Industries across all fields were hit hard and people from all sections were badly affected.

The Road Goods Carrier Industry which transports 60-65 per cent of total freight also got trapped in the coronavirus debacle. Currently, only about 20 per cent of India's roughly 9.8 million trucks have consignment in hand. This is either due to a lack of drivers or because demand from

***The Road Goods Carrier Industry which transports 60-65 per cent of total freight also got trapped in the coronavirus debacle. Currently, only about 20 per cent of India's roughly 9.8 million trucks have consignment in hand. This is either due to a lack of drivers or because demand from manufacturing and other industries has come to a halt***

manufacturing and other industries has come to a halt.

The disruption is expected to continue even after the lockdown is lifted and likely to take another month or two to settle. The fear of getting engulfed in coronavirus hasn't faded amongst truck drivers and is in a high of panic situation. And, the lack of truck drivers has already decimated India's \$100 billion horticulture sector while pushing up retail prices of fruit and vegetables.

It is the role of the government to stabilize the mental aspects of drivers and boost their psychological level. This can be done by offering vaccination to drivers and their families on a priority basis. And, this will help to bring them back to work and push up an unstable industry. However, this will be just one step from the government; the core plan must be to vaccinate maximum people in lesser time.

Further, the government will also have to strive to overcome the drawbacks of the system. It is observed that despite empty roads, it was witnessed that drivers were taking more time to deliver goods. This is due to the non-availability of food and repair shops, the slow loading of goods and in some cases, harassment by police, which need to be addressed.

However, this is not acceptable, especially at the moment when the nation is standing on 316,000 new confirmed cases and more than 2100



**Pradeep Singal**  
Chairman, AITWA

deaths cases (April 21) has made it the house of the world's fastest-growing COVID 19 cases. The situation is so grim that there is a shortage of healthcare facilities everywhere, from hospital to COVID Centres. Limited testing capacity, shortage of medicines, untimed ambulance services, no hospital beds, insufficient oxygen support, lack of cremation space.

At this moment, what is most required is that the Indian government stops passing the buck. The time has come that the government ensures collaboration between various federal and state entities, and act swiftly to address this worsening public health emergency. This means a better channel for medicine supply chains, support for healthcare workers, unquestionable manufacture and distribution of vaccine in an equitable manner, and promoting safe behaviour. Only then will India escape from the catastrophic debacle.



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# Policies on ground realities will make the business viable



**F**or the effort that our healthcare personnel are putting to battle, coronavirus deserves salutes from each citizen. Their contribution to mankind in this devastating pandemic is unparalleled. The unselfish attitude that the community has been engrossed in is unmatched.

There is another community, the logistic sector, which has strived to put its best foot forward to safeguard the human race. It has been immaculate with its service that it restricted several COVID positive cases going out of hand and saved people's lives.

And, this is a society that has been one of the catalysts to build the Indian

economy for years now, that too

***The logistic sector has been deprived of what it deserves. For years it has been raising various issues to uplift the industry but not much is being done by the government to make logistics a viable business***

without getting its due. The logistic sector has been deprived of what it deserves. For years it has been raising various issues to uplift the industry but not much is being done by the government to make logistics a viable business. In other terms 'ease of doing businesses' which the government promised is missing.

Of late, the E-way bill has emerged as one of the major loopholes in the government's policies. The transporters are considering it as a non-utility mechanism for the industry and believe is it one of the biggest hurdles in their growth process. The industry experts predict that transporters will have to choose the same route as many farmers had done - suicide! The community firmly

believes that the E-way bill should be abolished and smoothen their business process.

But before jumping to any verdict let's analyze why the E-way bill should be abolished?

- **Validity period** – The government has brought a change in the E-way bill according to which a truck can now carry goods in a radius of 100 km to 200 km a day. But as per transporters what good the amendment has done when validity expires 100% tax amount as the penalty is demanded?

- **E-way bill vs E-invoice** – E-invoice and E-way bill contains 99% same information, then, isn't it illogical to ask to fill both the forms?

- **Huge penalty for minor error** – In case of even a small discrepancy Sec 129 of the CGST Act imply a very high penalty (in lakhs and core). This makes no sense, plus, this has led to corrupt practices.

- **Why details of items required for filling GSTR 1** –Registration under GST is needed to offer services to big companies and MNCs but why detail of each item is required is beyond logic, especially when transporters do not charge customers under GST and supply under RCM only. The government has understood this issue and wanted to remove this clause in ANX 1, but somehow, ANX 1 was not implemented and GSTR 1 continued.

- **E-way bill validity** – There is a relaxation of 8 hours in the E-way bill validity period, which means if the E-way bill expires at midnight the validity can be extended only up to 8:00 am. In this situation renewing becomes impractical as, often, no staff is available at this hour.

- **Part A of E-way bill** – One of the biggest drawbacks of the E-way bill is

that once it is prepared nothing can be edited in part A of the bill. For correction, a fresh invoice and E-way bill need to be generated.

- **Blocking of E-way bill** –If GST Return is not filed for 2 conjugative months E-way bill portal gets blocked automatically. And, when the portal is blocked business comes to standstill causing further financial distress. Two months' duration is too little a time.

- **Goods delivery is not possible always** – Every time goods delivery



***Every time goods delivery may not be possible due to some inevitable circumstance. In this situation, a transporter, either store the goods in their Godown or hire warehouse services from a third party***

may not be possible due to some inevitable circumstance. In this situation, a transporter, either store the goods in their Godown or hire warehouse services from a third party. Besides, there are other issues which have come in the way of the transport sector's growth.

**GST on trucks, tyres and spare**

**parts!**

The logistics sector is the second-largest employment provider after the agriculture industry and yet the sector, especially Road Goods Carrier Industry, finds purchasing trucks, tyres and spare parts very costly. With a tax of 28% buying these products are either are sin or luxury goods. However, at the same time, one fails to understand why doesn't the government consider the mentioned products as luxury goods?

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

**Logistic cost is increasing! Because the diesel prices have gone berserk!**

As the central government decided to impose heavy excise duty and state governments complemented it with an increased VAT, the fuel prices soared across the country. Even at this hour of a pandemic, the logistic cost is alarming. Perhaps for the first time since India's Independence, the diesel prices have soared so much so that they reached a record high in the national capital. This is after the oil companies announced a hike in fuel prices for eighteen consecutive days.

A few months back when the state oil marketing companies offered price notification the petrol price did not change on the seventeenth day, while the diesel rates continued across the nation.

## Modes of E-way Bill Generation

Modes of E-Way Bill Generation

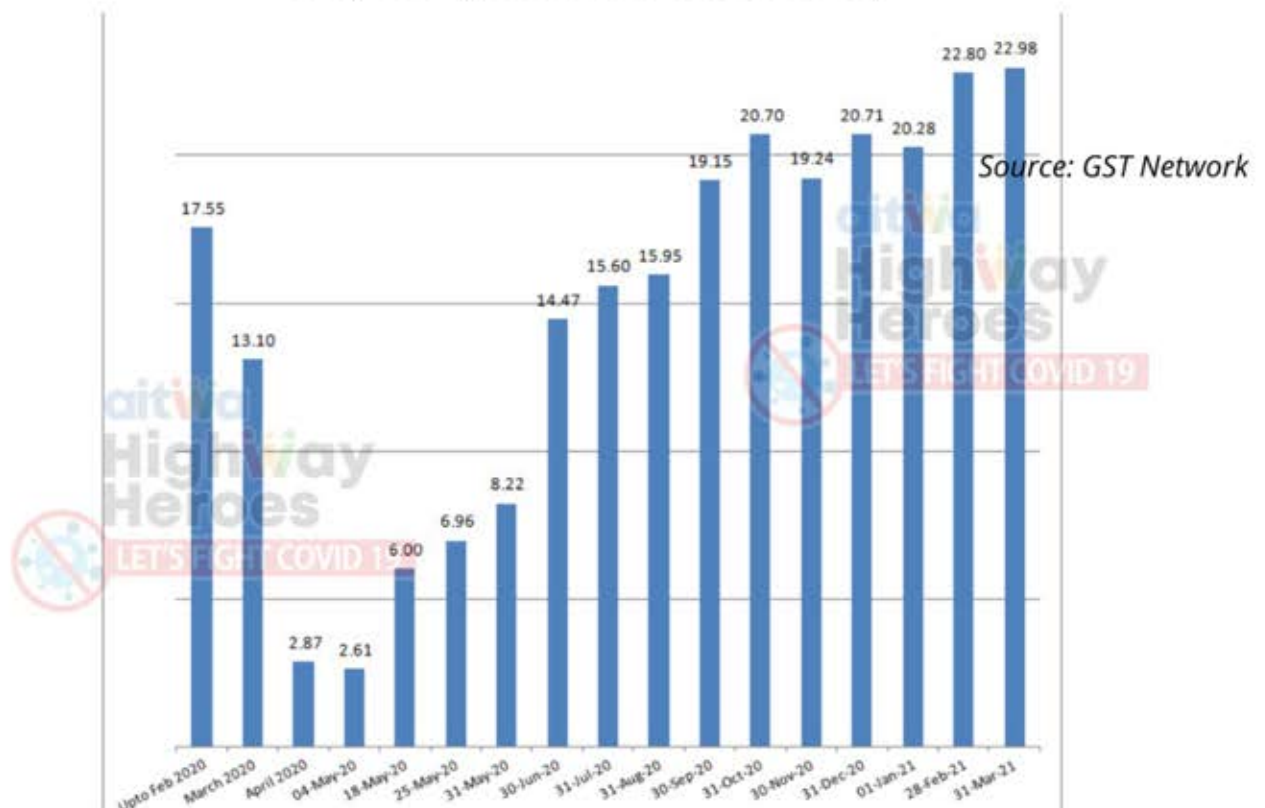


Modes of Goods Transport (In Terms of Count)



### E-Way Bill data released by GSTN

Daily EWB generation data (in lacs)



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### Infrastructure Development

The second wave of COVID 19 has exposed the infrastructural development of the logistic sector. From road condition to non-upgraded trucks has left the industry with lots of desire. Unskilled manpower is another aspect that the industry will have to address at the earliest. Such resources make the system ineffective and impede man management and delivery.

### Digital Push to the Sector

In her budget, the Finance Minister - Nirmala Sitharaman announced several measures to make India ready for new technologies such as artificial intelligence, quantum technology, Internet of Things. An amount of Rs 6,000 crore was allocated for the national optical fibre network BharatNet and Rs 8000 crore for the national mission on quantum tech by the Finance Minister. Ms. Sitharaman also announced that a policy for setting up data centre parks across the country will also be announced soon.

However, the uphill task remains the limitation of trained manpower. With innovations and developments in the cold supply chain, specialized warehousing, and digitization, it has become very important to have a set skilled workforce that can adapt to today's work culture in a short span. Their efficiency and well-equipped skills always come in handy.

In brief, the government's initiative to streamline the training and employment process for logistics, other than transportation, would be of great help.

While technology needs to at its front foot to keep the growth process at par with international standard coronavirus that has been the

catastrophe also needs to be fought. The truck drivers have been showing a

spike in positive COVID cases in metros have made the situation even



***The truck drivers have been showing a brave face to ignore this devil and reaching unreachable, driving on hilltops to muddy plains. Though they are overlooking the challenges caused by the coronavirus they are very much prone to catch COVID-19***

brave face to ignore this devil and reaching unreachable, driving on hilltops to muddy plains. Though they are overlooking the challenges caused by the coronavirus they are very much prone to catch COVID-19.

The nation is already having a scarcity of truck drivers, coronavirus has added to the issue. Drivers were already reluctant to work and wanted to go back to their native places but the

worse. The government will have to make the vaccination process fast. And, a special window will have to be opened for drivers as drivers who are travelling non-stop are in a dangerous proposition of becoming coronavirus carriers.

The government must think from the perspective of drivers and the transporters, after all, they are second to none when it comes to standing on the battlefield. The highway heroes are also a frontline warrior in the fight against COVID 19 the government must respect that and vaccinate the drivers on a priority basis.

Furthermore, the transporters have been the victim of government's policies, mainly because of laws that are drafted without considering the ground realities diesel price, E-way bills and GST are no exception to this. Infrastructural development and digitalization are steps to be welcomed. No doubt, this will make the business viable and let them be constant contributors to the Indian economy.

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## Gadkari: Thrust In Roadbuilding Will Provide Jobs And Sustainable Growth Of Economy

**T**he Minister of Road Transport and Highways and Micro, Small and Medium Enterprises, Nitin Gadkari expressed confidence that due to the thrust on the road infrastructure given by the Government, there will be a huge push for demand, providing a solid foundation for the sustainable and inclusive growth and above all creating job opportunities for millions of people of the country.

Addressing the CII's National Conference on "Road Infrastructure - Creating Demand: Stimulating Growth", Gadkari talked about critical role played by road infrastructure in the economic growth of the country. He said that around 64.5% of the goods and nearly 90% of passenger traffic use road network to commute. He said that the road infrastructure has a direct and indirect effect on

sustainability of growth and overall development of country.

Mentioning the National Infrastructure Pipeline, a first of its kind initiative to provide world class infrastructure across the country, the Minister said that it has been expanded to cover more than 7,300 projects with a revised investment of Rs.111 lakh crore by year 2025. He said that projects worth Rs.44 lakh crore, that is 40%, are under implementation and projects worth Rs.34 lakh crore, that is 30%, are at conceptualisation stage and projects worth Rs.22 lakh crore, that is 20%, are under development.

The Minister also informed the gathering that this year, the Government has increased year-on-year infrastructure CapEx by 34% to Rs. 5.54 lakh crore.

Talking about the business-friendly initiatives of the Road Transport and Highways Ministry, Gadkari said that

the requirement of EMD (Earnest Money Deposit) has been removed for bidding of new tenders to enable more industry players to participate in highway construction. Mentioning another path breaking initiative undertaken by the Government, the Minister said that the Ministry, through NHAI, is planning to raise Rs one lakh crore through monetisation of highway under Toll Operate Transport mode in next five years.

The Minister said that in order to achieve the GDP of five trillion US dollars by year 2024-25, India needs to spend about 1.4 trillion dollars.

The Minister stressed on the need to move towards public transport on electricity and exhorted the industry to come forward in this direction.

The Minister also called upon the manufacturing sector of the country to increase its share in the country's GDP from present 22-24% to 35-40%.

## MoRTH Achieves Record-breaking Milestone Of Constructing 37 Kilometres Per Day Of Highways In FY 2020-21

**T**remendous progress has been achieved in building of National Highways across the country in the last few years by the Ministry of Road Transport and Highways. The Ministry has achieved the record-breaking milestone of constructing 37 kilometres highways per day in year 2020-21, which is unprecedented. Minister for Road Transport & Highways and MSME Nitin Gadkari felicitated the officials of MoRTH and presented the letters of appreciation. The minister said that this would not have been possible without dedication and team work of the officials and other stakeholders. He said that these

achievements are unprecedented and have no parallel in any other country in the world.

Placed below, in brief, are the major achievements:

- Over the last 7 years, length of National Highways has gone up by 50% from 91,287 km (as of April 2014) to 1,37,625 km (as on 20 March 2021);
- Total budgetary outlay increased by 5.5 times, from INR 33,414 Cr in Financial Year 2015 to INR 1,83,101 Cr in Financial Year 2022;
- Sanctioned amount has increased by 126% in Financial Year 2021 over Financial Year 2020 despite Covid-19 related impact. Sanctioned length in

kilometers has also increased by 9% in Financial Year 2021 over Financial Year 2020;

- Average annual project award (annual average award length) during Financial Year 2015 to Financial Year 2021 has increased by 85% compared to FY10 to FY14
- Average annual construction (average annual construction length) during FY2015 to FY2021 has increased by 83% compared to FY2010 to FY2014
- Cumulative cost of ongoing project works has increased by 54% at the end of Financial Year 2021 compared to Financial Year 2020 (as on March 31st)

## Ministry Of Road Transport & Highways Publishes Draft Standards For Road-Trains

**T**o revolutionize the transport of goods and reduce the overall logistic costs, the Automotive Industry Standards Committee has amended its AIS-113 Standard to include the safety requirements of Road-Trains and has hosted the draft on Ministry of Road Transport & Highway's website.

The standards have been prepared after examining European benchmarks, keeping in mind Indian operating conditions.

These standards shall pave the way for a breakthrough intervention for fast and efficient movement of goods along the long-distance freight corridors.

Road-Train is a motor vehicle wherein the traction is provided by the puller, which is connected to a serial combination of trailers or semi-trailers.

These shall ply on select stretches to reduce congestion, save fuel and reduce noise & air-pollution.

The Automotive Industry Standards Committee has representatives from the relevant Ministries, Testing Agencies, Industry stakeholders, BIS etc.

The amended standard AIS-113 (Code of Practice for Type Approval of Trailers / Semi-trailers of categories T2, T3 and T4 being towed by Motor Vehicles of categories N2 and N3) has been published for invitation of public comments, after which it shall be notified in due course.

## NHAI To Make Network Survey Vehicle Use Mandatory For Road Condition Survey

**I**n line with its commitment to provide better roads to commuters, NHAI has decided to deploy Network Survey Vehicle (NSV) to enhance quality of the National Highways. Carrying out road condition survey using NSV on the National Highways

has been made mandatory at the time of certifying completion of the project and every six months thereafter. The provision has also been included as a part of the standard bidding document of consultancy services.

The deployment will help in enhancing the overall quality of the highways as NSV uses the latest survey techniques such as high-resolution digital camera for 3600 imagery, Record images/videos at regular intervals, Laser Road Profilometer and other related technology for measurement of distresses in road surface.

NSV will also help collate data to analyse the Road condition including measurement of the road surface, surface cracking, potholes and patches. Apart from this, NSV will also provide data insights relating to side drains and road furniture etc.

Data collected through NSV survey shall be uploaded on NHAI's 'AI' based portal Data



Lake, where it will be analysed by Road Asset Management Cell (RAMS Cell) to assess the condition/roughness of road to prioritise for the maintenance.

The data will help maintaining up-to-date asset inventory and road assets condition status. Apart from delivering vital information on road network planning, providing relevant information on other aspects such as development of road safety measures, etc., it will also assist in developing Highway maintenance strategies, analysis of maintenance and selection of optimal maintenance regime.

The data collected through NSV surveys will highlight deficiencies in road conditions, prompting BOT operators/NHAI officials to take corrective steps to bring the road condition to the desired level. This will further result in better upkeep of National Highways, leading to more comfort and better travel experience for Highways users.

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## Ministry Of Road Transport & Highways Accords Approval To Upgradation, Reconstruction And Rehabilitation Of Several Projects Across The Country

**M**inistry of Road Transport & Highways has accorded approval to upgradation, rehabilitation and reconstruction of a number of projects, across the country. The approved projects for different regions and states are as listed below:

### **Maharashtra:-**

Rehabilitation and upgradation of Jalgaon-Bhadraon-Chalisgaon-Nandgaon-Manmad Road on NH 753 J to two lane/four lane has been approved with a budget 252 Crore.

Upgradation of section of Guhaar-Chiplun Road on NH 166 E has been approved with a budget of Rs.171 Crore has been approved.

Upgradation of NH 353C from 262 km to 321 km and construction of 16 minor and major bridges in Gadchiroli district has been approved with a budget of Rs.282 Crore.

Rehabilitation and upgradation of two lanes from Watur to Charthana section of NH 752 I has been approved with a budget of Rs.228 Crore.

Upgradation of section of Tirora-Gondia on NH 753 to two lane has been approved with a budget of Rs.282 Crore.

Upgradation of section of Tarere - Gaganbawda - Kolhapur on NH 166 G has been approved with a budget of Rs.167 Crore.

Upgradation of section of Tirora-Gondia state highway including construction length of 28.2 km on NH 753 has been approved with a budget of Rs.288.13 Crore.

Construction of flyover at Nagpur RTO Chowk to Nagpur University Campus and 4 lane flyover at Wadi/MIDC Junction on NH 53 has been approved with a budget of Rs.

478.83 Crore.

Construction of bridge across Manjra river near Yesgi village in Nanded district on NH 63 has been approved with a budget of Rs.188.69 Crore.

Upgradation of section of Amgaon-Gondia on NH 543 has been approved with a budget of Rs.239.24 Crore.

Upgradation and rehabilitation of section of NH 361F from Parli to Gangakhed has been approved with a budget of Rs.224.44 Crore.

### **Rajasthan:-**

Land acquisition for the work of rehabilitation and up-gradation of Ras - Beawar section of NH-158 in the state of Rajasthan has been approved with a budget Rs. 38.282 Crore.

### **Odisha:-**

Construction of Bypass on NH-59 for Berhampur town including 4L ROB on EPC mode in the state of Odisha has been approved with a budget Rs. 196.94 Crore

Construction of Railway Over Bridge at Matiapada on Puri - Konark Road on EPC mode in the state of Odisha has been approved with a budget Rs. 137.61 Crore.

Reconstruction of 5 submersible bridges replacing them with high level bridges of NH-326 (Malkangiri - Motu) in the state of Odisha has been approved with a budget Rs. 154.05 Crore.

### **Andhra Pradesh:-**

Rehabilitation and upgradation of existing road to 2 Lane with paved shoulder configuration of NH-167BG from Duttaluru to Kavali on EPC mode in the state of Andhra Pradesh has been approved with a budget Rs. 423.68 Crore.

Rehabilitation and upgradation of NH-565 from NagarjunaSagar Dam to

Davulapally section to 2 Lane with paved shoulder in the state of Andhra Pradesh has been approved with a budget Rs. 385.97 Crore.

### **Assam:-**

Work of widening/improvement to 4 Lane with paved shoulder from Sagunbashi forest to starting of Krishnai Bypass section (Package 7) of Bilasipura - Guwahati road (NH-17) in the state of Assam has been approved with a budget 286.72 Crore.

Work of widening/improvement to 4 Lane with paved shoulder of Parokhuwa - Dokmoka section (Package - 2) of NH-29 on EPC mode in the state of Assam has been approved with a budget Rs. 335.88 Crore.

Work of widening/improvement to 4 Lane with paved shoulder of Tulungia - Jogighopa bridge approach section (Package - 5) of Bilasipura - Guwahati road (NH-17) on EPC mode in the state of Assam has been approved with a budget Rs. 636.42 Crore.

### **Telangana:-**

Stretch between Bapur - Chincholi - Tandur - Kodangal - Mahabubnagar and Gowrelly - Valigonda - Kothagudem has been declared National Highway and included under BharatmalaPariyojana.

### **Ladakh:-**

Work of widening and upgradation to 2 Lane with paved shoulder of NH-301 Kargil - Zaskar road on EPC mode (Pkg - III) in the UT of Ladakh has been approved with a budget Rs. 381.01 Crore.

Work of widening and upgradation to 2 Lane with paved shoulder of NH-301 Kargil - Zaskar road on EPC mode (Pkg - VIII) in the UT of Ladakh has been approved with a budget Rs. 398.37 Crore.



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# Govt: Need To Develop Infrastructure With A Green Approach

Union Minister for Road Transport & Highways and Micro, Small and Medium Enterprises, Nitin Gadkari has stressed that the country needs development but there is a need to maintain ecology and environment, as well. Addressing Virtual National Roads & Highways Summit with "Focus on Green Infrastructure", the Minister talked about the key features of green highways, and said that these highways work towards goals of reduction in greenhouse gas emission, carbon footprint, and the use of non-renewable energy sources.

Listing notable initiatives of the Ministry of Road Transport and Highways which are environment friendly, the Minister said that steps have been taken to ensure conservation of water, like rain water harvesting, and artificial ground water recharge system along the National Highways. Also, use of solar power is being made mandatory for all toll plazas. The Ministry has taken a decision to add 10% plastic or rubber in the modified bitumen for road and bridge construction work, which is very important from environment point of view. The Minister said that Ministry is also planning to use coir and jute carpet in road construction.

Gadkari said that a Green Highway Mission has been constituted in NHAI, where plantation has been carried out along the highways. The Minister said that there is a need to

adopt the transplantation technology to save the existing trees. He said that the Ministry plans to have 1000 contractors for transplantation so that there is no need to cut even a single tree. He said that the Ministry has also



***The Minister said that there is a need to adopt the transplantation technology to save the existing trees. He said that the Ministry plans to have 1000 contractors for transplantation so that there is no need to cut even a single tree***

issued direction to all implementing agencies to avoid sanctuaries, national parks, at the planning stage and take a detour, wherever possible.

Gadkari that the Government is developing 22 Greenfield corridors,

including five Express highways and 17 Access Control Highways. He said that in terms of road connectivity, significant work is being done under Golden Quadrilateral Project, NHDP program, Bharatmala, PMGSY, SetuBharatam, and Sagarmala Project. He specifically mentioned Delhi-Meerut Expressway, which will reduce travel time between the two cities to just 45 minutes in next two months, from present time of around four hours. The Minister also said that travel time between Delhi and Dehradun will also be reduced to just two hours from present 6-7 hours. He also spoke about completing the process of Char Dham Yojana, the all- season road in Badrinath, Kedarnath, Gangotri and Yamunotri, which will also increase tourism in Uttarakhand.

The Minister said that the Ministry is looking at the ways to reduce use of cement and steel in road and bridge construction and new technology is being adopted by which one can avoid use of steel and cement.

The Minister said that waste to wealth and waste to energy is one of the important sustainable solutions to tackle environmental issues. He said that the Government is working on priority for public transportation system on electricity. The Minister mentioned the milestone of construction of 12,205 kilometres of National Highways from April, 2020 till date, at a rate of 34 kilometres per day.

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# Transporters Get The Much-awaited Vehicle Scrapping Policy



**M**inister for Road Transport and Highways Nitin Gadkari announced the Vehicle Scrapping Policy in Lok Sabha. Making a Suo Motu statement in the Lok Sabha, the Minister said, “Older vehicles pollute the environment 10 to 12 times more than fit vehicles and pose a risk to road safety”. He said that “in the interest of a clean environment and rider and pedestrian safety, the Ministry of Road Transport and Highways is introducing the Voluntary Vehicle-Fleet Modernization Program (VVMP) or “Vehicle Scrapping Policy” which is aimed at creating an Eco-System for phasing out of Unfit and Polluting Vehicles”.

The objectives of the policy are to reduce population of old and defective vehicles, achieve reduction in vehicular air pollutants to fulfil India's climate commitments, improve road and vehicular safety, achieve better fuel efficiency, formalize the currently

informal vehicle scrapping industry and boost availability of low-cost raw materials for automotive, steel and electronics industry.

The ecosystem is expected to attract additional investments of around Rs. 10,000 Crore and 35,000 job opportunities. The Ministry shall, in the next few weeks, publish draft notifications, which shall be in the public domain for a period of 30 days to solicit comments and views of all involved stakeholders.

The criteria for a vehicle to be scrapped is primarily based on the fitness of vehicles through Automated Fitness Centres in case of commercial vehicles and Non-Renewal of Registration in case of private vehicles. The criteria is adapted from international best practices after a comparative study of standards from various countries like Germany, UK, USA and Japan. A Vehicle failing the fitness test or failing to get a renewal of its registration certificate may be

declared as End of Life Vehicle. Criteria to determine vehicle fitness will be primarily emission tests, braking, safety equipment, among many other tests which are as per the Central Motor Vehicle Rules, 1989.

The Policy proposes the following—

It is proposed that commercial vehicles be de-registered after 15 years in case of failure to get the fitness certificate. As a disincentive measure, increased fees for fitness certificate and fitness test may be applicable for commercial vehicles 15 year onwards from the date of initial registration.

It is proposed that Private Vehicles be de-registered after 20 years if found unfit or in case of a failure to renew registration certificate. As a disincentive measure, increased re-registration fees will be applicable for private vehicles 15 year onwards from the date of initial registration.

It is being proposed that all vehicles of the Central Government, State Government, Municipal Corporation,

Panchayats, State Transport Undertakings, Public Sector Undertakings and autonomous bodies with the Union and State Governments may be de-registered and scrapped after 15 years from the date of registration.

The scheme shall provide strong incentives to owners of old vehicles to scrap old and unfit vehicles through registered scrapping centres, which shall provide the owners with a scrapping certificate. Some of these incentives include:

(A) Scrap Value for the old vehicle given by the scrapping centre, which is approximately 4-6% of ex-showroom price of a new vehicle.

(B) The state governments may be advised to offer a road-tax rebate of up to 25% for personal vehicles and up to 15% for commercial vehicles

(C) The vehicle manufacturers are also advised for providing a discount of 5% on purchase of new vehicle against the scrapping certificate.

(D) In addition, the registration fees may also be waived for purchase of new vehicle against the scrapping certificate.

The Ministry of Road Transport and Highways will promote setting up of Registered Vehicle Scrapping Facility (RVSF) across India and will encourage public and private participation for opening up of such centres. Efforts are also being made to set up Integrated Scrapping Facilities across India. Some of the identified places include Alang in Gujarat, where it is being planned to develop a highly specialized centre for scrapping, among many other potential centres, where different scrapping technologies can be synergized together.

With a simplified registration process through single window, the scrapping facility shall have to comply with environmental and pollution norms and with all applicable acts of law. It shall be ensured that the scrapping centres have adequate parking facility,

de-pollution equipment for air, water and sound pollution and adequate facilities for hazardous waste management and disposal. Similarly, the Ministry shall promote setting up of Automated Fitness Centres on a PPP model by state government, private sector, automobile companies etc.

These centres may have adequate space for test-lane, IT servers, parking and free movement of vehicles. To

***These centres may have adequate space for test-lane, IT servers, parking and free movement of vehicles. To avoid conflict of interest, operators of fitness centres shall only provide testing facility and shall not provide repair/sale of spare services. Appointment for fitness centres may be booked online and tests reports shall also be generated in an electronic mode***

avoid conflict of interest, operators of fitness centres shall only provide testing facility and shall not provide repair/sale of spare services. Appointment for fitness centres may be booked online and tests reports shall also be generated in an electronic mode.

Tentative timeline for application of Proposed Scrapping Policy is as follows:

1. Rules for Fitness Tests and Scrapping Centres: 01st October 2021  
2. Scrapping of Government and PSU vehicles above 15 years of age: 01st April 2022

3. Mandatory Fitness Testing for Heavy Comm. Vehicles: 01st April 2023

4. Mandatory Fitness-Testing (Phased manner for other categories): 01st June 2024

Minister for Road Transport & Highways, Nitin Gadkari said that "the new vehicle scrapping policy will present a win-win situation for all stakeholders". Addressing the press at the Transport Bhawan after announcing the Vehicle Scrapping Policy at the Parliament, Gadkari said that "the results of the policy will include aspects like safety, reduction in fuel consumption and pollution".

The Minister said that "the policy doesn't have any punishment provisions like penalty and is in the interest of the poor". Listing out the benefits of the Vehicle Scrapping policy, Gadkari said that "due to using the raw material from the scrapped vehicles, not only the price of new vehicles will be reduced but their maintenance cost will also come down and it will also help in generating more employment opportunities in the sector". He expressed hope that around 100 vehicle scrapping centres will become operational in the country in next one and a half to two years and the number will keep increasing.

The Minister also said that he has requested the Union Finance Minister and states to give concession in Goods & Services Tax on purchase of new vehicles. He stated that the vintage cars will be kept out of the scrapping policy. He also said that the Road Transport Ministry has made it mandatory for economic models of the cars to have airbags as an additional safety measure.

The Minister termed the policy as one to convert waste and knowledge into wealth.

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# Electric Trucks May Soon Challenge Diesel If Charging Hurdle Cleared, Study Shows



**E**lectric heavy trucks will soon be able to compete economically with diesel trucks as battery technology rapidly improves, a study by Sweden-based think tank the Stockholm Environment Institute (SEI) showed, reported Reuters.

A green shift in the transport sector, which generates roughly a quarter of global carbon dioxide emissions, is seen as important to help align with

globally agreed climate goals.

Battery-powered trucks have often been dismissed as too costly to replace diesel trucks in many capacities, with batteries too heavy for long-haul freight.

But researchers at SEI said a tipping point was now in sight.

"Battery technology is very close to a threshold that makes electric trucks feasible and economically competitive. All that is missing is one companion component: fast

charging," said Bjorn Nykvist, senior researcher at SEI.

The study, which evaluated costs, energy use, and battery pack weight, showed that the availability of fast, high-capacity charging was key, as that meant truck batteries could be kept relatively small and light.

This should be an incentive to the private sector and policymakers to focus on making charging infrastructure more available, said co-author Olle Olsson.

"In many settings, electric freight trucks can play an important role in reducing emissions from heavy transport," he said.

Research by Capgemini Invent, part of Capgemini Group, recently showed

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by mid-century*

that electric trucks are among 55 clean technologies that can help the European Union reach its goal of climate neutrality by mid-century.

General Motors Co and electric truck startup Nikola Corp said last year they would join forces to build electric pickup trucks and fuel cell commercial trucks to take on Tesla Inc.

Volvo Trucks, Sweden's AB Volvo's main truck brand, aims to sell a complete range of electric, heavy-duty trucks in Europe starting this year.

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

# Research: Commercial truck electrification is within reach

**W**hen it comes to electric vehicles, particularly for heavy-duty trucks, the limitations of battery technology are often seen as the main barrier to widespread adoption. However, a new analysis concludes that it's the lack of appropriate policies around adoption incentives, charging infrastructure, and electricity pricing that prevents widespread electrification of commercial trucking fleets.

Researchers from the Department of Energy's Lawrence Berkeley National Laboratory (Berkeley Lab) and the University of California, Los Angeles published a new study that makes the case for prioritizing public policy to help move long-haul trucking from diesel to electric. Doing so will mean huge gains in addressing the climate crisis and avoiding premature deaths due to local vehicular pollution, which disproportionately affects communities of color.

The study analyzes the total cost of ownership of an electric long-haul truck compared to a diesel long-haul truck. Using the current price of a battery pack and assuming a 375-mile range, the researchers found that an electric long-haul truck has a 13% per mile lower total cost of ownership, with a net savings of \$200,000 over the lifetime of the electric truck. The total cost of ownership analysis takes into account the purchase price and operating costs over the lifetime of the truck.

The researchers also showed that future reductions in battery costs -- taken together with a more aerodynamic design and monetized benefits of reduced pollution -- would

result in a 50% per mile lower total cost of ownership compared to a diesel long-haul truck by 2030. The electrification of long-haul trucks therefore is possible, and figuring out what is required to move the nation's trucking fleet to widely adopt electric trucks is the next step, the authors said.

"Given the massive economic and environmental benefits, the case for long-haul electric trucking is stronger than ever before," said Berkeley Lab Research Scientist Nikit Abhyankar, one of the authors of the study. "Enabling policies such as adoption and charging infrastructure incentives, sales mandates, and cost-reflective electricity pricing are crucial."

Why focus on long-haul trucks?

Electric cars are becoming more prevalent now, with a substantial increase in global sales and commitments from several major auto manufacturers, including General Motors and Volvo, to sell only electric vehicles by 2030-2035. Long-haul trucks have not experienced the same level of growth, yet they are diesel-fuel guzzlers and a major source of air pollution, contributing more than 20% of U.S. transportation-sector greenhouse gas emissions.

Berkeley Lab scientists have done extensive research tracking the impact of diesel trucks on air quality and public health in disadvantaged communities. Even though diesel trucks account for just a small fraction of motor vehicles, they are responsible for almost one-third of motor vehicle CO<sub>2</sub> emissions. The transportation sector was the largest contributor of CO<sub>2</sub> emissions associated with the US economy.

"If we can move away from diesel-

dependent heavy-duty vehicles, we have a chance at significantly reducing greenhouse gas and particulate emissions from the transportation sector," said Berkeley Lab Staff Scientist Amol Phadke, lead author on this study.

There are currently two main pathways to electrify trucks -- fuel cells and batteries -- and both are actively being pursued by researchers at Berkeley Lab. Long-haul trucks powered by hydrogen fuel cells are on the horizon, and Berkeley Lab scientists are playing a leading role in a new DOE consortium called the Million Mile Fuel Cell Truck (M2FCT) to advance this technology. Battery-powered electric trucks have seen the most dramatic improvements in technology in recent years, making the battery costs more affordable and competitive.

What's more, electricity from renewable energy sources is becoming more cost-competitive, and Berkeley Lab researchers have shown that decarbonizing the electric grid is feasible in the coming decades, which means electric long-haul trucks would no longer contribute to greenhouse gas emissions.

"It is exciting to see recent dramatic improvements in battery technology and costs," said Phadke. "Electric trucks can generate significant financial savings for truck owners and fleet operators, while enabling inflation-proof freight transportation that can have significant macroeconomic benefits."

Published in ScienceDaily, the study was supported in part by the Hewlett Foundation.

# Volvo, SSAB Plan First Fossil-Free Steel Trucks On Road To Carbon Neutrality



**S**wedish truck maker AB Volvo and steel maker SSAB have signed an agreement to produce the world's first vehicles made of fossil-free steel, said the companies, reported Reuters.

Volvo plans to start production this year of prototype vehicles and components from steel made by SSAB using hydrogen produced from renewable energy. Small-scale serial production will start in 2022.

"This is an important step on the road to completely climate-neutral transport," Volvo CEO Martin Lundstedt said.

The vehicles and machines will be emissions-free in operation, Volvo said, without specifying how they

would run, while adding the company

***The vehicles and machines will be emissions-free in operation, Volvo said, without specifying how they would run, while adding the company is reviewing all the materials used in their construction to eliminate anything based on fossil fuels***

is reviewing all the materials used in their construction to eliminate anything based on fossil fuels.

It will be sourcing steel from green steel venture HYBRIT - which is owned by SSAB, Swedish state-owned utility Vattenfall and Swedish miner LKAB.

Last August, it began test operations in Lulea, Sweden, to replace coking coal, traditionally needed for ore-based steel making, with fossil-free electricity and hydrogen, which in turn is produced using only renewable power.

China's Geely Holding, which has a stake in AB Volvo, owns Volvo Cars, which it has said will be fully electric by 2030.

x

# HCL Tech Signs Multi-million-dollar Deal With Japan's UD Trucks

HCL Technologies Ltd. has signed a multi-million-dollar deal with UD Trucks Corp. to accelerate the digital transformation of the Japanese commercial vehicle solutions provider. Under the contract, the Indian IT services firm will deliver end-to-end IT transformation — spanning digital platforms, agile digital application development, migration, support and maintenance and digital workplace services — for UD Trucks.

The financial terms of the contract were not revealed.

“Migrating infrastructure and business-critical applications is of strategic importance to UD Trucks in our accelerated digitalisation journey,” said Satish Rajkumar, senior vice president (digital solutions and IT) at UD Trucks, reported ET.

Recent changes in its operational structure have required UD Trucks to build and migrate to its own dedicated IT environment, while at the same time ensuring service continuity.

“As automotive brands look to accelerate their digital transformation and embrace the cloud, they need a partner like HCL to successfully navigate the complexity of IT ecosystems and have a digital foundation ready for the future,” said Pankaj Tagra, corporate vice president and head-Nordic & DACH at HCL Technologies.

Besides, Isuzu Motors has acquired Japan-based UD Trucks (formerly long known as Nissan Diesel) from the Volvo Group for about \$2.2 billion, company said recently, reported TankTransport.

The transaction is estimated to have a positive impact on the Volvo Group's



operating income in the second quarter of close to \$230 million and increase the Volvo Group's net cash position by about \$2.2 billion, Volvo officials said in a press release.

Under the deal, the two original equipment manufacturers (OEMs) created a 20-year strategic alliance within commercial vehicles, and upon completion of the acquisition, it became operational.

The alliance between Volvo and Isuzu is now entering the next phase to derive potential synergies in areas that will encompass:

- Forming a technology partnership, intended to leverage the parties' complementary areas of expertise within both well-known and new technologies. They also will create a larger volume base to support investments for technology.
- Creating the best long-term conditions for a stronger heavy-duty

truck business for UD Trucks and Isuzu Motors in Japan and across international markets by transferring ownership of the complete UD Trucks business from the Volvo Group to Isuzu Motors.

- Exploring further opportunities for even broader and deeper collaboration within the commercial vehicle businesses across geographical areas and product lines for future urban logistics solutions.

- Exploring cooperation in the areas of purchasing and logistics, leveraging common technology, as well as the complementary geographical footprint and volume expansion.

Volvo and Isuzu will establish a Joint Alliance Office, with facilities both in Japan and Sweden, which will be overseen by an Alliance Board encompassing the Isuzu president, the Volvo Group chief executive officer and other key executives from the two groups.



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# Ashok Leyland Launches 4-axle Truck AVTR 4120 With Additional 5 Tonne Payload



**A**shok Leyland launched India's first 4-axle 8x2 DTLA Truck (14-wheeler) AVTR 4120. It has a capacity of 40.5 tonne Gross Vehicle Weight (GVW), reported ET Auto.

According to a company release, this new truck offers an additional 5-tonne payload compared to standard 8x2 trucks.

This new product will operate at 40.5 tonne with the lift axle down (revenue and payload nearly similar to 10x2) and at 28 tonne with the lift axle up (lower fuel and operating cost similar to 6x2)

during light load/partial load/return empty.

AVTR 4120 is fitted with a 12.5-tonne dual tyre lift axle (DTLA) with Patented Parallelogram technology and powered with 200 HP engine with iGen6 technology.

The commercial vehicle manufacturer claims it offers the customer flexibility to operate a large band of GVW from 28T to 40.5T with best in class total cost of operation (TCO) benefits.

Vipin Sondhi, managing director, Ashok Leyland, said, "Ashok Leyland has always been ahead of the curve and leads the CV industry in terms of

innovation. Our endeavour has always been to address the needs of our customers and deliver better profitability for them and AVTR 4120 is one step towards this offering the customer flexibility".

According to the release, the truck is available with 200 HP (700 Nm Torque) and 250 HP (900 Nm Torque) options and will be offered in cowl and 3 cabin options: N Cab, U cab, M cab.

N cabin offers suspended cab with dampers, suspended driver seat, anti-roll bar in the front, storage spaces, full metal front fascia, music system, AC & HVAC options.

Further, it comes bundled with digital solutions like i-Alert (advanced

*Further, it comes bundled with digital solutions like i-Alert (advanced telematics), remote diagnostics - supported by 24x7 customer assistance Uptime Solution Centre and Service Mandi network*

telematics), remote diagnostics - supported by 24x7 customer assistance Uptime Solution Centre and Service Mandi network.

Anuj Kathuria, COO, Ashok Leyland, said, "We have last year launched AVTR - India's first Modular Truck platform to address the varied Load-Road-Application and customer requirements. Now, with this innovative product we will give flexibility to customers. In many applications, the load availability is dynamic due to various factors like type of material, onward/return load, seasonality, customer order quantity, etc."



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## Transport Ministry On Alert After CERT-In Warns Of Cyber Threat

**T**he Ministry of Road Transport and Highways alerted NHAI, NHIDCL and its other wings besides automobile makers to augment their IT security systems after reports regarding threats of possible cyber attacks targeted at the Indian transport sector.

The ministry said it has received an alert from the Indian Computer Emergency Response Team (CERT-In) about possible cyber attacks.

"The Ministry of Road Transport and Highways received an alert from CERT-In regarding targeted intrusion activities directed towards Indian Transport sector with possible malicious intentions. The Ministry has advised departments and organisations under transport sector to strengthen the security posture of their infrastructure," the Ministry said in a statement, reported PTI.

It has requested NIC, National Highways Authority of India (NHAI), National Highways and Infrastructure Development Corporation (NHIDCL), Indian Road Congress (IRC), Indian Academy of Highway Engineers (IAHE), State PWDs, Testing agencies and Automobile manufacturers to conduct the security audit of the entire IT system by CERT-In certified agencies.

It advised such security audits on a regular basis besides taking all actions as per their recommendations.

Also it asked the audit report and the action taken report to be regularly submitted to the ministry.

Last year in June also NHAI has reported a cyber attack on its email server and had said that prompt action resulted in no data loss. It had shut down its server then as a precaution.

## Over 600 Wayside Amenities Along National Highways

**I**n a major move to improve commuters' experience on National Highways for both, passengers and truckers, the National Highways Authority of India (NHAI) will develop world class 'Wayside Amenities' at more than 600 locations across 22 states along the National Highways in the next five years. Out of these, 130 are targeted for development in 2021-22.

NHAI has already invited bids to develop 120 such wayside amenities. As per plan, wayside amenities will be developed every 30-50 km along the current and upcoming Highways and Expressways.

The amenities will include numerous facilities for passengers such as Fuel Station, Electric Charging Facilities, Food Court, Retail Shops, ATM, Toilets with shower facility, Children Playing Area, Clinic, Village Haat for local handicrafts etc.

Keeping in view the specific requirements of truckers, separate 'Truckers Blocks' will be developed at large amenities that will include Truck and Trailer Parking, Auto Workshop, Truckers Dormitory, Cooking and Washing area, Toilets with shower, Clinic, Eateries, Retail shops etc.

The facilities such as Electric

charging stations will help in promoting use of electric vehicles, thus, reducing pollution. The amenities will also promote local economy by generating employment opportunities and help local people to market their unique produce/ handicrafts etc. at village haats developed at the amenities.

NHAI will develop these wayside amenities across the country with a combined area of over 3,000 hectares. These will offer huge opportunities for investors, developers, operators and retailers. Currently, NHAI is offering Wayside Amenities on Public Private Partnership model for development and operation on existing highways.

All upcoming greenfield/brownfield National Highway projects will be provisioned to have wayside amenities and logistic parks. NHAI has started Land identification & monetization plan for development and real estate consultants have been engaged for designing of the amenities after studying the local suitability.

These wayside amenities will not only go a long way in making highway travel more convenient for commuters but also will provide adequate facilities for rest and refreshment to Highway users.

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## Chip Shortage Forces Ford To Build Trucks Without Computers

A global semiconductor shortage and a February winter storm have combined to force Ford to build F-150 pickup trucks without some computers, reported AP.

The company says the pickups will be held at factories for "a number of weeks," then shipped to dealers once computers are available and quality checks are done.

The move is the latest ripple from the global semiconductor shortage, which earlier this week forced Honda and Toyota to announce production cuts at some North American factories. General Motors also has been forced to build pickups without some computers and install them later.

Ford's move is likely to tighten inventory of F-Series pickups, the top-

selling vehicles in America. Inventories already are tight due to high demand and production losses



due to last year's coronavirus-related factory shutdowns.

Ford also said it will build the Edge SUV without computers and ship them later.

Automakers have said they don't

expect the chip shortage to get any better before the third quarter of the year. Ford has said the shortage could cut its pretax earnings by \$1 billion to \$2.5 billion, even if it makes up for some of the lost production in the second half of the year.

Volkswagen, Fiat Chrysler (now Stellantis) and Nissan also say they have been affected by the shortage and forced to delay production of some models in order to keep other factories running.

Industry officials say semiconductor companies diverted production to consumer electronics during the worst of the COVID-19 slowdown in auto sales last spring.

Global automakers were forced to close plants to prevent the spread of the virus. When automakers recovered, there weren't enough chips as demand for personal electronics boomed.

## Truckmaker Volvo Hit By Semi-conductor Shortage, Sees Negative Impact On Earnings And Cash Flow

Swedish truckmaker Volvo said that a shortage of semiconductors would have a substantial impact on production in the second quarter, reported Reuters.

The firm said it will implement stop days across its global truck manufacturing operations in the beginning of the quarter.

"In total, these are currently estimated to between two and four weeks depending on production site," Volvo said in a statement.

Volvo said visibility into the global supply chain of semiconductors was very low and that the uncertainty about the development was high. It said the

disturbances were also expected to impact the firm's other business areas.

"The disturbances are expected to have a negative impact on earnings and cash flow," it said without giving further details.

Volvo said in February the semiconductor shortage had hit production in Ghent, Belgium, and warned of further disruption.

Earlier this month, rival Scania, part of Volkswagen AG's commercial vehicle



arm Traton SE, said it might have to stop production due to the semiconductor shortage.

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## VW Truck Unit Traton To Spike E-mobility R&D Spend To EUR 1.6 Billion By 2025

**V**olkswagen truck unit Traton announced that it will invest a total of EUR1.6 billion in research and development for e-mobility by 2025 as the commercial vehicle manufacturer is cutting down investments in conventional drives.

The commercial vehicle manufacturer had initially planned an e-mobility investment of EUR1 billion over this period.

With an increase in investments, the share of product development dedicated to electric mobility will be doubled whereas the conventional drive will make up less than one-fifth of its product development in 2025, the company said in a statement.

"Traton is setting a clear focus on electric trucks. This transition will not happen overnight. It will be gradual, sustainable, and in line with the required network expansion. If there is no charging infrastructure, it will not work," said Matthias Gründler, CEO of Traton SE, reported ET Auto.

Under its pre-defined targets for 2025 and 2030, electric vehicles will make

up around 10% of Scania's European unit sales in 2025, with half of MAN's new buses also equipped with an electric drive system by the same date.

By 2030, every second vehicle sold by

***By 2030, every second vehicle sold by Scania will be powered electrically and at least 60% of MAN's delivery trucks and 40% of its long-haul trucks will be zero-emission, the company added***

Scania will be powered electrically and at least 60% of MAN's delivery trucks and 40% of its long-haul trucks will be zero-emission, the company added.

CEO Matthias Gründler underlined that Traton's focus is on battery

electric vehicles for now and not hydrogen technology because most of the time, pure electric trucks will outperform their hydrogen counterparts as the more cost-efficient and eco-friendly solution for trucks, especially long-haul trucks.

"This is because compared to electric trucks powered by batteries alone, hydrogen trucks have one major drawback: just one-quarter of the energy output is ultimately used to power the vehicle, with the other three quarters lost along the way from the energy source to the road. This is the other way around for electric trucks," he explained.

According to him, the profitability of an electric truck and the amortization of its batteries come down to constant, heavy usage. And this is especially the case in long-haul heavy-duty transportation.

However, he believes that hydrogen trucks are also likely to take hold of the market in the next ten years. Hydrogen trucks may also play a role in regions where green hydrogen is particularly cheap.

## Toyota, Isuzu Revive Capital Tie-up With Focus On Connected Trucks

**T**oyota Motor Corp and Isuzu Motors Ltd announced a capital alliance, reviving a partnership to bolster their competitive edge in connected, commercial vehicles, reported Reuters.

Toyota truck unit Hino Motors Ltd will join in the pact to jointly develop commercial trucks of the future, including connected vehicles and fuel cell technologies, the automakers said. Toyota and Isuzu in 2018 dissolved a

previous, 12-year capital tie-up, which had focused on diesel engines.

The move comes as traditional automakers face growing competition from tech giants and other rivals developing electric and driverless cars.

Toyota Motor President Akio Toyoda said the push for electric vehicles gave the companies a reason to get together again.

"We had tried to jointly develop small diesel engines together... but we didn't really identify specific projects much,

and we decided to split and find our own ways," he told a news conference. "But then EV became a new common ground for us again, where common research and development could take place."

Toyota will acquire 39 million treasury shares in Isuzu, worth 42.8 billion yen, taking a 4.6% stake, they said.

The three companies will set up a new joint venture, with Toyota owning 80% and the others owning 10% each, they said in a statement.

## Silicon Valley Self-driving Truck Startup Kodiak and China Hesai Lidar Partner Up

**S**ilicon Valley self-driving truck startup Kodiak Robotics Inc and Shanghai-based lidar maker Hesai Technology Co Ltd announced a partnership to integrate the Chinese lidar into the autonomous trucking system.

Laser-based lidar sensors help self-driving cars detect objects ahead and around the vehicle and are a key component to many self-driving systems.

Kodiak will use a Hesai lidar on each side of the truck and will also keep one forward-facing Luminar lidar, said Don Burnette, Kodiak's CEO, who was a co-founder of self-driving truck startup Otto and before that an early engineer working on Google's self-driving car program.

U.S. lidar maker Luminar Technologies earlier this month said it was partnering with SAIC Motor Corp, China's largest automaker.

Burnette said Kodiak focuses on the software of autonomous driving and integrating hardware from suppliers.

"I think it is a distinct advantage for Kodiak to have started in a time where we had access to a rich and mature ecosystem of services and suppliers," said Burnette, reported Reuters.

The company was launched in 2018 to focus on long-haul trucking and delivers freight between the Dallas-Fort Worth area and Houston, operating autonomously on the highway.

Increasing deals with several big self-driving vehicle companies and momentum in the industry has helped Hesai increase its sales, said Hesai's CEO David Li.

Last year's revenue exceeded \$60 million, up over 27% from 2019, he said. Revenue in 2017 was a mere \$2.98 million.

Hesai and another Chinese lidar firm RoboSense were sued by U.S. lidar company Velodyne Lidar Inc in 2019 for patent infringement, but Li said Hesai has settled with Velodyne with a global cross-license deal.

"We will not have legal problems one way or another with Velodyne," he said.

Hesai now also counts Robert Bosch GmbH, a major auto supplier, as an investor.

## Aurora, Volvo Are Latest Partners On Self-Driving Heavy Trucks

**G**lobal heavy truck manufacturers are lining up technology partners to help build out self-driving systems for long-haul freight that could see widespread commercial service well before self-driving robotaxis.

The latest alliance was announced between Sweden's Volvo Group and California-based Aurora Innovation, building on a working relationship that dates back several years, the partners said.

Analysts expect more such partnerships, as relatively young technology firms such as Aurora connect their autonomous vehicle systems knowledge with the deep manufacturing experience of legacy companies such as Volvo Trucks.

"You can't go at it alone in autonomy," said Grayson Brulte, president of consultancy Brulte & Company, reported Reuters. "The trucking industry is a completely different personality" than the passenger vehicle business, with different requirements," the executive added.

Most of the larger truck manufacturers have turned to self-driving tech partners, driven in part by a chronic shortage of drivers and a boom in e-commerce, fueled by the global pandemic.

In January, Aurora announced a strategic partnership with U.S. truckmaker PACCAR, whose brands include Peterbilt and Kenworth.

Aurora's founders include self-driving veterans from Tesla and Alphabet's Waymo. Aurora last year said its first commercial product would be in trucking "where the market is largest (and) the unit economics are best."

In 2020, Waymo Chief Executive John Krafcik told Reuters that "goods delivery is a bigger market than moving people" as Waymo expanded its focus to include heavy trucks.

Germany's Daimler has formed a self-driving truck alliance with Waymo, while China's largest heavy truck maker, FAW Jiefang, has partnered with Plus AI.

Volkswagen's Traton truck group is an investor in TuSimple, as is U.S. truckmaker Navistar.

In a January earnings call, Tesla Chief Executive Elon Musk said the long-delayed Semi electric truck is highly likely to be the first of the company's vehicles to achieve full self-driving capability.

## VECV Sells 7,037 Units In March, FY21 Sales Down 15.3%

VE Commercial Vehicles (VECV), a Volvo Group and Eicher Motors joint venture, reported a 369.4% increase in sales for March at 7,037 units.

The company had sold 1,499 units in March 2020, VE Commercial Vehicles (VECV) said in a statement.

Eicher branded trucks and buses recorded total sales of 6,870 units last month as compared to 1,476 units in the year-ago month, up 365.4%, it added.

In the domestic market, sales of Eicher branded trucks and buses were at 6,054 units last month as against 1,409 units the same month a year ago, said

the company, reported ET Auto.

Exports of the Eicher brand of commercial vehicles were at 816 units in March as compared to 67 units in the same month last year, it added.

Further, Volvo trucks posted sales of 167 units last month as compared to 23 units in March 2020, the company said.



For the full financial year 2020-21, the company sold 41,268 units, which is -15.3% lower than the 48,721 units in FY2019-20.

## Silicon Valley Self-driving Startup Gatik Works With Isuzu To Build Delivery Trucks

**S**ilicon Valley self-driving startup Gatik and Isuzu North America Corp said they will work together to build autonomous delivery trucks that Gatik will use to serve its retailer customers.

Gatik, which works with Walmart Inc in Arkansas and Louisiana and Loblaw Companies Ltd in Canada to deliver goods to stores from warehouses using autonomous trucks with safety drivers, has seen a boom in business as the pandemic has boosted sales at grocery stores.

"What I can share is our revenue is in the millions. So this is not a free service that we offer," said co-founder and chief executive Gautam Narang, reported Reuters. He said Gatik's business model for now is to be a delivery service provider for retailers using self-driving technology rather than selling the technology to automakers.

Self-driving truck companies,

especially those supplying big rigs that transport goods from warehouse to warehouse and drive along highways, have been gaining a lot of traction with investors keen to jump on

***Self-driving truck companies, especially those supplying big rigs that transport goods from warehouse to warehouse and drive along highways, have been gaining a lot of traction with investors keen to jump on the emerging technology.***

the emerging technology. Still, the technology is years away from removing the driver completely.

Narang said Gatik and Walmart plan to test out fully driverless delivery in Arkansas later this year. "We actually worked with the Arkansas State Highway Commission to get the approval to take the driver out," said Narang. He said approval for that came in December.

Gatik, which has raised nearly \$30 million so far, said its trucks are owned by a major fleet operator which it isn't yet disclosing. So far it has been using the Ford Transit chassis for its existing fleet of autonomous delivery trucks.

Ford Motor Co Executive Chairman Bill Ford's venture capital fund Fontinalis Partners is an early investor in Gatik, according to Narang.

The collaboration between Isuzu and Gatik is limited to the United States and Canada and Isuzu will provide engineering support to Gatik for retrofitting its Series N medium-duty trucks, said Shaun Skinner, who leads Isuzu's commercial truck division in those two countries.

## Rebound In Commercial Vehicle Space To Gain Strength

**T**he revival in commercial vehicles segment is likely to gain further strength going ahead, according to a report by ICICI Direct.

"We expect CV rebound to gain further strength going ahead, although ongoing semiconductor supply shortage remains an overall overhang in near term," it said, reported IANS.

It noted that in March, commercial vehicle space continued on its recent path of positivity, with all players reporting 20 per cent or higher MoM growth overall.

"Ashok Leyland's M&HCV volumes rose 42 per cent (trucks up 32 per cent, buses up 206 per cent) while Tata Motors' total CV sales rose 19.6 per cent. M&M outperformed with 86 per cent jump in volumes driven by 89 per cent rise in 4-W pickup i.e., lesser than 3.5T LCV segment. VECV sales rose by 29 per cent MoM," the report stated further.

It noted that the auto sector ended the year on a strong note amid generally healthy sequential increase in volumes across segments for most OEMs in March.

## Ashok Leyland To Carve Out Two New Units To Strengthen Green Transport Solutions

**I**n Commercial vehicles major Ashok Leyland said it has decided to form two new subsidiaries as part of its plans to strengthen green transport solutions, reported PTI.

The company through its subsidiary Switch Mobility Ltd, the UK-based electric vehicle producer of buses and vans, is creating two units, Ashok Leyland said in a statement.

The first unit -- Switch Mobility Automotive Ltd -- is being formed to carry on the electric vehicle strategy in India and forms part of its global entity.

The second subsidiary -- OHM Global Mobility Pvt Ltd -- will focus on providing mobility as a service offering, it said.

Switch Mobility Automotive Ltd brings together the company's capabilities both from Optare UK and Ashok Leyland's EV Division, it noted.

"Switch Mobility Automotive Ltd will help us fulfil our aspiration of zero carbon emission transportation.

"With a strong presence and proven expertise in the commercial vehicle market in India and the experience of operating a large number of electric vehicles successfully in India and the UK, we see huge opportunities for growth through Switch's expansion in Indian and global markets," Ashok

Leyland Chairman Dheeraj Hinduja said.

Ashok Leyland MD and CEO Vipin Sondhi said creating Switch Mobility and OHM Global would give the company the ability to drive the sustainability agenda which Ashok Leyland is passionate about.

"It will combine our consumer centric approach with the expertise in technology that the new entities will bring to the table," he added.

Besides, the Hinduja Group flagship Ashok Leyland reported a 710% growth in total sales at 17,231 units in March this year as against 2,126 units during the same month of the previous year, reported ET Auto.

Sales of medium and heavy commercial vehicles during the month under review stood at 11,101 units as compared to 1,778 units in the same month a year ago, Ashok Leyland said in a release.

Light commercial vehicles sales, also grew to 6,130 units in March compared to 348 units in the corresponding month last year.

In the domestic market, the company sold 15,761 units last month as against 1,734 units in March 2020.

For the financial year 2020-2021, the company sold 100,715 units, which is 20% lower than in 2019-20 when it sold 125,200 units.

## TuSimple To Demo Self-driving Trucks In Fourth Quarter?

TuSimple Holdings Inc will demonstrate its self-driving truck technology using semi-trucks without human drivers in the fourth quarter of this year in Arizona as it continues to expand its U.S. test network, according to a source familiar with the tech startup's plans, reported Reuters.

The company is developing self-driving big rigs Navistar International Corp, which is being bought out by Volkswagen AG's truck unit Traton SE, and is also working with chip company Nvidia Corp.

Both Navistar and Traton hold minority stakes in TuSimple.

Those trucks are due to go into production in 2024 and will be delivered to customers such as UPS, which also owns a stake in TuSimple.

Self-driving technology for freight trucks has attracted investor attention as it should be easier and cheaper to roll out than in self-driving cars and robotaxis, while providing a clearer path to profitability.

Self-driving freight services run on fixed routes between predefined points - mostly on major highways without intersections or pedestrians - requiring less mapping than shuttling customers between random points in robotaxis.

The source told Reuters that while all the sensors and software needed for self-driving will add around 30% to the sticker price of a truck jointly developed by TuSimple and Navistar, the vehicles should be profitable right away because of the lack of downtime needed for human drivers.

TuSimple declined to comment.

By 2023, TuSimple aims to have self-driving trucks running tests coast to coast, from the port of Long Beach in California to Jacksonville, Florida, and should be able to complete the journey in 36 hours, the source said. That is less than half the time it takes for a human driver to travel the same distance.

Daimler AG unit Torc Robotics is working with Amazon's cloud computing division to process vast amounts of data as it prepares to test self-driving test trucks in New Mexico and Virginia.

## Daimler, Volvo Plan Hydrogen Fuel Cell Production In Europe In 2025

**N**Daimler AG's truck unit and Volvo AB said they will start making hydrogen fuel cells in Europe in 2025 via a joint venture, and called for EU policies to help make the zero-emission technology commercially viable, reported Reuters.

The rival German and Swedish makers of large freight-hauling trucks formed their joint venture, cellcentric, in March. They said they would provide more details on large-scale fuel production in 2022, but that cellcentric was already scaling up prototype output.

"Partnerships like cellcentric are vital to our commitment to decarbonizing road transport," Volvo Chief Executive Martin Lundstedt said in a statement.

Aside from the fuel-cell joint venture, the two companies remain competitors. Both hope to test fuel-cell trucks in about three years and start mass producing trucks in the second half of this decade.

The European Union has been pushing tighter emission standards, fueling a boom in zero-emission electric cars.

But as batteries in electric vehicles are very heavy, hydrogen fuel cells are seen as a more viable zero-emission power systems for long-haul freight in the future.

Fuel cells produce electricity from hydrogen, emitting only water.

The two truck makers called for the construction of around 300 hydrogen refueling stations suitable for heavy-duty vehicles in Europe by 2025 and around 1,000 stations by 2030.

Earlier this year, carmaker Stellantis said it will begin deliveries in Europe of its first medium-sized vans powered by hydrogen fuel cells by the end of 2021.

Stellantis noted at the time that Germany currently has 90 hydrogen stations, and France just 25 - a tiny fraction of the thousands of petrol stations available for fossil-fuel vehicles.

As zero-emission trucks are significantly more expensive than fossil-fuel models, Daimler and Volvo said a "policy framework is needed to ensure demand and affordability."

The two companies said policies should include subsidies for "CO2-neutral technologies and a taxation system based on carbon and energy content."



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# Truck rentals plunge, hit by new Covid-19 wave

According to The Hindu Business Line truck leases have plunged past expectation within the first fortnight of April, prompted by a surge in Covid-19's new wave that has led to a decline within the arrival of meals and vegetable objects on the mandis (Agriculture Produce Market Committees or APMC), based on the Indian Basis of Transport Analysis and Coaching (IFTRT), a transport sector suppose tank.

APMCs had been arranged by the State governments to make sure good worth discovery for farmers and to stop retailers from having an undue bargaining benefit.

Covid-19's new wave within the final fortnight has led to a decline in arrival of meals and vegetable objects on the APMCs, with a 10-15 per cent drop in demand from eating places and accommodations, mentioned IFTRT's Senior Fellow S.P. Singh.

Dispatches from manufacturing facility gates, too, dropped decrease by an identical 10-15 per cent.

The worst hit was manufacturing in Micro Small and Medium Enterprises (MSME), though diesel and tyre costs (two principal variables working bills) have remained unchanged over the earlier fortnight of March 2021).

## RENTALS DROP

Consequently, truck leases on trunk routes plunged past expectation for spherical journeys on an 18-20 tonne

payload between April 1 and April 14, mentioned IFTRT.

Rental fees on the Delhi-Mumbai-Delhi route dropped 16 per cent on April 14 in opposition to April 1 (from Rs 1.35 lakh to Rs 1.15 lakh), the

Delhi route have dropped by 15 per cent (from Rs 1.02 lakh to Rs 86,000).

Total, on 75 medium and lengthy haulage truck routes tracked by IFTRT, trucking enterprise has confronted a sudden hunch after bouncing final month, attributable to fears of a "direct or backdoor lockdown" throughout the nation.

## Fleet utilisation down, drivers head residence

Fleet utilisation is all the way down to 60 per cent and given the rising development of truck drivers making ready to return to their residence cities or villages to flee the brand new wave of coronavirus, the state of affairs for commerce, commerce and business

is grim, resulting in panic within the transport enterprise.

That mentioned, the Authorities has carried out its bit by extending the fee of highway tax or allow payment by three extra months as much as June 30, 2021. Additionally, for the second consecutive 12 months, the annual hike in insurance coverage fees (with impact from April yearly) have been prevented on the orders of the regulator, which has come as a reduction for fleet homeowners. But when the state of affairs stays boring, truckers could default in paying their equal month-to-month instalments (EMI) for truck buy. Additionally, truck unions could demand yet one more moratorium, predicted IFTRT's Singh.



2 large metros within the North and West. Each the cities face a pointy surge in Covid-19 instances.

Additionally, leases on the Delhi-Nagpur-Delhi route have plunged by 10 per cent (from Rs 1.07 lakh to Rs 96,800), the analysis physique mentioned referring to Nagpur, the central level of the nation that has quite a lot of warehouses given the placement.

Equally, charges on the Delhi-Ranchi-Delhi sector have plunged 15 per cent (from Rs 1.17 lakh to Rs 1 lakh), with the Japanese Metropolis going through a pointy surge in Covid-19.

Charges on the Delhi-Chennai-Delhi sector are down 13 per cent (from Rs 1.55 lakh to Rs 1.35 lakh), whereas truck leases on the Delhi-Kandla-

## COVID Second wave, high diesel and toll prices, and drop in economic activity give a big blow to transport sector

The transport sector has been hit hard again with the second wave of COVID-19, says Divya Bharat, which had already put the industry in deep crisis with the lockdown and drop in economic activity in 2020.

The industry which was providing employment to thousands of people directly and indirectly had already been struggling in Andhra Pradesh with the steep hike in prices of diesel and toll fees. Transport charges reportedly remained at same level in spite of the additional burden of diesel and increased toll.

For instance, a lorry owner charges nearly ₹18,000 to transport goods from Srikakulam to Vijayawada. The owner hardly makes a profit of

₹4, 000 per trip after deduction of all the expenditure, including wages of driver and cleaner. But each owner hardly gets eight to 10 bookings per month and the amount generated would be spent again for payment of EMI, maintenance of vehicles and insurance and others.

Andhra Pradesh Lorry Owners' Association vice president M. Janakiram Reddy said many drivers and cleaners were scared to take up long trips owing to COVID fear, leading to loss of bookings. "Economic activity has come down significantly with the impact of second wave. Its cascading affecting is more on the transport sector," he added.

Srikakulam District Granite Lorry Owners' Welfare Association president Venkata Satyanarayana and general secretary Allu Nagesh said that granite export to China and Europe was disrupted with the impact of the second wave.

"Over six lakh tonnes of granite has been sent to Visakhapatnam and Kakinada ports. But its shipment to other countries has not been done. The granite exporters who could not get amount from importers are unable to clear transport bills. It has become a big shock for all granite lorry owners," said Mr. Nagesh.

"Diesel which was available at around ₹60 a litre five years ago is now priced at ₹90. It is a big jolt for the entire transport sector," he added.

## COVID second wave hits transport sector hard

The second wave of coronavirus has severely hit transport sector once again which has its bearing on the Andhra Pradesh and national economy revealed by The Hans India. Even before it could recover from the losses incurred during the first wave of virus, it was hit hard by the second wave. Though there is no national lockdown announced by the Centre, the state governments are using their local discretionary powers to impose lockdowns and restrictions on the movement of vehicles. Presently the sector is facing the brunt of regional lockdowns embarked by the state governments including Karnataka and Maharashtra states etc. On one hand, the migrant labour, who returned to their native villages due to coronavirus, also contributed to stranding of transporting goods due to non-availability of migrant labour who are the lifeline of goods loading and unloading operations. There are about 40,000 lorries owned by the district operators and nearly 10,000 mini-lorries. About 3.50 lakh

labourers are dependent on the transport sector for their livelihood. Hindupur, in view of its proximity to Bengaluru city, had emerged as a transport hub with thousands of lorries, small and medium operating from Hindupur town to Bengaluru, parts of Karnataka and even Maharashtra. Hindupur, Tadipatri, Rayadurgam and Penukonda being industrial hubs have hundreds of transport and freight vehicles stationed and in operation on a daily basis.

Rajendra Yadav, a transport operator from Chandigarh, told The Hans India that the Centre should evolve a national policy and leave transport operators to the mercy of local state authorities and the police. Deputy Transport Commissioner Siva Prasad, however, clarified that officially there are no curbs on movement of vehicles and there are no government directions to the department in this regard. However, vehicles are being stranded outside Bengaluru due to lockdown in Karnataka state.

Absence of sufficient labour to load and unload goods and regional lockdowns are paralysing goods movement, resulting in huge economic losses as many transport operators are unable to balance their finances due to little cash flow and increasing debts and loan payment obligations. Transport lorries bound to Chennai, Mumbai and Raipur were stranded at intermittent towns en route their destinations. Police in Mumbai and Goa are detaining transport operators in the name of vehicle checking.

Transport operator Ajit Singh told The Hans India that they have been stranded on the outskirts of Bengaluru city after taking off from Penukonda due to lockdown imposed in the state by Karnataka government. Due to night curfew imposed in Andhra Pradesh too police are not allowing the lorries to move after 7pm. While the Prime Minister assured that transport will not be stopped anywhere by the government, but state governments are not permitting movement of vehicles within the state highways.

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# ACFI Annual Event (on Feb. 24, 2021)

## Changing Consumption Patterns – Transforming Supply Chains

This annual landmark event, held virtually this year, as Covid-19 is still not fully cleared. It was quite a large program, with many speakers and Business Sessions, which will be impossible to include fully in the limited space available here. Hence, only key learnings have been covered here.



**Mr. Cyrus Katgara, President, ACFI, welcomed the august virtual gathering and said:**

- 35% of international trade, by value, is transported by air, emphasizing the importance of air cargo.
- The overall logistics cost in India is 14%, but the logistics cost by air is 1 to 8% of the CIF value.
- Going paperless is ACFI's favorite objective and the pandemic restrictions have fast-tracked the digital process overnight.



**The Chief Guest, Mr. Hardeep Singh Puri, Union Minister of State (Independent Charge), MoCA stated:**

- A degree of optimism has come up from IMF that in 2021-22, the Indian economy will bounce back with 11% growth.
- Lifeline Udaan operations of MoCA

has normalized the transportation of essential goods in India.

- Domestic PAX flights reached its full 100% operational capacity by Mar,'2021.



**Guest of Honor, Ms. Vandana Aggarwal, Sr. Advisor-MoCA said:**

- Creation of Infrastructure facilities at the airports of the country has gone over three times of actual cargo volume moving from and to India.
- Regional Tier II & III cities are being addressed by AAICLAS with futuristic plans.
- Government also incentivized domestic movement of agro products from Himalayan regions to big cities.

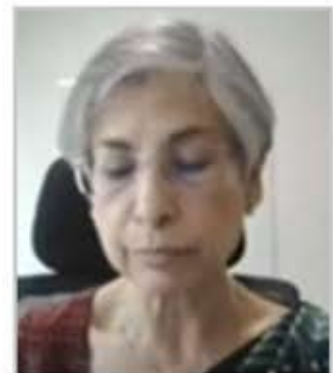


**The Keynote Address was delivered by Dr. Adil Malia, CEO & Partner, The Firm**

- Continue researching to change

business models, but wait and watch carefully first

- Pay attention to consumer need-seeking speed.
- Customer experience comes from every touch point of the organization.



**Business Session-1: Changing Trends in e-Commerce Value Chain, was moderated by Ms. Tulsi Mirchandaney, MD, Blue Dart Aviation and Board Member, ACFI.**

Following were the panelists:

- Mr. Tushar Jani, Chairman, Cargo Service Center India.
  - Mr. Sanjiv Gupta, CEO (Cargo), SpiceJet
  - Mr. Ajith Pai, COO, Delhivery
  - Mr. Bhushan Patil, Founder, Multiply Ventures
  - Mr. Nath Parameshwaran, Head Regulatory Affairs India, PayPal INC
- Expansion to Tier II, Tier III cities and the North-East.
  - Cybersecurity to enable trust, protect privacy, reduce fraud. (Mr. Nath Parameshwaran)
  - New Technology (AI, Block Chain, Robotics, etc.) will redefine E-Commerce, through AIR, (A-Agility, I-Innovation & R-Resilience) and will reach new heights. (Tushar Jani)



**Business Session-2: Future Trend in Fashion & Retail-2021 & Beyond was moderated by Mr. Yashpal Sharma, MD, Skyways Air Services and VP, ACFI**

Following were the panelists:

- (i) Ms. Kirsten de Bruin, Senior Vice President, Cargo Sales and Network Planning, Qatar Airways
- (ii) Mr. Sameer Khatri, Managing Director, DSV Air & Sea
- (iii) Mr. Max Philipp Conrady, Senior Vice President (Cargo), Frankfurt Airport Services Worldwide
- (iv) Dr. Anil Chinnabhandar, Senior Vice President, Landmark Group

(v) Mr. Prediman K. Koul, Executive Director and Board Member, Jeena & Company

- Apparel & Fashion industry of the world is worth \$2.2 Trillion and one of the highest employment generators.
- Rural manufacturers / MSMEs entering the market to promote B2C business
- Opening of online Omni channels for the customer to improve the e-commerce supply chain experience.



**Business Session-3: Electronics Industry's Evolving Supply Chain was moderated by Mr. Glyn**

**Hughes, Director General, TIACA.**

The panelists were:

- (i) Mr. Peter Penseel, COO-Airfreight, CEVA Logistics
- (ii) Dr. Pramod Sant, VP-Head of Import/Export & Customs, Siemens
- (iii) Mr. J. Florian Pfaff, VP-Asia Pacific, Lufthansa Cargo
- (iv) Mr. Raveen Pinto, VP-Aviation Business, Bangalore International Airport
- (v) Mr. George John, Supply Chain Operations, CISCO
- Electronic Industry is 40% of the total value of the entire international air cargo trade, which means \$2.4 Trillion worth of electronics, annually.
- India is now 2nd largest producer of electronic handsets, in the world. The global electronic / handset industry is worth \$700 billion this year.
- The Global Electronics Industry components growth has registered 7% in 2020, despite the COVID pandemic.

**Recommendations for truck drivers during COVID-19**



**1** 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.



**2** Ventilate the driver's cabin regularly at stopping points.



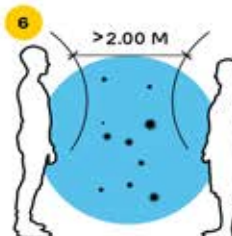
**3** Disinfect hands with hand sanitiser or wash them with liquid soap and water for at least 30 seconds every time you enter or return to your vehicle.



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



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



**6** 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.

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## Women in Logistics – Ms. Manisha Thaker



**Ms. Manisha Thaker**  
VP, Trialliance Global Solutions India

Ms. Manisha has been in the logistics industry since 2000. She has grown professionally in her organization and is now Vice-President (LSP) in Trialliance Global Solutions.

From 2015, she metamorphosed into an EXIM faculty & Speaker, Logistics Coach, Corporate Trainer in Foreign Trade, Shipping & Logistics & Supply Chain, training / mentoring approximately 3500+ professionals in Logistics & International Trade, by conducting seminars / webinars, workshops, etc.

She specialized in handling Imports for Indian Defence sectors and was involved in importing of satellite TV parts and accessories for launch of satellite "Chandrayaan 2".

Manisha is proud that she and her two sisters got flying starts from their parents who believed in "BETI PADHAO", long before it became a slogan.

### Questionnaire

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

I have been in Cargo for 21 years and my journey, so far, has been truly incredible.

Digitalization created by Modern technology has made it easier to keep

upto date.

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

In 1999, my soul sister was working with an exporter and she ignited a fire within me to be a part of the logistics Industry, which I did the next year, with stars in my eyes. Fortune favors the brave, as they say and I grabbed the opportunity with both hands when it knocked on my door.

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

My colleagues and I work together as a team and men reporting to me never reacted negatively about having a lady boss. I think that is also because the mindsets of men are changing to work in an environment where women are given equal opportunities.

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

I have received DGR certification in category 3 from IATA, by Air / Sea Freight, in 2020.

I have also specialized in International Transportation exports and imports for Vehicles in RORO ships and RORO cargo like trucks, buses, cars, bulldozers, trailers, etc. and further, in handling special equipment (OT/FR/FB) from to / from anywhere in the world, be it FOB / EWX or DDP movements.

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

Cargo Industry is challenging and dynamic and with technology helping to develop innovations, so much so that efficient logistics has become critical to all aspects of industry.

From 2015 onwards, I started devoting my free time, my weekends to all aspirants who needed me the most, like new startup companies, budding exporters, management students, entrepreneurs, corporates and various

levels of professionals to pursue career in International Trade.

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

I am confident of future growth of all women in logistics. The relentless focus on gender diversity and inclusion in the last few decades, has borne fruit with women being identified as a potential talent. Women operating heavy machinery, like forklifts, were previously unheard of but that has changed significantly over the years – what with women flying fighter aircraft in combat roles, a sky of opportunities have now opened up across sectors.

In the final analysis, it boils down to "where there is a will, there is a way"

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

I am fortunate to have my family's support without any pressure, as we share responsibilities and work collectively for all socio-economic and personal needs of our family. I also concentrate on yoga, meditation and healthy food habits for my family. We also take a break / short vacation when needed to refresh. These help me to balance both work and family time.

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

My advice to women considering logistics as a career option, is to take this up seriously, as the tide is turning and many more women are opting for logistics careers. By giving women equal opportunities and facilities, we are setting them up for success and empowering them with the confidence and the determination to pursue professional and personal success.

**Vinod Kaul**

**Mobile: 9711875283**

**e-mail: kaulv22@gmail.com**

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Naraina	: CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
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Chajjupur	: 12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi - 110032	9350187302	22832404	
Sadar Bazar	: Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	: BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (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	
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## केंद्रीय मोटर वाहन नियम 1989 में संशोधन

सड़क परिवहन और राजमार्ग मंत्रालय द्वारा 31 मार्च 2021 को केंद्रीय मोटर वाहन नियम 1989 में संशोधन और मोटर वाहन (संशोधन) अधिनियम 2019 के 4-28, 76 और 77 (भाग) को कवर करने के लिए अधिसूचना जारी की गई है। निम्नलिखित महत्वपूर्ण पहलुओं को कवर किया गया है:

- इलेक्ट्रॉनिक रूपों और दस्तावेजों का उपयोग (मेडिकल सर्टिफिकेट, लर्नर्स लाइसेंस, ड्राइवर लाइसेंस सरेंडर (डीएल), लाइसेंस का नवीनीकरण)
- ऑनलाइन लर्नर लाइसेंस- लर्नर लाइसेंस की प्रक्रिया को पूर्णतः ऑनलाइन बना दिया गया है। अब लर्नर लाइसेंस के लिए आवेदन से लेकर प्रिंटिंग तक की प्रक्रिया ऑनलाइन होगी।
  - ड्राइविंग लाइसेंस के नवीनीकरण के लिए अनुग्रह अवधि अब एक साल तक होगी। लाइसेंस की वैधता अवधि के एक वर्ष बाद तक भी इसे रिन्यू करवाया जा सकेगा।
- राष्ट्रीय रजिस्टर- डीएल और आरसी (पंजीकरण का प्रमाण पत्र) का राष्ट्रीय रजिस्टर प्रभावी हो गया है, सभी राज्यों के डीएल और आरसी के राज्य रजिस्टर को इसमें जोड़ लिया जाएगा। यह देश में किसी भी समय रियल टाइम डेटा को अपडेट करने और प्राप्त करने में मदद करेगा।

- डीलर प्वाइंट पंजीकरण- आरटीओ को निरीक्षण के लिए वाहन प्रस्तुत करने की अनिवार्य शर्त को पूरी तरह से निर्मित वाहनों के मामले में खत्म कर दिया गया है। इससे पंजीकरण की प्रक्रिया आसान हो जाएगी।
- पंजीकरण प्रमाणपत्र का नवीनीकरण 60 दिन पहले तक संभव है।
- वाहनों का अस्थायी पंजीकरण 6 माह के लिए वैध है और 30 दिन अतिरिक्त (बॉडी बिल्डिंग आदि के लिए) लिए जा सकते हैं। एक महीने की समय सीमा को 6 महीने तक बढ़ाया गया है। यह उन वाहन मालिकों को फायदा पहुंचाएगा जो चेसिस नंबर खरीद कर बॉडी तैयार करवाते हैं।
- व्यापार प्रमाण पत्र अब इलेक्ट्रॉनिक रूप में प्राप्त हो सकेगा।
- वाहनों और अनुकूलित वाहनों के लिए परिवर्तन, रेट्रो फिटमेंट- वाहनों की बनावट में बदलाव और रेट्रो फिटमेंट की पूरी प्रक्रिया को कानूनी ढांचे के तहत लाया गया है, जो मालिकाना और कार्यशालाओं या अधिकृत एजेंसियों पर परिवर्तन या पुनःपरिवर्तन दोनों के लिए दायित्व तय करने के लिए अग्रणी है। यह वाहन की सुरक्षा और अधिनियम के प्रावधानों का अनुपालन सुनिश्चित करेगा।
- परिवर्तित वाहनों के मामले में बीमा संभव है।

## पंजीकृत वाहन स्क्रेपिंग सुविधा की स्थापना के लिए मसौदा नियमावली अधिसूचित की गई

सड़क परिवहन एवं राजमार्ग मंत्रालय ने पंजीकृत वाहन स्क्रेपिंग सुविधा (आरवीएसएफ) स्थापित करने के लिए मसौदा नियमावली अधिसूचित की है। इस नियमावली में आरवीएसएफ की स्थापना करना, अधिकृत करना और आरवीएसएफ का संचालन करने के लिए प्रक्रिया निर्धारित की गई है। इसकी मुख्य विशेषताएं हैं:

- इन आरवीएसएफ को 'वाहन' डेटाबेस तक पहुंच प्रदान की जाएगी और वाहन के स्क्रेपिंग से संबंधित प्रविष्टियां दर्ज करने तथा स्क्रेपिंग प्रमाणपत्र जारी करने के लिए अधिकृत किया जाएगा।

- किसी वाहन के स्क्रेपिंग से पहले, चोरी अथवा आपराधिक गतिविधि में शामिल वाहन के सत्यापन के लिए राष्ट्रीय अपराध रिकॉर्ड ब्यूरो (एनसीआरबी) एवं पुलिस डेटाबेस तक भी अन्य रूप से पहुंच प्रदान की जाएगी।

- इस नियमावली में आरवीएसएफ की स्थापना के लिए किसी कानूनी संस्था द्वारा पालन की जाने वाली तकनीकी आवश्यकताओं एवं प्रक्रिया का उल्लेख किया गया है।

- भारत सरकार एकल खिड़की स्वीकृति के लिए एक पोर्टल विकसित करेगी, जिस पर आवेदक दस्तावेजों और शुल्क के साथ आवेदन करेगा। राज्य/केन्द्र शासित प्रदेश की सरकारें इस प्रस्ताव को एक समय-सीमा, यानी 60 दिनों में स्वीकृति प्रदान करेंगी।

- आरवीएसएफ के पंजीकरण, निरीक्षण और ऑडिट के लिए आवेदन प्रक्रिया को सहज, पारदर्शी और समयबद्ध बनाए जाने का प्रस्ताव किया गया है।

- आरवीएसएफ को 'वाहन' डेटाबेस तक सुरक्षित पहुंच के लिए साइबर सुरक्षा प्रमाणपत्र लेना होगा। आरवीएसएफ का पंजीकरण 10 वर्ष की प्रारंभिक अवधि के लिए मान्य होगा और बाद में 10 साल के लिए इसका नवीनीकरण कराना होगा।

- जीवन समाप्त हो चुके वाहनों (ईएलवी) के प्रदूषण रहित, जोखिम रहित और नष्ट करने के लिए प्रमाणित उपकरणों की आवश्यकता के अलावा, आरवीएसएफ को ऐसे संचालनों के लिए संबंधित स्वास्थ्य और सुरक्षा कानून/विनियमन और पर्यावरण मानदंडों के साथ पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय तथा केन्द्रीय प्रदूषण नियंत्रण बोर्ड/राज्य प्रदूषण



नियंत्रण बोर्ड द्वारा निर्धारित नियमों का पालन करना होगा।

- यदि आरवीएसएफ में खतरनाक कचरे (जैसे ई-कचरा, बैटरी या रेयर अर्थ धातुओं) की रीसाइक्लिंग के लिए पर्याप्त क्षमता नहीं है, तो ऐसी सामग्री को अधिकृत रीसायकलरों को विधिवत बेचा जा सकता है।

- वाहनों के मालिक/प्रतिनिधि से प्राप्त मूल कागजात और वाहन के रिकॉर्ड के सत्यापन के बाद आरवीएसएफ 'वाहन जमा किये जाने का प्रमाणपत्र' जारी करता है, जिसका उपयोग नए वाहन की खरीद के लिए प्रोत्साहन राशि और लाभ प्राप्त करने के लिए किया जा सकता है।

- आरवीएसएफ 'वाहन स्क्रेपिंग प्रमाणपत्र' जारी होने की तारीख से 6 महीने की अवधि के लिए चेसिस नंबर के कटे हुए हिस्से को सुरक्षित रखेगा और ऑडिट के दौरान रिकॉर्ड तथा परीक्षण के लिए सभी कागजात की एक प्रति सुरक्षित रखेगा।

- इन मसौदा नियमों के प्रकाशन की तारीख से 30 दिनों के भीतर इन पर आपत्ति और सुझाव आमंत्रित किए गए हैं।

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**TOTAL FREIGHT (INT'L+DOM.)**

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2021	Jan. 2020	% Change	2020-21	2019-20	% Change
(A) 21 International Airports							
1	Chennai	28717	27961	2.7	224906	303068	-25.8
2	Kolkata	10262	11577	-11.4	82140	133165	-38.3
3	Ahmedabad	5893	8899	-33.8	47312	91798	-48.5
4	Goa	496	501	-1.0	2873	4700	-38.9
5	Guwahati	1926	1906	1.0	12435	18000	-30.9
6	Lucknow	1153	1366	-15.6	8043	12968	-38.0
7	Jaipur	1358	1652	-17.8	9609	15424	-37.7
8	Trivandrum	1115	1783	-37.5	12483	22153	-43.7
9	Bhubaneswar	876	940	-6.8	5326	8398	-36.6
10	Calicut	653	2352	-72.2	7920	23860	-66.8
11	Varanasi	297	302	-1.7	2331	3102	-24.9
12	Coimbatore	578	1073	-46.1	4616	10593	-56.4
13	Srinagar	703	305	130.5	5042	6224	-19.0
14	Amritsar	157	99	58.6	1032	1921	-46.3
15	Mangalore	58	614	-90.6	1647	3681	-55.3
16	Portblair	461	454	1.5	3132	5584	-43.9
17	Trichy	276	694	-60.2	2019	6839	-70.5
18	Imphal	667	681	-2.1	3352	6756	-50.4
19	Vijayawada	182	164	11.0	1349	1872	-27.9
20	Tirupati	0	0	-	0	0	-
21	Kushinagar	0	0	-	0	0	-
Total		55828	63323	-11.8	437567	680106	-35.7
(B) 7 JV International Airports							
22	Delhi (DIAL)	72122	80021	-9.9	585786	820887	-28.6
23	Mumbai (MIAL)	59301	73292	-19.1	461512	734928	-37.2
24	Bangalore (BIAL)	30964	30531	1.4	261683	318986	-18.0
25	Hyderabad (GHIAL)	10716	12196	-12.1	88051	122448	-28.1
26	Cochin(CIAL)	3951	4736	-16.6	34375	62364	-44.9
27	Nagpur (MIPL)	845	866	-2.4	4959	8367	-40.7
28	Kannur (KIAL)	0	0	-	0	0	-
Total		177899	201642	-11.8	1436366	2067980	-30.5
(C) 1 ST Govt./Pvt. INTL Airports							
29	Shirdi	0	0	-	0	0	-
Total		0	0	-	0	0	-
(D) 10 Custom Airports							
30	Pune	3092	3369	-8.2	21571	31979	-32.5
31	Patna	1258	943	33.4	9611	10637	-9.6
32	Bagdogra	656	624	5.1	4809	6486	-25.9
33	Indore	1074	982	9.4	5458	9276	-41.2
34	Visakhapatnam	307	366	-16.1	2818	4770	-41.1
35	Chandigarh	1114	585	90.4	6198	7812	-20.7
36	Surat	448	159	181.8	3398	3020	12.5
37	Madurai	220	285	-22.8	1602	2755	-41.9
38	Aurangabad	85	105	-19.0	561	661	-15.1
39	Gaya	0	0	-	0	0	-
Total		8254	7418	11.3	56018	77396	-27.6
(E) 58 Domestic Airports							
40	Ranchi	681	557	22.3	4295	5096	-15.7
41	Raipur	622	583	6.7	3720	5339	-30.3
42	Agartala	208	1058	-80.3	1451	4281	-66.1
43	Jammu	115	103	11.7	738	1185	-37.7
44	Bhopal	169	184	-8.2	983	1227	-19.9
45	Dehradun	9	16	-43.8	49	148	-66.9
46	Udaipur	1	2	-50.0	3	5	-40.0
47	Vadodara	559	380	47.1	1598	3042	-47.5
48	Leh	708	138	413.0	1817	1680	8.2
49	Gorakhpur	0	0	-	0	0	-
50	Jodhpur	0	0	-	0	1	-
51	Dibrugarh	65	63	3.2	590	766	-23.0
52	Hubli	2	10	-80.0	58	90	-35.6
53	Rajahmundry	0	0	-	0	0	-
54	Silchar	58	59	-1.7	478	684	-30.1

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2021	Jan. 2020	% Change	2020-21	2019-20	% Change
(E) 58 Domestic Airports							
55	Prayagraj	0	0	-	0	0	-
56	Jabalpur	0	0	-	0	0	-
57	Belgaum	0	0	-	0	0	-
58	Tuticorin	0	3	-	0	44	-
59	Kanpur(chakeri)	33	4	-	83	119	-30.3
60	Rajkot	11	5	120.0	24	29	-17.2
61	Jharsuguda	7	9	-22.2	27	51	-47.1
62	Dimapur	23	28	-17.9	194	289	-32.9
63	Jaisalmer	0	0	-	0	0	-
64	Juhu	19	30	-36.7	110	311	-64.6
65	Guggal(kangra)	0	0	-	0	0	-
66	Mysore	0	0	-	0	0	-
67	Jorhat	5	0	-	21	0	-
68	Gwalior	0	0	-	0	0	-
69	Kolhapur	0	0	-	0	0	-
70	Kishangarh	0	0	-	0	0	-
71	Cuddapah	0	0	-	0	0	-
72	Kandla	0	0	-	0	0	-
73	Porbandar	0	0	-	0	0	-
74	Jamnagar	0	0	-	0	0	-
75	Pondicherry	0	0	-	0	0	-
76	Adampur (Jalandhar)	0	0	-	0	0	-
77	Bikaner	0	0	-	0	0	-
78	Bhavnagar	0	0	-	0	0	-
79	Agatti	0	8	-	0	63	-
80	Khajuraho	0	0	-	0	0	-
81	Salem	0	0	-	0	0	-
82	Bhuj	0	0	-	0	0	-
83	Barapani (shillong)	0	0	-	0	0	-
84	Pathankot	0	0	-	0	0	-
85	Diu	0	0	-	0	0	-
86	Bhuntar	0	0	-	0	0	-
87	Bhatinda	0	0	-	0	0	-
88	Lakhimpur (lilabari)	0	0	-	0	0	-
89	Agra	0	0	-	0	0	-
90	Ludhiana	0	0	-	0	0	-
91	Jalgaon	0	0	-	0	0	-
92	Pathankot	0	0	-	0	0	-
93	Kalaburgi	0	0	-	0	0	-
94	Shimla	0	0	-	0	0	-
95	Hindon	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Tezpur	0	0	-	0	0	-
(E) 58 Domestic Airports		3295	3240	1.7	16239	24450	-33.6
(F) 12 St.Govt. / Pvt Airports							
98	Lengpui(aizwal)	29	32	-9.4	313	381	-17.8
99	Durgapur	0	0	-	0	0	-
100	Nanded	0	0	-	0	0	-
101	Nasik(Hal ozar)	15	0	-	32	7	357.1
102	Vijayanagar	0	0	-	0	0	-
103	Pithoragarh	0	0	-	0	0	-
104	Mundra	0	0	-	0	0	-
105	Jagdarpur	0	0	-	0	0	-
106	Hisar	0	0	-	0	0	-
107	Pasighat	0	0	-	0	0	-
108	Bangalore(Hal)	0	0	-	0	0	-
109	Bidar	0	0	-	0	0	-
(F) 12 St.Govt. / Pvt Airports		44	32	37.5	345	388	-11.1
(G) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G)		245320	275655	-11.0	1946535	2850320	-31.7

Source: A.A.I.

**OCEAN FREIGHT  
TRAFFIC HANDLED AT MAJOR PORTS  
(DURING APRIL TO FEBRUARY'2021\* VIS-A-VIS APRIL TO FEBRUARY'2020)**

(\*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2019-20
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA	TRF APRIL-FEB.' 2021	244	307	-	461	5	-	2977	7491	488	2444	13929	
	TRF APRIL-FEB.' 2020	551	639	32	747	6	-	2024	9026	630	2938	15963	-12.74
Haldia Dock Complex	TRF APRIL-FEB.' 2021	8193	4364	3520	213	337	522	14296	2542	132	7117	41104	
	TRF APRIL-FEB.' 2020	8843	4391	2866	137	355	2018	14352	2847	16	6796	42605	-3.52
TOTAL: KOLKATA	TRF APRIL-FEB.' 2021	8437	4671	3520	674	342	522	17273	10033	620	9561	55033	
	TRF APRIL-FEB.' 2020	9394	5030	2898	884	361	2018	16376	11873	646	9734	58568	-6.04
PARADIP	TRF APRIL-FEB.' 2021	29595	1515	25462	480	4588	21812	11661	252	15	7542	102907	
	TRF APRIL-FEB.' 2020	34154	1484	20809	459	3822	24412	11063	203	10	6221	102627	0.27
VISAKHAPATNAM	TRF APRIL-FEB.' 2021	14767	1793	16563	1890	1027	5347	5416	7437	437	9245	63485	
	TRF APRIL-FEB.' 2020	17363	1986	13140	2042	846	9363	6710	7975	466	7311	66736	-4.87
KAMARAJAR(ENNORE)	TRF APRIL-FEB.' 2021	4193	115	-	-	-	12371	740	3002	156	1817	22238	
	TRF APRIL-FEB.' 2020	4709	131	-	99	-	17565	877	2311	120	3297	28989	-23.29
CHENNAI	TRF APRIL-FEB.' 2021	9076	948	33	135	175	-	4	23914	1239	4442	38727	
	TRF APRIL-FEB.' 2020	12317	1291	-	-	175	-	-	24819	1286	4573	43175	-10.30
V.O.CHIDAMBARANAR	TRF APRIL-FEB.' 2021	414	839	-	814	434	6021	4457	13486	681	2329	28794	
	TRF APRIL-FEB.' 2020	506	1174	-	296	599	6442	5496	15076	736	3257	32846	-12.34
COCHIN	TRF APRIL-FEB.' 2021	16964	599	-	-	256	-	-	8590	620	1400	27809	
	TRF APRIL-FEB.' 2020	20987	515	-	22	184	-	-	7876	568	1292	30876	-9.93
NEW MANGALORE	TRF APRIL-FEB.' 2021	19583	1996	4240	719	72	2724	305	2058	135	782	32479	
	TRF APRIL-FEB.' 2020	20085	1824	4610	459	97	3861	559	2030	137	773	34298	-5.30
MORMUGAO	TRF APRIL-FEB.' 2021	357	185	6369	129	-	1376	6999	278	20	3595	19288	
	TRF APRIL-FEB.' 2020	584	165	1388	52	-	1380	7365	377	29	3420	14731	30.93
MUMBAI	TRF APRIL-FEB.' 2021	30783	1486	6435	325	37	3221	925	242	23	4315	47769	
	TRF APRIL-FEB.' 2020	35435	1789	6461	288	91	3377	2495	288	26	6155	56379	-15.27
J.N.P.T.	TRF APRIL-FEB.' 2021	3276	2255	-	-	-	-	-	51173	4149	776	57480	
	TRF APRIL-FEB.' 2020	3551	2343	-	-	-	-	-	55656	4621	966	62516	-8.06
DEENDAYAL	TRF APRIL-FEB.' 2021	48668	9196	319	4089	119	15325	586	7505	559	18809	104616	
	TRF APRIL-FEB.' 2020	57848	9287	682	4440	66	14094	928	6380	406	17638	111363	-6.06
ALL PORTS	TRF APRIL-FEB.' 2021	186113	25598	62941	9255	7050	68719	48366	127970	8654	64613	600625	
	TRF APRIL-FEB.' 2020	216933	27019	49988	9041	6241	82512	51869	134864	9051	64637	643104	-6.61
% Variation from previous year		-14.21	-5.26	25.91	2.37	12.96	-16.72	-6.75	-5.11	-4.39	-0.04	-6.61	

Source: I.P.A.

## One Stop Solution for Supply Chain Logistics



**Tushar Deshmukh**

Sr. Director - Customs Brokerage  
& FTWZ, Indian Sub-continent,  
DSV Panalpina

Tushar Deshmukh has 29 Years' experience in Logistics Industry leading diversified roles from Sales, Operations & Branch Management and Product Development. Since 2014, Tushar has been successfully spearheading DSV India's Customs Brokerage & Free Trade Warehousing Zone services.

### Questionnaire

#### (1) How long have you been in operation?

DSV Panalpina A/S (DSV) is a Danish company founded in 1976, by ten owner-operated haulers who joined forces to create the company. Since then, DSV has evolved to become one of the world's leading suppliers of transport and logistics. Today, DSV provides and manages supply chain solutions for thousands of companies, from a small family run business to a large global corporation. Ending 2019, DSV has become the 5th largest 3PL organisation in the world.

From the beginning, DSV has been a story of entrepreneurs with great business acumen and the courage to embark on a journey of sustained growth. DSV values remain deeply embedded in our global organization.

Incorporated in India in June 2006, DSV India has been growing year on year and is now one of the top 5 Logistics service providers in India, providing complete supply chain solutions including customs clearance & transportation services.

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

The business model for DSV is as a provider of freight forwarding, supply-chain, transportation services, etc. DSV globally has 1400 offices, in 80 countries with 55,000 employees and in India, we have 35 offices and warehouse locations with over 750 employees.

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

Technology is at the core of the changes in the Indian logistics industry, post trade facilitation strategy as ratified by India in the World Trade Organization's Trade Facilitation Agreement in April 2016. It has helped the Industry to get visibility and convenience for interacting online with DGFT, Customs and other government agencies.

DSV India, too, has enabled technology to support the various trade initiatives and optimized the benefit by investing in web based software, which has helped our employees to be more efficient towards meeting our business requirements, especially during the lockdown period by managing work remotely from multiple locations.

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

We have focused on multiple industry verticals like Pharma & Chemicals, Automotives, Defence & Aerospace, Fashion, Hi-tech, e-commerce, etc., which provides us with a diversified expertise. Our global reach has provided us the capabilities to be able to serve major Indian and Multi-national industry leaders in these verticals.

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

DSV is organized into three divisions offering the complete range of services to support our customers' entire supply chain, as a one-stop shop.

(1) Air & Sea – transportation by air / sea, including customs clearance

(2) Road – transportation by surface

(3) Solutions – warehousing, logistics and supply chain solutions

DSV has always aimed to deliver great customer experiences and high-quality value-based services with in-house expertise and professionals at local levels too.

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

The pandemic crisis experience during the last year created a lot of challenges for the Logistics Industry and tested our abilities to be able to deliver in difficult conditions. The implementation of the National Logistics Policy in the coming year, should support seamless integrated multi-modal transportation. The optimal value and benefits from GST & e-Way bill implementation are still to reflect in supply chain logistics. In coming years, the trade would modify their supply chain models to optimize these benefits. E-Commerce saw a big leap during the pandemic and I presume this is just the beginning, as the logistics industry still has to reach Tiers 2 & 3 cities as expected by the trade. The coming year should see interesting changes being implemented as per the National Trade Facilitation Action Plan. The Customs Section 46 amendment and Sea Cargo Manifest & Transshipment Regulations would also lead toward advance import clearance process and thus improving lead time for clearance. DSV offers a smooth process flow of document & information from freight forwarding team to in-house customs brokerage team which brings efficiency and control with single unit rather than break in supply chain.

**Vinod Kaul**

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X



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Rajendra Singh-Sr.Manager-9811848228

### South Zone

S.K.JAIN-Director- 9342815898

A.K.JAIN-Director-9341217288

### West Zone

SANJAY JAIN-Director- 9821045349

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