## Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

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



8 Steps to building a successful Transport Business

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Unlocking, High Diesel And Tyre Prices Soar Truck Frieght Rates In First Half Of June: Study

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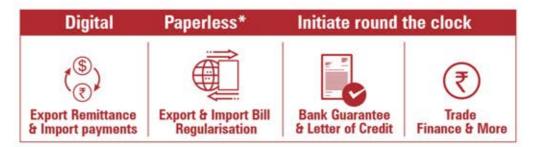
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# Sooner On-road Challenges Of Drivers Are Addressed, Better!



Ashok Gupta

A study conducted by SaveLife Foundation reveals that truck drivers and fleet owners offer bribes of around Rs 48,000 crore annually to traffic or highway police hile the government introduced of E-way bills system to combat tax evasion, it was also expected that it would work as a catalyst to reduce

would work as a catalyst to reduce corrupt practices of police and RTO officials in the borders. However, the lacuna in the E-way bills system enabled government officials to go ahead with their unethical practices. The whole idea of introducing the E-way bills system looks at sea as the very purpose 'to have an effective system' has been ineffective itself.

Since this has been a regular practice of police and RTO officials, a special force must be deployed on the highways to ensure that these officials do not engross in malpractices. Also, when there is a system in place which can be implemented for lodging of online compliant, it is beyond our imagination why it is getting delayed. After all, it will make things easier and resolve the issue of FIR lodging.

The central government makes laws to roll out across the nation but on certain occasions, these laws cannot be put into practice due to situational clauses. It is then the local bodies/state officials try to execute their corrupt practices. For instance, many laws have to be relaxed due to the pandemic situation across the nation. And, the state governments took the call, as they also heavily depend on this source of income.

However, this is not about E-way bills or the laws of the central government! The matter of concern is the truck drivers. The challenges they face on the highway.

A truck driver is the one who spends most of his/her time on the roads and experiences an extremely difficult life. But when he/she is being looked down upon and had to go through the harassment of police and RTO officials, he/she is forced to opt for a different profession. Do the government flagbearers such as police and RTO officials have little sense to realize how big of a crime they are committing?

A study conducted by SaveLife Foundation reveals that truck drivers and fleet owners offer bribes of around Rs 48,000 crore annually to traffic or highway police. The survey was carried out across 10 major transport and transit hubs. The study discloses Guwahati as the most corrupt centre, where 97.5% of drivers claimed to have paid bribes.

Next in the rank was Chennai, where 89% of drivers accepted to have paid bribes. It was followed by Delhi, where 84.4% of drivers conformed to have paid bribes.

The government is aware of this as the union state minister for road transport Sh. V K Singh himself claimed that two-thirds (67%) of the drivers across India admitted to having bribed traffic or highway police personnel on the road.

Also, there seems no exception to RTO officials as taking bribes from truckers is found to be an unwritten norm for them. Around 44% of drivers approved that they indeed have paid bribes to Road Tax Officials. Bengaluru tops the list with the highest number of bribes (94%) cases, which was closely followed by Guwahati (93.4%).

Renewal of driving licenses demands bribes. The report has uncovered that a large pool of drivers (47%) admitted to having paid bribes for the renewal of their driving licenses. In Mumbai the percentage goes much high (around 93%) where drivers claimed that they had to pay a bribe for this. Guwahati with 83% and Delhi-NCR with 78% stands at number 2 and 3 respectively.

Isn't it a crime to take bribes, especially when Police and Toll-Tax authorities are representatives of government departments? Moreover, how fair is it to treat truck drivers as petty criminals, tax evaders and the like? These authorities have been habitual to torture and ploy unequal means against drivers and using a third-degree method of handling routine investigations.

Drivers also want to lead a dignified, respected life but such heinous acts have compelled them to migrate to other fields, leaving the logistics sector void. Highway robbery has been a universal challenge for all transporters and it has a serious impact on the trucking industry. A Central Task Force can take care of the law and order, and be vigilant across areas where these gangs are proactive across multiple states.

In addition, FIRs should be lodged in the first place irrespective of the police station's jurisdiction and robbers should be booked behind bars.

It's high time that the central government introspects on these issues and takes necessary actions for the smooth functioning of the industry. Since it is the COVID-19 time, it is an ideal situation for the government to discuss these challenges.

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### Road Safety for Truckers: It's Time for Some Serious Business!



Mahendra Arya National President, AITWA

The Parliament of India approved the Motor Vehicles Amendment Bill on July 31, 2019, to improve national legislation on road safety. Notably, India's Motor Vehicles Act of 1988 was drafted when the country's motorization was in its nascent stage

cross the world, road traffic deaths have registered alarming levels with around 1.35 million people dying in traffic accidents every year. But, road safety in India is considered the worst by global institutions like World Health Organisation (WHO). Though India accounts for about 2% of motor vehicles in the world, it constitutes more than 11% of road traffic deaths globally.

In India, a total of 150,000 people are killed and over 450,000 people are injured in road accidents every year. This results in social-economic losses from accident deaths, which is equivalent to a shocking 3.14% of GDP every year. Besides, 70% of the fatalities are in the age group of 18 to 45, which severely impacts the country as a unit. Considering the loss of life and the cost lost to the damage of goods and property, there is an immediate need to not just reduce, but eventually eliminate the unnecessary loss.

Many countries around the world like Sweden, Australia, and United Kingdom could improve their road safety through effective central legislation. Responding to the urgent call, India seems to be following suit. The Parliament of India approved the Motor Vehicles Amendment Bill on July 31, 2019, to improve national legislation on road safety. Notably, India's Motor Vehicles Act of 1988 was drafted when the country's motorization was in its nascent stage.

While policymakers prioritized the movement of goods and passengers through the 1988 Act, the legislation was missing a crucial feature - safety.

Moreover, the Government of India signed the Brasilia declaration to reduce road traffic deaths 50% by 2020, which accelerated further momentum towards the cause of eliminating this carnage on Indian roads. Apart from this, the government has been running campaigns like 'Road Safety Week' or 'Road Safety Month' to sensitize people in the country. Offering a helping hand, transporters' welfare organisations like AITWA have also been supporting the government to develop a voluntary industry code to reduce traffic accidents and fatalities by helping transform commercial vehicle standards, vehicle financing, insurance, driver care and training, and road haulage contracts.

To overcome this crisis, AITWA also suggests to lay focus on road engineering. Inconvenience caused owing to the darkness at night must be kept in mind. While we are urging for more illumination on roads, it is important to consider the reflection caused by the flashy and glossy hoardings and sign boards along the roadside. It simply troubles drivers. To overcome this, we request to install more dark eye and draft some guidelines spelling the subtle colour tones and matte texture for the roadside hoardings and signage.

Also, speed breakers are necessary. We understand the idea of seamless movement but safety is more important. Besides, there is a need to improve the condition of roadside facilities at the earliest. Generally, truck drivers have long work hours. And, when the consignment has to reach far distant places, they have to drive for days as well. The government and concerned authorities must pay attention to the

development of roadside facilities, including the availability of good quality food, toilets/bathrooms, rest places, and secure parking spots.

It is to be noted that fatigue is a major concern for both the health and safety of truck drivers. Even many studies have also established that driver fatigue is one of the major causes of road crashes. Not having proper rest also leads to many health

problems in truck drivers. Therefore, well-equipped restrooms can help solve the purpose and improve the well-being of truck drivers, as well as road safety. In addition, clean and hygienic truck terminals or dharmshalas (guest houses) must be constructed in collaboration with local community groups or NGOs where truck drivers could take rest and park their vehicles safely.

The government must consider establishing more and more truck driving training schools so that new drivers are not only well trained, but also aware of their rights and duties. Other than these, AITWA also appeals to the authorities to create a fund for introducing welfare schemes for truck drivers. This aid could be used to provide social security benefits and improve the quality of life of truckers.

Besides, Indian highways are plagued with issues like corruption,

bribery and extortion, and the government should implement strict laws against them. To make it work, there is a need for strict vigilance and regular patrolling on highways in India. Also, related officials should wear a camera while checking vehicles on checkpoints or issuing challans. Other than this, the related authorities must create awareness



and sensitize department officials against corruption and illegal practices.

In addition, the government needs to check corruption by local groups. To reduce corruption and theft of goods from trucks, regular patrolling on highways should be ensured. A dedicated helpline number should be launched exclusively for truck drivers where they can report corruption or bribery-related complaints. And, such helpline numbers must be posted prominently on highways. Along with this, significant traffic rules pertaining to safe driving behaviour should be displayed on highways, checkpoints, and toll plazas to educate truck drivers and fleet owners.

While the government is playing and will play its part, it is important that transporters' welfare associations across the country do their bit to ensure the safety of truck drivers and reduce the loss of life. AITWA has been conducting workshops and programmes regularly to sensitise truck drivers and fleet owners about safe driving behaviour, traffic rules and regulations, and maintaining work-life balance, amongst others.

The transporters' representative has also been organising many health care awareness campaigns at

transport hubs or workplace of large truck operators to aware drivers about possible health risks associated with the driving profession and how to keep them at bay. Not just this, the organisation has been conducting medical camps along with other stakeholders for providing better and easy access to necessary health care services to truck drivers.

By and large, 'safety first' should be the priority for

everyone moving on the road. And, this comes with the right attitude. A driver is expected to have his full concentration on the road while driving. He must deal with other vehicles on the road, watch for wandering stray animals, and drive through severe weather conditions. At times, even a small mistake can lead to a fatal collision or attract a penalty for a traffic violation as a best-case scenario. So, for the safety of truck drivers and the ones around them, it is important to adopt good practices like taking your vehicle for regular check-ups, avoiding fatigue while driving on the road, taking the required amount of break while driving on a longer route, driving carefully in rainy or snowy conditions, and parking the vehicle properly. Following these simple road safety measures can certainly save many valuable lives and help keep families intact.

### A Safety Guide For Truck Drivers in India!

f you are a truck driver, then you must know that following basic and simple road safety rules is not a need but a requirement. And, failing to do so can lead to life-changing accidents or fatal crashes on the road. So, it is best to follow road safety rules that are not at all difficult to obey. After all, it is about you and your loved ones who get affected by your actions.

While talking about following road safety laws, it is important to pay close attention to the local laws that can be changed from place to place. For and other drivers on the road.

Further, it is advisable to use only three points (two hands and one foot or two feet and one hand) of your body at all times when driving. If you cannot utilize any one of them, then you can possibly land in a difficult situation. Following this religiously can help avert falls, slips and even collisions

Here, it is important to mention about distracted driving that is sadly a common thing among truck drivers. Texting, eating, drinking, using navigational tools or map reading

hampers your attention when driving. And, this distraction can result in severe accidents. To avoid this, place mobile devices closer so that you can easily grab them when you need, activate one-touch dialling on your phone,

have a phone with speaker function, and do not spend more time drinking water or taking a bite. But, the best course of action is to park your vehicle carefully, leaving sufficient space for safe stopping, till you do your task.

In addition, carefully follow all the signage related to school, work, and construction zones. Avoiding this will not only put you in a dangerous situation, but also the ones you are sharing the road with. Be vigilant about sudden stops, confused vehicles, moving people/children and lane shifts, among other things that can be hazardous if ignored.

While this was about basic traffic sense and obeying road safety rules, it is also important to keep your vehicle



S. D. Goyal
General Secretary, AITWA

fit. Before heading over to a journey, always perform a safety inspection for truck brakes and tyres. Also, it is important to balance the truck load and check if the goods are securely placed in the right place. Always turn off the engine and use parking brakes when unloading or loading trucks. Along with this, start the engine only after ensuring that none is working in close proximity.

Besides, it is significant to have clear headlights. Remember, keeping headlights clean at all times will make everything visible when it is dead dark. Further, wearing seatbelts properly should be a priority for truck drivers. When covering a long distance, carry cushions or have a comfortable seat installed in the truck cabin so that you can focus on the road easily.

Needless to mention, eating healthy and having sufficient rest are necessary to be a good truck driver. It is good to not have sugary or alcoholic drinks and heavy meals or junk food during driving. This will not only enhance your performance but will always keep you alert while driving. Prefer not to drive when you are feeling sick or on the medications.

By and large, staying safe on the road is of extreme importance. Do not fuss over reaching the destination quickly and get a dash cam installed in your vehicle to keep a check on fraudulent activities.



instance, drive trucks as per the speed limit recommended by the local laws. Also, one must be careful about adjusting the speed in different driving conditions, especially when it is raining.

Not just this, it is vital to drive defensively as it will benefit truckers in various ways. From unfocused drivers and the ones with less experience to sudden road accidents, commercial drivers must be able to adjust according to the condition in order to lessen hazards. Notably, the defensive driving approach includes checking mirrors on a regular basis, keeping your truck's speed in control, being aware of the weather and road conditions, and respecting traffic laws

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### **KEY FACTS**

Group Turnover



\$600 Mn. (in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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# When On-Road Bribery And Harassment Will End?

he entire world is in a state of shock even after getting acquainted with its name for two years now. Not because of the impact of COVID-19 but because no absolute solution is being discovered. Its influence remains harsh. Its impact remains irreparable.

How deadly the coronavirus maybe but the way the logistic sector is handling the moment of crisis is incredible. For delivering essential medical commodities to daily required foodstuffs the trucks have been moving across the length and breadth of the country and helping people in every possible way. Without giving a second thought to the risk of their lives.

On the business front, the sector is doing every bit it can offer to pave the way towards normalcy. It would have been a different scenario altogether if the government would have shown some kind of relief and urgency to help the industry create a healthy and competitive business environment.

Currently, even when the roads are empty and logistics are expected to reach their destinations on time several transportation issues are not



Pradeep Singal Chairman, AITWA

helping it happen. One is regular disruption by police. Drivers are





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mentally tortured and physically harassed by these lawbreakers in uniform.

No doubt it is their vicious motif that is spoiling their brains to do such illegal acts.

Today, the nation is experiencing its lowest point and Covid 19-infected people are struggling to recover. So, for the logistic sector, delivering oxygen, medicines and medical kits to hospitals is the priority, however, this has been often delayed due to the to offer a bribe.

However, this can easily be sorted out. There is already a plan and app to lodge an FIR that automatically can locate the police station under whose jurisdiction the case will fall. It has been left to almighty why even after having such a system the government is not implanting it. The online FIR facility will surely be a relief to truck drivers.

SaveLife Foundation conducted a



hindrances created by the police and RTO officials.

We all are aware that drivers are made to move from one police station to another to lodge an FIR about the loss of goods, accidents, etc. This is because no police station is ready to file a complaint under the pretext that the case does not fall under it. Needless to mention that this is a ploy adopted by the police to force drivers survey that reveals that truck drivers and fleet owners offer bribes of around Rs 48,000 crore annually to traffic or highway police. For the study, 10 major transport and transit hubs were selected which disclosed that Guwahati is the most corrupt centre amongst all. Here 97.5 per cent of the drivers claimed to have paid bribes while 89 per cent of drivers in Chennai accepted to have paid bribes. Delhi

SaveLife **Foundation** conducted a survey that reveals that truck drivers and fleet owners offer bribes of around Rs 48,000 crore annually to traffic or highway police. For the study, 10 major transport and transit hubs were selected which disclosed that Guwahati is the most corrupt centre amongst all

was third in the rank, where 84.4% of drivers conformed to have paid bribes.

It is not that the government is not aware of these illegal activities. The union state minister for road transport Sh. V K Singh himself claimed that two-thirds (67%) of the drivers across India admitted to having bribed traffic or highway police personnel on the road.

As expected, RTO officials cannot fall behind the police when comes to taking bribes. Around 44 per cent of drivers agreed that they indeed have paid bribes to Road Tax Officials. The list topper was Bengaluru. It had 94 per cent cases of bribes, which was

"If you want to live a happy life, tie it to a goal, not to people or things." - Albert Einstein

closely followed by Guwahati with 93.4 per cent.

Further, drivers are treated like criminals and looked down upon by the police and the RTO officials. They may not be the ones with a good educational background but they do take pride in the values. How can police apply third-degree torture on them even if they have committed some small mistakes? Aren't they human? On most occasions, drivers are not guilty of doing any heinous crime or for that matter a small mistake, an error may happen in

documentation as they are not educationally qualified. On the other side, RTO and police officials are qualified, then, how come they get away after torturing, harassing or forcing someone to offer a bribe?

Truck drivers' issues have a long list and this is just one fish of the sea. Indian drivers, unlike their counterparts from western countries, are expected to brave their lives. They need to define life every moment. Today, though trucks come with cabins the cabin built by the bodybuilders still lacks the basic safety features. Not to forget the poor cabin ergonomics. Further, drivers are under constant pressure to deliver the cargo on time, without any damage. Drivers meet such situations every day; this is nothing less than mental torture. This is one of the crucial factors that most of them are now migrating to other professions, leaving the industry with driver scarcity.



Truck drivers' issues have a long list and this is just one fish of the sea. Indian drivers, unlike their counterparts from western countries, are expected to brave their lives. They need to define life every moment. Today, though trucks come with cabins the cabin built by the bodybuilders still lacks the basic safety features

A few drivers mean most of the drivers are overworked. Forced to meet the time limit, they often have to perform extra work; a normal 8 hours duty frequently becomes a 12 to 16 hours duty per day. This leaves drivers tired and prone to drowsiness, which eventually results in deadly accidents. And, the police without considering the mental health of drivers take them to custody to beat them up.

Truck drivers are also ill-treated like inhuman at corporate houses. After a long journey, a driver wants to get rid of the truck to attend to nature's call, take a shower, and serves himself some hot tea and snacks; followed by maybe a small nap, before he gets direction for his next course of action. But this is not realized by a driver in almost 80 per cent of cases. Often he is asked to wait outside the main gate. No one seems to take responsibility for the consignment and his wait can vary from a few hours to a few days. Giving



him some relief is simply overlooked. Such treatment is not expected and this is nothing less than harassment.

Drivers who stay away from home for days together, love and affection mean a lot. But when they don't receive these even after giving up quality food, proper sleep and sanitation they feel betrayed. It is here when they emotionally break down and search for other options as a profession.

In this COVID-19 crisis, when consignments, especially medical equipment, are expected to be delivered on time, a halt anywhere can be critical for many lives. But, instead of understanding this aspect of it, the police and RTO officials waste time on verifying documentation and finding errors in them. This way slowing down the speed of a truck and also putting many patients life at risk.

It is not an exaggeration to say that the truckers are the movers and shakers of

Undoubtedly they are the backbone of the freight transportation sector. Still, they do not get what they deserve, as the industry is highly unorganized. From being paid paltry sums to unrealistic delivery schedules to poor sanitation, they brave it day in and day out to make our economy reach greater heights!

India's economy. Undoubtedly they are the backbone of the freight transportation sector. Still, they do not get what they deserve, as the industry is highly unorganized. From being paid paltry sums to unrealistic delivery schedules to poor sanitation, they brave it day in and day out to make our economy reach greater heights!

Drivers are the pillars of the transport sector and the transport sector is one of the pillars of the Indian economy. So, any negligence towards the truck drivers can shake not just the transport industry but the entire Indian economy. The government has to look into the bribes taken by police and RTO officials and physical and mental harassment given by the same officials. If the government, even after knowing the dark secret, will not work to offer justice, then we wonder if they deserve to stay in power.

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- Risk of critical illness and loss of capacity to earn livelihood – Critical Illness Insurance
- Risk of falling ill financial cost of treatment – Heath Insurance
- Risk of accidental loss to our vehicle – Vehicle Insurance
- Risk of loss to this party Vehicle Insurance
- Risk of loss of goods Marine Insurance

### These risks can be managed in three ways:

- Self-Protection risk is uncertain but we can reduce financial loss by taking some protective actions like wearing seat belt is a self-protection tool.
- Pool Management few transports can create a fund to compensate in case someone suffers a loss.
- Insurance It is an universal system of risk transfer where we pay a



premium and Insurance company promises to pay the sum assured in case of occurrence of insured event.

#### Principles of Insurance:

- It is a legal contract where insured agrees to pay premium and Insurance company agrees to pay claim. It is a contract of proposal and acceptance.
- It is based on utmost good faith which means Insurer accept all declarations by Insured.
- It is also based on principle of Buyer Beware which means it is the duty of Insured to ask questions so that terms and conditions are clear.

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Insurance Samadhan spoke to few transports and feel that acceptance is poor because of reasons given below:

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- · Examples of mis-selling and fraud
- Documentations of claim processing
- Poor financial literacy

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### MoRTH Chief Reviews Progress of Greenfield Expressways/ Access Controlled Highways

nion Minister for Road Transport & Highways and MSME Nitin J. Gadkari reviewed the status of award, bidding and preconstruction activities related to 5 Greenfield Expressways and 17 Access Controlled Greenfield National Highways being executed under Bharatmala Pariyojana Phase - I, the flagship programme of the Ministry of Road Transport and Highways. These 22 Greenfield Projects of 8,000 km length are expected to cost Rs. 3.26 Lakh Crores. These are envisaged as the key to improving logistics efficiency by providing seamless connectivity between centers of production and consumption of industrial and MSME products in the country. Additionally, they will help in faster movement of passenger and freight traffic in the country.

A detailed presentation on present status of Award, Bidding, and hindrances related to preconstruction activities especially Land Acquisition, Environmental Clearance/Forest Clearance was made by NHAI before the Minister who emphasized that issues related to various State Governments may be sorted out quickly and wherever required the state specific matter may be taken up at his level. Gadkari also laid stress on timely monetization of projects after completion as well as value capture by developing facilities for road users along the upcoming Highways.

He directed that stringent monitoring of the target dates of award of projects and scheduled dates of completion be done without any compromise with the quality of work in order to develop world class Highway infrastructure. Gen. (Dr.) V. K. Singh (Retd.), Minister of State (RT&H), suggested that regular reviews of the progress must be done so as to achieve the ambitious targets set by the Hon'ble Minister (RT&H). Giridhar Aramane, Secretary (RT&H), Dr. S. S. Sandhu, Chairman NHAI, I. K. Pandey, DG (Roads) and other senior officials were present during the review.

# Ministry of Road Transport & Highways Notifies Rules for Accredited Driver Training Centres



he Ministry of Road
Transport &
Highways
(MoRTH) has
notified rules mandatory for
accredited Drivers Training
Centres. These rules will come
into effect from 01st July, 2021.
This will help in imparting
proper training and knowledge
to candidates who enroll at
such centres. The salient
features of Accredited Driver
Training Centres are as under:-

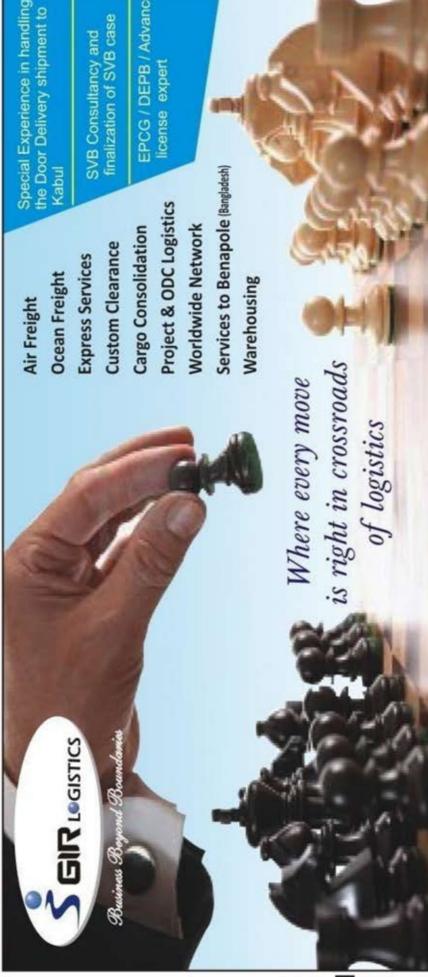
- The centre shall be equipped with simulators and dedicated driving test track to provide high quality training to candidates.
- Remedial and refresher courses, as per the requirements under Motor Vehicles Act, 1988, can be availed at these centres.
- The candidates, who successfully pass the test at these centres, will be exempted

from the driving test requirement at the time of applying for driving license, which is currently being taken at the Regional Transport Office (RTO). This will help the drivers in getting the driving license after completing training from such accredited driving training centres.

 These centres are allowed to provide industry- specific specialized training as well.

Shortage of skilled drivers is one of the major issues in the Indian roadways sector and a large number of road accidents occur due to lack of knowledge of road regulations. Section 8 of the Motor Vehicles (Amendment) Act 2019 empowers the Central Government to make rules regarding accreditation of Driver Training Centres.

X



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### National Highways Authority of India Makes Drone Survey Mandatory for All National Highways Projects

n order to enhance transparency, uniformity and leverage latest technology, the National Highways Authority of India, under Ministry of Road Transport & Highways has made mandatory use of drones for monthly video recording of National Highway projects during all stages of development, construction, operation and maintenance.

Contractors and Concessionaires shall carry out the drone video recording in presence of Team Leader of the Supervision Consultant and upload comparative project videos of the current and last month on NHAI's portal 'Data Lake', capturing various project related developments during the month. Supervision Consultants shall analyse these videos and will provide their comments on the digital monthly progress reports covering various aspects of the project development. These videos will also be used by NHAI officials during the physical inspection of the projects to check the discrepancies and rectifications made basis the earlier observations.

Additionally, Project Directors of NHAI shall undertake monthly drone survey from the date of signing of contract agreement till start of construction of the project at site and also on completion of the project. NHAI will also undertake monthly drone survey in all developed projects where NHAI is responsible for operation and maintenance.

Since these videos will be permanently stored on the 'Data Lake', they can also be used as evidence during the dispute resolution process before Arbitral Tribunals and Courts.

Apart from this, mandatory deployment of Network Survey Vehicle (NSV) to carry out road condition survey on the National Highways to enhance quality will enhance the overall quality of the highways as NSV uses latest survey techniques such as high-resolution digital camera for 360 degree imagery, Laser Road Profilometer and other latest technology for measurement of distress in road surface.

### Government Actively Working to Support E-Mobility by Giving Several Incentives

inister for Road Transport & Highways and Micro, Small and Medium Enterprises, Nitin Gadkari said that the Government is actively working to support E-mobility in the form of several incentives, GST exemption, and FAME-2 scheme. Addressing the World Conference organized by the BRICS Network University (NU), the Minister stated that the electric vehicle industry has huge employment potential and efforts are being made to establish India as the largest automobile manufacturing hub in the world.

Gadkari said that India is a power

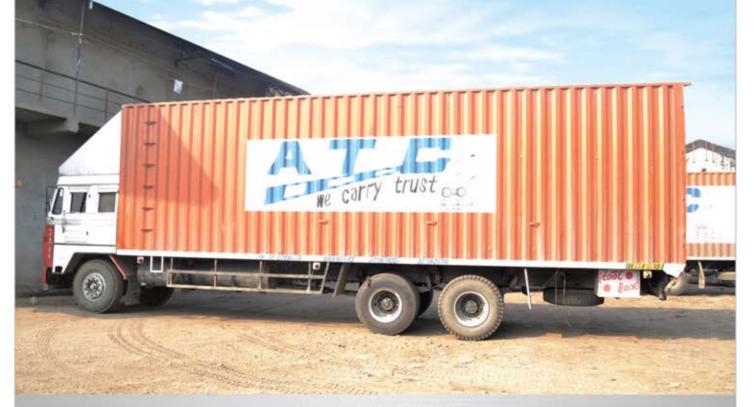
surplus nation and E-mobility would be the most effective solution to develop import substitute, costeffective, indigenous, pollution-free mode of transport. Hailing India's research prowess, the Minister said that India's research and academic institutions like ISRO, DRDO and IITs are working hard towards development of indigenous and lowcost battery technology for electric vehicles. He advocated encouragement to electric mobility in the country and listed out its advantages. He said that the low-cost raw material for the batteries can be made available from scrapping of old vehicles.

He exuded confidence that the indigenous battery technology, localization of Electric Vehicle (EV) components, and huge domestic demand would make EVs the most affordable means of transport. He said that the mass manufacturing of EVs in the country would generate huge employment opportunity. The Minister emphasized on the need for extensive development, promotion and use of various forms of bio-fuel in the country to make transport sector in the country economically viable. The Minister said that the mass manufacturing of EVs in India would boost their exports, as well.



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# Ministry of Road Transport & Highways Extends Validity of Documents Related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989 till 30th September, 2021

n a bid to help citizens in availing transport related services while maintaining social distancing, the Ministry of Road Transport & Highways has further extended validity of documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989 till 30th September, 2021.

The Ministry of Road Transport and Highways had issued advisories dated 30th March, 2020, 9th June, 2020, 24th August, 2020, 27th December, 2020 and 26th March, 2021 regarding the same.

It was advised that the validity of Fitness, Permit (all types), License, Registration or any other concerned document(s) might be treated to be valid till 30th June, 2021.

This covers all documents whose validity has expired since 1st Feb, 2020 or would expire by 30th Sept 2021. Enforcement authorities are advised to treat such documents valid till 30th of Sept 2021.

This will help out citizens in availing transport related services, while maintaining social distancing.

# Minister for Road Transport & Highways Lays Foundation Stone and Inaugurates Various National Highway Projects in Himachal Pradesh

inister for Road Transport & Highways and Micro, Small & Medium Enterprises, Nitin Gadkari laid Foundation stone and inaugurated various National Highway Projects in Himachal Pradesh. The total outlay of the 222-kilometre long nine road corridors is Rs. 6,155 crore.

Addressing the event, Gadkari said

that these road projects will ensure prosperity for the people of Himachal Pradesh. The Minister promised that road travel time from Delhi to Kullu will be reduced to just seven hours within two years or even before. Gadkari said that work related to construction of 11 more tunnels will soon be awarded in Himachal Pradesh.

The Minister said that the Government has accorded top priority to Manali – Leh tunnel construction.

The Minister said that road construction works with an outlay of around Rs.15 lakh crore are planned this year, across the country. Gadkari said that process related to land acquisition and environment clearance needs to speed up to be able to complete the

road construction on time. The Minister also announced to award works related to 491-kilometre long road construction in Himachal Pradesh with a total cost of Rs.15 thousand crore in year 2021-22. The Minister said that possibility of a network of ropeway and cable car in Himachal Pradesh may be explored.

On the occasion, Chief Minister of Himachal Pradesh Jairam Thakur



said that good quality roads and connectivity is the top priority for the state government and thanked Nitin Gadkari for these road projects and expressed hope that these will further pave way for development of the state. Minister of State for Road Transport & Highways, General Dr. VK Singh (Retd.) and Minister of State for Finance, Anurag Thakur addressed the event virtually.



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## 8 Steps to building a successful Transport Business

he logistics sector has been one of the booming sectors in India. Over the years, it has proved itself and writing new script for itself. Today,

with around 50 million employees it is looked upon as one of the job creating sectors of India. Transport sector, which has been an integral part of logistics sector, is also growing and scaling new heights. Forecast is there that the transport business will grow at a rate of 5.9 per cent through 2021, a government report says. Hence, people can look forward to investment in the transport industry. However, there is significant competition, and there are barriers to entry. A good

plan, healthy finances, and a solid recruitment strategy are indispensable to sustain a successful business. Here, we break down this seemingly strenuous task into eight simple steps.

- 1. Make a proper and relevant research Before venturing into any entrepreneurial activity, one must invest time in understanding the market and the operational requirements. An entrepreneur should always ensure that a research relevant to the region he/she wants to venture must be done.
- 2. What exactly you want to do, decide first Transportation is a vast sector, and there are multiple options available for investment. Make an informed choice based on your location, skillset, and the capital you can invest for the same.
- 3. Decide wisely about your business model What will be your business structure? You want to opt for a sole proprietorship, or you want opt for a general liability partnership? In case of sole proprietorship the losses would

impact you personally where as in case of general liability partnership your partners would also have stakes as per the deal. Then there is, LLC model (limited liability company), which



would protect you from your company's losses.

- 4. Has to have a business plan Give for your business a brand name. Then, plan a business budget. Next thing is to identify the source of funds. You may look out for investors, obtain a loan or choose to bootstrap. You will also have to note all the logistics related expenses- license and toll costs, fuel, staff salaries, driver skill development costs, etc. It is essential to plan the budget in advance considering operational costs and maintenance expenses. A certain portion of budget must also be allocated to storage of vehicles and the security costs.
- 5. Hire a legal expert The transportation business often requires more permits than other businesses because it involves work with people and precious cargo. It is better to hire a lawyer to fulfil all the requirements so that you never had to face any legal hassle.
- 6. Purchase of vehicles does matter A vehicle determines the speed and

efficiency of your service. Carrying over load or less than the capacity gives a negative impression about the company. So, before you purchase a vehicle never forget to consider: What

> will your vehicles carry? What is the volume you are looking to carry? Where will your vehicles be used?

### 7. Get an office and employees

- Vehicles may be the core components of your transport business but employees are also equally important. Do ensure that the people you hire are the right fit for your business, right from a driver to cashier.
- 8. Win clients There is no denial to the fact that technology has disrupted everything. Now, most large companies allow

clients to book and track all of their parcels or deliveries online. You cannot do without investing in a website that provides accurate tracking and information.

Summing it up: Transportation is said to be the backbone of the economy but one has to be innovative in his/her approach to rub their shoulders with competitors. With advancements in physical internet, artificial intelligence, machine learning, and warehouse management systems, the transport business demands more out of the box thinking then traditional set ups. Further, one will have to learn that nothing is served on a platter, in business. One will have to build a strong network to extend his/her business. Also, have to be ready for accidents because mishaps do happen, so, it is better to get everything insured. If these discussions are followed in right spirit the transport industry will give one great returns in future!



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

# CV Loan Collections To Remain Below March Levels For Six Months: Moody's

he delay in the country's economic recovery, rise in fuel prices is hurting the commercial vehicle segment. This will hit the performance of asset-backed securities backed by commercial vehicle loans, according to a report by Moody's Investors Service, reported ETBFSI.

"Slowing economic activity in India due to the second wave will constrain commercial vehicle owners' capacity to pay auto loans. As a result, commercial vehicle loan delinquencies will increase in India and collection rates will remain below March levels over the next three to six months," according to Moody's.

Sluggish economic activity will dampen demand for goods transportation and lower freight rates. This will reduce commercial vehicle operators' incomes, and therefore, their ability to repay auto loans, the agency said.

Furthermore, fuel costs are rising following a depreciation of the rupee and state and central fuel tax changes, which have hiked up commercial vehicle operators' costs and will further constrain their loan-repayment ability.

Cash reserves, excess spread and transaction structures will mitigate risks. The Indian asset-backed securities that Moody's rates benefit from non-amortising cash reserves and substantial excess spread, providing liquidity and buffers against losses. Most deals also have timely interest and ultimate principal

structures, which provide additional protection against liquidity risks.

The impact of the first Covid wave was cushioned with multiple measures such as regulatory moratorium, loan restructuring, additional funding through the emergency credit line guarantee scheme. Also, a sharp pent-

The impact of the first Covid wave was cushioned with multiple measures such as regulatory moratorium, loan restructuring, additional funding through the emergency credit line guarantee scheme

up demand recovery raised optimism about faster-than-expected normalisation, according to India Ratings.

However, the outcome may be different during the second wave, due to the wide-scale impact, including rural areas and pent-up demand being absorbed already.

With reduced borrowers' savings and rising operating costs due to fuel inflation, the excess capacity had its offsetting impact on freight contract renewals or market freight rates, all impacting borrowers' cash flows.

Early demand indicators, such as the E-way bill, diesel consumption are showing signs of moderation and asset inflation (rising raw material prices like steel and cement) would impact demand offtake and thus load availability.

Thus, both demand and rising operating costs would moderate borrowers' cash flows in the financial year 2021-22.

"Lenders' collection efficiency would also be affected by restricted mobility as the second wave has spread across all geographies, the agency said, adding it has a negative outlook on commercial vehicle finance as an asset class.

There are emerging trends of rising loan tenures across vehicle financiers to reduce servicing burden for borrowers, however, these could lead to a rise in loss given defaults for collaterals.

However, the year is comparatively better than 2020 when collections had dropped to 10-15% due to lockdown.

The agency, however, said lenders have shored up their capital and liquidity buffers to navigate the challenging environment, India Ratings said.

The strengthened capitalisation, and sizable on-balance sheet liquidity, and holding of margin due to a funding cost improvement in the last year would provide some buffer to absorb incremental stress because of the second wave, it said.

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# Unlocking, High Diesel And Tyre Prices Soar Truck Frieght Rates In First Half Of June: Study



entals on trucks plying on the main cargo moving routes across the country zoomed by 9%-14% during June 1-15, 2021 with the increase in the prices of diesel by INR 2.60 (in Delhi) and tyres by 6%-8%. These two together account for 90% of the variable cost component of the trucking business, says the Indian Foundation of Transport Research and Training (IFTRT).

Rentals on the main truck routes like Delhi-Mumbai-Delhi rose by 11% and Delhi-Hyderabad-Delhi by 10%. On other routes like Delhi-Kolkata-Delhi and Delhi-Chennai-Delhi the increase was by 14% and 12% respectively, the IFTRT data shows.

Meanwhile, with the partial lifting of lockdowns, cargo availability from factory gates rose by 25%-30% compared to May 2021. This enhanced the fleet utilisation to 65% in the last fortnight from 45%-50% in the first two weeks in May, said the New Delhi-based think tank, reported ETAuto.

"However, the increase in rentals has given a breathing space to the goods fleet owners after the sharp decline in freight rates by 18%-27% in April and 5%-8% in May 2021 because of the regional shutdowns and the fall in consumer spending. This, along with the confusion in the management of

the pandemic, affected the common man and trade and commerce," S P Singh Senior Fellow and Coordinator, IFRT said.

The unchanged rates of motor insurance and fee for permit and fitness renewal also have given some relief to the fleet owners. "In the past two years, the government has not allowed the motor insurance premium to be revised upward to protect the truckers. Not only this, from March 2020 to June 2021, the Road Transport Ministry has put on hold any need for periodic or annual payment of road taxes, State and National permit and fitness renewal fees as they will not affect immediate cash flow of the fleet owners and attract any penalty on permit renewals when due after June 2021," Singh noted.

On the outlook he said that the truck freight business will slowly come out of the crisis in the next 2-3 quarters. Singh also highlighted that the CNG-

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highlighted that the
CNG-run goods
carriers will get
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cost and the wide
expansion of CNG
network

run goods carriers will get prominence due to its relatively cheaper cost and the wide expansion of CNG network. "CNG costs 30%-40% less than diesel. Currently, Brent crude oil has touched USD 73.05/bbl and INR weakened to 73.20 a USD. This indicates further rise in diesel prices in the next two weeks," he added.

### Woven Alpha Teams Up With Mitsubishi Fuso On New Mapping Tech For ADAS

oven Alpha Inc, a group company of Woven Planet Holdings, Inc. and a subsidiary of Toyota Motor Corporation, will collaborate with Mitsubishi Fuso Truck and Bus Corporation (MFTBC) to explore and advance the safety for Advanced Driver Assistance Systems with its Automated Mapping Platform, reported ETAuto.

The initiation of this relationship between Woven Alpha and MFTBC marks another cross-industry collaboration with a commercial vehicle manufacturer outside the Toyota Group. Together the companies are conducting both labbased and field test research for the development and deployment of improved safety functionality, Toyota said in a media release.

Mandali Khalesi, vice president of automated driving strategy and mapping, Woven Planet, said, "I am delighted to collaborate with Mitsubishi Fuso Truck and Bus Corporation, one of the leading truck and bus makers in Japan, perfectly suited to push the envelope on the safety of commercial vehicles. Our work is not only about getting people and goods from A to B, but also about saving people's lives and reducing the burden on the driver. Over the past few years, we have been working on developing highly accurate semantic HD maps updated automatically, frequently, and inexpensively. We are building the platform to be highly scalable and open to future collaboration with global manufacturers of all sizes. This is the first step in our commitment to helping maximize safety for commercial

vehicles."

This collaboration will explore the technical requirements of using AMP with MFTBC ADAS as well as the advantages of using AMP high definition (HD) maps over conventional maps. Between the two companies, over 10 distinct use cases have been identified. The first Proof of Concept (PoC) will focus on the

This collaboration
will explore the
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(HD) maps over
conventional maps

application of AMP to provide an accurate Entering Curve Speed Warning (ECSW) developed by MFTBC using their heavy-duty Super Great trucks.

The results of this research will set the baseline for one of the ADAS performance upgrades available for commercial vehicles. This technology will help open up more exciting opportunities for collaboration with users and vehicle manufacturers outside the Toyota Group who are interested in taking advantage of enhanced mapping information to fully realize ADAS and automated driving functionality in their vehicles,

the Toyota release said.

We at MFTBC approach automated driving assistance technology, and autonomous driving technology beyond that, as a strategic point of focus in producing safer commercial vehicles. Woven Alpha's AMP has the potential to be an important part of this future, and we are therefore convinced that the joint research will prove to be mutually beneficial. Hironobu Ando, Senior VP, head of product engineering, MFTBC

"We at MFTBC approach automated driving assistance technology, and the autonomous driving technology beyond that, as a strategic point of focus in producing safer commercial vehicles. Woven Alpha's AMP has the potential to be an important part of this future, and we are therefore convinced that the joint research will prove to be mutually beneficial. We hope to participate in active knowledgesharing with our partners to the maximum extent possible, for the ultimate goal of safer roads everywhere," Hironobu Ando, senior vice president, head of product engineering, MFTBC, said.

As part of the first PoC, both companies will test this feature that predicts the safest speed and gives advanced warning on how to approach an upcoming sharp curve, based on the vehicle's condition. The ability of the system to anticipate road and lane conditions ahead is particularly important for commercial vehicle drivers in order to avoid accidents. Through high-accuracy, low-cost, and up-to-date semantic HD maps, AMP aims to provide significantly improved driver awareness, system redundancy, and overall road safety, the release said.

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# Tata Motors Reports Domestic Sales Of 24,552 Units In May



ata Motors reported sales of 24,552 units in the domestic market in May 2021, reported ETAuto.

The company sold only 4,418 units in May last year, when sales were impacted by the nation-wide lockdown.

Passenger vehicle sales in the domestic market during the month stood at 15,181 units as against 3,152 units in the same month last year, up 382%.

On a sequential basis, Tata Motors passenger vehicle sales declined -38% over April. According to analysts, overall volumes are expected to be in the slow lane, despite healthy order books across most OEMs due to the lockdown-induced plant shutdowns.

However, the company reported 32% decline in total commercial vehicle sales at 11,401 units as against 1,488 units in the year-ago period.

Last month, the overall sales of Tata Motors in the domestic and international market were at 26,661 units.

### Ashok Leyland Reports Sales Of 3199 Units In May

he Hinduja Group, flagship of Ashok Leyland, reported total vehicle sales, including exports, of 3199 units in May 2021. The company sold 1420 units which is a 125% increase in total sales compared to May 2020, reported ETAuto.

Total sales of medium and heavy vehicles stood at 1953 units during the month under review, the company said in a release. Light commercial vehicle sales also witnessed a growth of 8% to 246 units.

In the domestic market, the commercial vehicle maker sold 2738 units last month compared to 1277 units in May 2020.

The heavy vehicles maker sold 1624 trucks and 329 buses. In the LCV segment it sold 1246 units.

Cumulative vehicle sales of both domestic and exports for the month of April and May stood at 11,539 units.

Amidst the second wave of COVID-19 and the rising number of cases, the commercial vehicle maker, following other carmakers like Hero MotoCorp, and Maruti Suzuki India Ltd, reduced the days of operation at its various plants to 7-15 days in May.

### VECV Sales Drop 43% In May Over Previous Month

VE Commercial Vehicles Ltd (a Volvo Group and Eicher Motors joint venture) reported total sales of 1,223 units in May, down 43 per cent from 2,145 units sold in April this year. The company had sold 686 units in May 2020 when sales were impacted by the nationwide lockdown imposed to curb the COVID-19 pandemic, reported ETAuto.

Sales of Eicher branded trucks and buses in the domestic market were at 656 units in May 2021 as compared to 1,555 units in April this year. It was at 430 units in May 2020, the company said in a statement.



Exports of Eicher branded trucks and buses were at 519 units in May as compared to 541 units in April. It was at 231 units in May 2020.

Volvo trucks and buses recorded sales of 48 units in May as against 49 units in April this year. It was at 25 units in May 2020.

X

"Money and success don't change people; they merely amplify what is already there." - Will Smith

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### Freight Startup Sennder Raises Another \$80 Million, Decides Against SPAC Deal

igital freight startup Sennder said it had raised a further \$80 million from investors to expand its business, having decided against going public via a merger with a listed blank-cheque company.

The extra money came through an extension of a venture round through which Sennder - Europe's leading digital freight forwarder - had raised \$160 million in January which valued the business at more than \$1 billion.

CEO and co-founder David Nothacker said the funding, led by Baillie Gifford, broadened Sennder's investor base with a fund manager

known for backing companies planning to float - which he said the Berlin startup wanted to do in a few years.

Sennder had held talks with a number of Special Purpose Acquisition

Companies (SPACs) - listed shell companies that offer a more direct route to the stock market than a traditional initial public offering - but that option was now off the table.

"With this extra funding, it wouldn't



make too much sense to go public via a SPAC," Nothacker told Reuters in an interview.

Sennder, founded in 2015, has emerged as a consolidator in Europe's freight-tech sector, merging with France's Everoad and buying Uber's European freight business last year.

Its technology platform matches fulltruck loads with actual trucks, a process that has traditionally relied on small trucking companies working

with phone, pen and paper.

This type of broking business accounts for around a third of Europe's \$350 billion freight sector. Sennder has 12,500 trucks on its platform and expects to move more than 1 million loads this year.

Nothacker said that Sennder was prepared to be acquisitive to address a shortage of capacity that has been exacerbated during the coronavirus pandemic by drivers - many from eastern

Europe and the former Soviet Union going home.

Sennder had two or three M&A deals in the pipeline: "I would expect one, if not two, deals later this year," he said.

### AB Volvo Proposes Distributing Proceeds From UD Trucks Sale

olvo's board is proposing that the proceeds from the sale of UD Trucks be distributed to shareholders, said the Swedish truckmaker, reported Reuters.

Volvo said in a statement that the proposal entailed distribution of 9.50 crowns per share, corresponding to around 19 billion Swedish crowns (\$2.3 billion), and that an extraordinary general meeting would decide on the proposal on June 29.

"Key positives are the earlier-thanexpected announcement (EGM as early as June 29) and the symbolic message with the chairman saying that the group's improved profitability, resilience in downturns and strong financial position underpins the decision," investment bank Citi said in a note.

AB Volvo and Japan's Isuzu Motors in April finalised a previously



announced strategic alliance, which includes Isuzu buying Volvo's UD Trucks for around 20 billion crowns.

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### Mexican Trucking Sector Asks To Delay Low-sulfur Diesel Rule

rguing that cleanerburning diesel is not available everywhere in Mexico, the country's

trucking sector is asking for delay of an environmental rule that

would mandate that all new vehicles use the fuel, according to an industry letter seen by Reuters.

Such a delay would likely generate criticism of President Andres Manuel Lopez Obrador's government, which has been blasted by environmentalists for its strong support for fossil fuels.

Last Thursday's letter to the environment minister says failure to postpone the rule will cause more reliance on older, heavily polluting trucks, and due to uncertainty over fuel

supplies, stall the purchase of newer models with technologies that sharply cut tailpipe emissions despite using conventional diesel.

The rule requiring that only ultra-lowsulfur diesel (ULSD) be used by new heavy vehicles is set to take effect next January. It was designed to reduce pollution from transporting everything from school children to cement and especially the massive volume of U.S. imports that cross Mexico's northern border.

"We're just six months away and we need there to be coherence between the fuel and environmental regulations, as well as certainty for planning purposes," the letter states, signed by associations including truck manufacturers and operators.

The Environment Ministry did not immediately respond to requests for comment.

The regulation, which was already postponed last September, requires companies to make, import or sell only heavy trucks or buses that exclusively use ULSD, beginning next year.

That provision was aimed at eliminating emissions from older-



model trucks, and the letter asks to postpone it due to insufficient access to ULSD.

The associations point to a study they conducted in the spring showing shrinking ULSD availability at gasoline stations nationwide.

According to a random sample of 380 service stations, about 73% sold ULSD, the study showed.

That compares with about 75% in 2019 and 81% in 2018, according to the letter.

The industry says the government must ensure 100% availability, and has noted that nearly two years ago, the Energy Ministry admitted inadequate ULSD supply.

Compared with conventional diesel, low-sulfur diesel can reduce harmful air contaminants like nitrogen oxide and tiny particulate matter by upwards of 90%, according to the U.S. Environmental Protection Agency.

Both contaminants have been found to

contribute to deadly respiratory and cardiovascular diseases as well as some cancers.

In the United States, just ULSD could be sold by 2010, and only afterward

> did the U.S. government mandate that all trucks be equipped to use it.

> Mexico's transport associations want the same two-step approach.

If the government does not modify the timetable, the sector says it will be forced to slam the brakes on buying newer models.

The industry argues that would mean existing trucks will remain on the road longer, extending an already well-worn 19-year average age of the country's current fleet of trucks, plus an unintended rise in emissions.

Newer models that still use conventional diesel can nonetheless cut nitrogen oxide emissions by more than 80%, and dangerous particulate matter by half, compared with emissions from the older trucks, the associations point out in the letter.

In late 2019, the government gave state-owned oil company Pemex a five-year extension for when it would need to comply with a requirement to stop making conventional diesel, and instead produce only ULSD.

While Pemex currently produces about 117,000 barrels per day (bpd) of diesel, it also buys 107,000 bpd from outside Mexico, while private importers add a further 112,000 bpd of supply, according to government data. Ahead of 2025, Pemex is only required by law to provide ULSD to about a fifth of the country's municipalities, a detail the industry says underscores a lack of adequate availability.

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### Second Wave To Shrink CV Volume Growth To 23-28% This Fiscal

he intense second wave of Covid-19 infection and the subsequent regional lockdowns will limit growth in the domestic commercial vehicle (CV) sales volume to 23%-28% this fiscal from the earlier projection of

32%-37% expected prior to its onset, said credit rating agency Crisil, reported ETAuto.

However, the agency expects recovery in demand from the second quarter with easing lockdowns and pace of vaccinations picking up.

In the previous fiscal, the volume growth had hardbraked to a decadal low largely on the back of subdued freight availability along with the pandemic impact. According to the credit rating firm the CV

market saw two consecutive fiscals of steep volume decline of 29% and 21% in 2020 and 2021, respectively, following multiple headwinds such as revised axle norms, BS-VI transition, and the pandemic.

With lockdowns becoming widespread in May, freight movement, and consequently the profitability of fleet operators, would remain under pressure, weighing on demand at least in the first quarter, Crisil said in a release.

It however expects that as lockdowns ease from the second quarter, freight demand and rates could normalise, aiding demand for CVs. Crisil also said that credit metrics of CV makers are expected to improve as margins expand on better capacity utilisation and product mix.

According to Hetal Gandhi, director, CRISIL Research, the MHCV volume, which was hurt more in the past two fiscal years, should see a strong 35-40% growth this fiscal, driven by the government's infrastructure thrust and revival in economic activity.

She further said LCVs could grow



She further said LCVs could grow 15-20% given continued last-mile demand from e-commerce, consumer staples and the replacement market

15-20% given continued last-mile demand from e-commerce, consumer staples and the replacement market.

"Demand for buses – the segment hit the hardest because of schools shutting and lack of demand from state transport undertakings and corporates – should grow 67%-72%, but will remain at multi-year lows. Overall CV volume would still be about 30% below fiscal 2019 level," Gandhi added.

Crisil noted that OEMs are unlikely to get a fillip from wholesale push because inventories at dealers were at

> fairly elevated levels of 35-40 days as of end-March (against normal levels of 25-30 days). Inventories had risen sharply in the second half after near-zero inventory at the beginning of last fiscal due to the BS-VI transition, it added.

> Highlighting one positive factor the agency said, revenue growth versus volumes will be in the fast lane this year. Better product mix due to higher sales of costlier MHCVs compared

with LCVs would provide a fillip to average realisations, it added.

On the commodity cost front Crisil said, Raw material cost inflation, particularly in the form of steel prices, is expected to be largely passed on to consumers, similar to last fiscal which saw 10-15% price increases due to both BS-VI and commodity inflation.

"Higher revenue, coupled with improved capacity utilisation (up from ~38% to ~45%) and control on fixed costs, should help CV makers improve operating margin this year to about 7%," Naveen Vaidyanathan, associate director, Crisil Ratings, said.

He further mentioned last year, players had eked out an operating margin of 4.4% despite decadal-low volume due to significant operational improvements and reduction of fixed costs.

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# Smart Enforcement App for Trucks to reduce compliance Logistics costs: Commerce Ministry

n an average, a truck in India covers 50,000-60,000 km a year, compared to over 300,000 km in advanced nations such as the United States. One of the key reasons is delays due to random stoppages for physical checking of vehicles and verification of documents etc. While GST has helped improve the situation, there is a long way to go to reach the advanced country levels. There are over 60 different instances of potential violations of various rules and compliances that enforcement agencies need to watch out for. The responsibility for this enforcement lies with state governments departments, namely Commercial tax, transport,

police and other agencies. As per INDIANATIE and AMTOI a strategy to reduce logistics costs on road transportation, the Government of India, Department of

Commerce, Logistics Division has developed a risk-based approach on the implementation of smart enforcement of rules and regulations related to road-based violations by trucks. It has also developed an IT based solution to make enforcement mechanism technology driven. In a meeting with the officials of the State governments held today, the risk-based approach was shared and the IT-based Smart Enforcement App was

unveiled. The meeting was attended by over 100 senior officials from related departments such as commercial tax and the transport departments of the state governments. The key features of the integrated smart solution are: 1. An IT application that would fetch data related to goods being carried on the truck from the existing Goods and Services Tax Network (GSTN) database, and the information related



"In order to write about life first you must live it."- Ernest Hemingway

to the vehicle from the VAHAN database 2. Make this data available to enforcement officers on the road in advance for approaching trucks 3.

Based on a risk matrix that uses historical patterns, the app assigns a risk profile to the truck helping the officers decide whether to stop it for further scrutiny 4. It requires the officer to issue all fines, penalties, or any other punitive measure through the app, ensuring transparency 5. The app includes features that keep records and help reduce ad-hoc

implementation of these rules and regulations 6. The application would have the ability to integrate with all the sensors, Weigh in Motion, and cameras available with the state government or National Highway Authority to allow remote enforcement. 7. This would significantly reduce the need to deploy officers on the ground since the app would be able to alert officers whenever a vehicle is in violation

The benefits that would accrue from the adoption of the App will be as follows: 1. Lead to decrease in number of physical checks of commercial vehicles by the enforcement officers 2. Overall reduction in the number of cash challan by issuing e-challan using the system 3. Reduction in deployment of work-force on Roads leading to better manpower utilization 4. Higher revenue collection due to reduced human intervention 5. Improved targeting of offenders 6. Reduction in Logistics Cost (currently at 13% of GDP). Speaking on the occasion, Special Secretary, Logistics,

Shri Pawan Agarwal pointed out that the process of enforcing rules and regulations associated with tax, transport, traffic, and product specific



Transport associations fully supported this initiative of the government. They pointed out that the current system is largely an ad-hoc selection of trucks for inspection and checks, giving scope to allegations of corruption and misuse. The meeting noted that the Smart Enforcement App will have wide ranging economic benefits for the state and help in reduction of logistics costs

legislation such as petroleum, forest produce, minerals etc. requires significant investment in manpower and resources by state governments.

> While economic activities have increased, various states have not been able to increase the manpower to that extent. Thus, technology adoption and risk-based approach is the only way forward. He further added that reduced compliance burden on movement of trucks can potentially help to reduce transportation

costs quite significantly. Transport associations fully supported this initiative of the government. They pointed out that the current system is largely an ad-hoc selection of trucks for inspection and checks, giving scope to allegations of corruption and misuse. The meeting noted that the Smart Enforcement App will have wide ranging economic benefits for the state and help in reduction of logistics costs. An effective enforcement will be critical in preventing not just revenue loss but also accidents and loss of human lives making Indian roads safer for trade and commuters. All States expressed their interest in implementing such solutions at a wider scale within the states. Moving forward, it was decided that based on the level of preparedness of the States, the logistics Division would take up customization of the Smart Enforcement App for different States depending on their specific requirements. It was decided to take up states on first-cum-first basis and cover at least ten states within 2021-22.

# Meet the most qualified Indian truck driver, who's also a mother of two



ogita Raghuvanshi wears many sleeves. She is trained in the law, a m ot her of two undergraduate students and since 2000- a truck driver, who's been driving across the length and breadth of the country.

Her surprising choice of occupation is a result of an ill-fated marriage and a resolve to make ends meet for her family.

Yogita, who is originally from Uttar Pradesh but grew up in Nandurbar, Maharashtra along with her four siblings was a keen student and earned degrees in both commerce and law.

In 1991, she was married off to a man from Bhopal, whose family claimed that he was a lawyer practicing in the Bhopal High Court before the marriage. Unfortunately for her, that claim turned out to be a lie and became the foundation for an extremely unhappy marriage.

It was when her husband passed away in a road accident 16 years ago, did Yogita consider the decision to work as a truck driver taking on the tough and risky life of the highways, despite being academically qualified. At that time, what she needed was instant money to support her family and two children and driving the big trucks gave her that. She realised that the amount she would earn being employed in a field of law as a beginner would not have been enough for her circumstances.

"If I had opted to be junior to some lawyer and enter the legal profession, I would have got only a pittance for the many initial years. But I learnt that driving trucks meant instant wages," Yogita explained to Business Insider.

Naturally, her journey as India's most qualified woman truck driver began with snide comments and hostile stares but Yogita wasn't one to give up. She worked her way through all the

Naturally, her journey
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obstacles and is now a confident woman working in a male-dominated field and providing for her two children.

What more, by 2013, she had already managed to drive more than 5 lakh kilometres.

Now, in her late forties, Yogita can expertly maneuver a 14-wheeler truck with its 30-tonne-cargo through the busy lanes of the country.

This week, for example, she had driven a liquor consignment from Bhopal to a Kerala State Beverages Corporation godown.

If nothing, Yogita is an inspiration for women across the country for her courage, resolve and never say die attitude.

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# Road Accident Woes in India

#### A waste of human life

The number of Road accidents in India are cause for serious worry as they are disproportional to our one per cent of the world's vehicles, whereas, we have around six per cent of the world's accidents and 11 percent of the resultant 1.35 mn deaths. Collateral damages like disabilities and hospitalization are in the same range. According to the 2119 report by the Ministry of Road Transport & Highways (MoRTH), we lost 1.51 lakh people due to deaths, with 4.51 lakh injuries from the 4.81 lakh accidents that occurred over the year, in the country. The major cause of accidents here is over-speeding. This is, more or less, a regular occurrence in India, a very tragic state of affairs wherein the major percentage of fatalities fall in the productive 18 - 60 age range. It must always be remembered that accidents do not, necessarily, happen because you created them. Nor does it mean that the victim was on the wrong side of the law. More often than not, innocent people get killed in this process.

An even greater tragedy is that while our number of deaths are the highest in absolute terms, total accidents: deaths ratio is also the highest in the world, despite some countries having a much greater number of absolute accidents. For example, you will notice in the chart below, that the US has a total of 2.2 million (mn) accidents, about five times as compared to less than half a mn in India, but our mortality rate is about four times than prevalent in that country.



Apart from the US, Japan, too, has more road accidents than India, but more resultant deaths happen in our country. In most other countries, though accidents are lesser in relationship to ours, the ratio of fatalities are much higher in India.

#### Key:

Total Accidents = A Persons killed = KPersons injured = I



However, the largely constant ratios appear to tell the same sorry story over the years-VK. This disastrous mortality rate is attributed to our hospital unpreparedness and various other factors, but the most critical factor is the poor / inadequate trauma treatment

inconsistent, but no point in splitting hairs.

#### provided during the all-important Golden Hour. The Golden Hour:

A = 175,791

1 = 249.175

K = 3.283

This is the immediate aftermath of the accident and is critical for the survival chances of the victim. It is the notional first 60 minutes of the care the patient receives post traumatic injuries, which directly plays an important role in deciding the morbidity and mortality of the patient. According to experts, right care during golden hour increases chances of survival, as well as reduces aftereffects of the trauma.

facilities and the mostly unorganised initial treatment

R. Adams Cowley, founder of Shock Trauma Institute, Baltimore, coined the name 'Golden Hour' in the year 1975. He referred to this time as the thin interval between life and death. He felt that if a person is critically injured, rather than dying right away, that person might have less than sixty minutes (not proven scientifically, but the sense of urgency is clear), for any chance of survival.

However, golden hour is not always a specific time period. Sometimes, according to the severity of the situation the golden hour can range from a few minutes to several hours. Trauma is one of the leading causes of death in India. It is extremely risky for people above the age of 40. Admitting a person in a hospital in the fastest time possible, enhances the chances of survival and quality of life. If you come across a patient in trauma or injured, call an ambulance immediately, make sure the patient is breathing and has a lot of space to get fresh air. Bleeding can be stopped by applying direct pressure on the injured area. CPR can be given, if necessary. However, it is also important to wait till medical care arrives if you are unsure about anything. Some 7 – 8 years back, at a seminar on this subject, a shocker came to light. Most drivers did not know what number to call for an ambulance, in case of any accident on the highways.

#### Insurance Cover

One of the must do actions when purchasing a vehicle is to buy insurance. If a comprehensive policy is expensive, the least you have to do is to get Third Party Insurance. It is also mandatory by law.

Here, you must remember that while Insurance companies run around to induce one to purchase insurance, they will fight one legally, tooth and nail, to avoid settling.

Third Party Insurance provides coverage against any financial liabilities arising out of any injury, damage, loss or damage to property or third party incurred during an accident. Unlike a Comprehensive one, Third party insurance does not provide coverage against damages caused to your own vehicle, self or fellow pillion rider as well as a third party.

# Third party insurance provides coverage for the following:

- · Injury or death caused to the third party
- · Third party property damage

Though there is no limit on death or injury liability, property damage is currently capped at a limit of Rs. 7.5 lakh.

#### Procedure for raising Third Party Insurance Claim

- To initiate a third party insurance claim, you will have to do the following:
- On meeting with an accident where there is any injury to a third party, the first thing you should do is to make a call to the nearest police station. To keep yourself safe from further legal trouble, it is always advisable to file an FIR to support your third party claim (in case it may arise out of the incident). Do not delay in this process as it could create legal hassles at the time of claim settlement.
- Next, inform the insurance company. Ensure that you
  call and inform the insurance company within 48 hours of
  the accident. Generally, companies have a rule under

which you need to contact them to inform about the incident.

- Collect photographic evidence if you can. This should include taking pictures of the accident site. Take pictures of the injury, damaged car or property. This will also help the insurance company get a clear picture of the accident caused.
- To prove your claim to the company, note down the names of the witnesses present and their contact numbers (those who are ready to support your claims).
- Note down the insurance details of the other party involved
- In the area where the mishap has taken place, register your case in the tribunal court. You can also file a complaint in the area's jurisdiction where you or the third party reside.
- In the case of third party claims, the court is not responsible for deciding the compensation that has to be offered to the third party.
- Until the claim is settled, ensure to keep a track of all the documents / receipts and the name and number of the insurance company representatives.

# Common mistakes to avoid when filing a third-party claim

- Do not run away from the accident site even if you are at fault.
- Do not miss out on informing the police about the accident.
- Do not try to settle the matter personally with the third party
- Do not ride the vehicle under the influence of alcohol or drugs
- Do not employ your private registered vehicle for commercial use
- Do not miss out on any accident formalities (like filing FIR, medical tests, etc.)
- · Do not sign a cheque that says 'final payment'
- Do not load your vehicle more than the passenger sitting capacity or cargo load capacity. Do not get pressurised to take complete blame on yourself. Call your insurance company for legal advice

Disclaimer: The above information is for illustrative purpose only. For more details, please refer to policy wordings and prospectus before concluding the sales.

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# BGTA Successfully Organised A Vaccination Drive

nder the dynamic leadership of our BGTA
President Shri Jaikumar Gupta ji, a
vaccination drive was organised on 26th and
27th June 2021 at BEST Petroleum,
Dronagiri. The drive was very successful, which was
organised in a short period and executed in a very
systematic manner. The drivers, cleaners, mathadi
labours, staff related to transport companies, relatives and
local villagers in and around the centre availed the benefit
of the vaccination drive. The benefit was also taken by the
local police and traffic authorities.

The Bombay Goods Transport Association (BGTA) team is thankful to all office bearers, members of the managing committee, medical team of Sanjeevni Hospital and BEST staff for their valuable contributions in making the event a huge success.

BGTA is glad to inform that as many as 2169 people were vaccinated through the drive. No doubt, this is the need of the hour and a moral duty of each individual to safeguard mankind.











# AITWA and BGTA Successfully Organised A Vaccination Drive

nder the dynamic leadership of All India Transporters' Welfare Association (AITWA) West Zone Advisor and BGTA President Shri Jaikumar Gupta ji, a vaccination drive was organised on June 26 and 27, 2021 at BEST Petroleum, Dronagiri. The drive was very successful because it was organised in a short period. However, there was no flaw in execution it was planned very systematically. The drivers, cleaners, mathadi labours, staff related to transport companies, relatives and local villagers in and around the centre availed the benefit of the vaccination drive.

The benefit was also taken by the local police and traffic

authorities.

AITWA is very thankful to the Bombay Goods Transport Association (BGTA) for making it big and also humbled in front of all office bearers, members of the managing committee, the medical team of Sanjeevni Hospital and BEST staff for their valuable contributions in making the event a huge success.

AITWA along with BGTA is glad to inform that as many as 2500-3000 people were vaccinated through the drive. No doubt, this is the need of the hour and moral duty of each individual to safeguard mankind.

# AITWA Member IVC Logistics Vaccinates Its Employees

accination is need of an hour in current pandemic times and IVC Logistics feels that they have to ensure each of its employees is vaccinated. The immunization was planned and conducted at its Head Office, Mumbai and in its North India Office, Manesar. While the Mumbai drive was conducted on June 17, 2021, and Manesar drive was organized on June 25, 2021. Around 160 staff and their relatives got immunized in Mumbai and around 700 people got vaccinated in Manesar Office. This program was accomplished post governments' announcement that companies can also organise

COVID Vaccination camp. The event was primarily activated for the drivers, staff and families of staff. The organization is planning to implement a similar drive at other locations in the coming days. Also, it is determined to ensure 100% vaccination of its employees and drivers for creating a safe working environment.











# Women in Logistics



Director, Link Cargo Agencies

Mrunal Tanna is a multi-faceted personality and professionally qualified Logistics industry veteran with over three decades of expertise in the Freight Forwarding and Shipping industry. Mrunal has also been actively involved in promoting the cause of the freight forwarding and shipping logistics business through her personal involvement with Trade Associations like the IMC. She is a member of WISTA. She heads the Women's wing of AMTOI and participates in various industry centric programs. She has diverse interests which makes her personality very interesting. Mrunal is a Certified Gemologist and designs Jewelry in her spare time. She is also a keen motor racing enthusiast and has won several awards. Mrunal Tanna strongly believes that hobbies enrich life's perspective and are stress busters. She passionately continues with her Motor car racing till today and participates in such events at least once a year. Her mother retired from their family business at 84 years and she has been

Mrunal's biggest inspiration.

#### Ouestionnaire

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

I have been in this industry for three decades, starting my career in 1984. Shipping is an exciting place to work in, as there are new challenges every day.

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

Being a law graduate, I was practicing in the labour courts where some labour leaders were very vocal and there were shoot outs outside the courts and this unnerved my in-laws. So I took a break and learnt Gemology and Diamond assortment and took up jewelry designing and making. However, this still left me with spare time, hence I joined my husband Shashi Tanna from day one of his starting our company Links Cargo Agencies Pvt Ltd.

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

Having no knowledge of Customs, Shipping or Forwarding it was a difficult start in spite of being the boss' wife. My husband insisted it had to be from scratch. It was very challenging when you had to speak to a male client as in those days it was thought that a lady knew nothing especially not in this line of work. Over a period of time I gained the clients' confidence.

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

Our Company handles both Sea and Air shipments. Whereas I started out learning Sea imports, I soon moved to Exports and this is my forte today. I also did basics in Air cargo and completed IATA DGR training course.

5. What is so interesting about the

# Cargo industry that keeps you attracted to it?

Being a person who loves challenges this was the industry to be in, as it was traditionally male oriented and the International Freight Forwarding Business was very gripping.

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

We are already seeing this in today's scenario of Forwarding and Shipping where Women are now a part and parcel of the industry. In our own office we employ more women than men and the families of these women were comfortable knowing there is a lady in the senior management and their daughters / wives / sisters would be well looked after. Today, women in Shipping hold same positions as men.

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

Separating home and office has not been easy as initially being newly married I was learning the ropes both at home as well as the office. My husband was my strong support and taught me to do my best without upsetting the apple cart.

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

My advice to young women is to follow your dreams with courage and conviction; it works!!

Never feel afraid to take on new initiatives and always be ready to go that extra mile!

Be patient and work diligently. Always look at the small print – the devil is in the details!

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

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# हाइवे का ड्राइवर: सच्ची कहानी



एक था ट्रक ड्राइवर - चंद्रू ! एक ट्रांसपोर्ट कंपनी के लिए ट्रक चलाता था। ट्रांसपोर्ट कंपनी का मालिक ट्रक पर अपने ग्राहकों के कारखानों से माल लदवा देता था और रस्ते के खर्च के पैसे देकर चंद्रू को भेज देता था लम्बे लम्बे हाइवे के लम्बे लम्बे सफर पर। ट्रक ड्राइवर की जिंदगी में ट्रक ही उसका घर होता है, जहाँ वो रहता हैं उन तमाम दिनों में जब वो अपने परिवार से दूर रहता है। ट्रक में परिवार की तस्वीर देख देख कर उनके पास होने को महसूस करता है।

ऐसी ही एक यात्रा में चंद्र अपने ट्रक में किसी दवा कंपनी का कीमती माल भर के ले जा रहा था। दावा के हलके हलके छोटे छोटे कार्ट्न भी लाखों रुपये के होते हैं। माल के ऊपर बंधा होता है मजबूत रस्सियों के नीचे एक मोटा सा तिरपाल, जो माल को बरसात और चोरों से सुरक्षित रखता है। सूरज ढलने के बाद बढ़ चले अँधेरे का समय था। चंद्र अपनी मस्ती में अपना टुक भगाए जा रहा था। हाइवे का एक सुनसान पहाड़ी हिस्सा था। एक मोटर साईकिल पीछे से आई और उसने आगे बढ़ कर टक का रास्ता रोक लिया। उसपर बैठे दो लोगों में से एक उतर कर चंद्रू के कैबिन में घुस गया। उसने अपने कम्बल से एक खतरनाक चाक् निकाला और चंद्र को धमकी दी - चुपचाप चलते रहो। सामने मोटर साईकिल जा रही थी जिसके कारन चंद्र धीमी गति से ट्रक को चला

पा रहा था। अचानक चंद्र को आभास हुआ की ट्रक के ऊपर भी कुछ लोग चढ़ गए हैं , लेकिन वो मुंड के कुछ देखने की कोशिश करता, उसके साथ बैठे गृंडे ने चाकू को उसकी गर्दन पर रख दिया और बोला - ज्यादा होशियारी की तो मारे जाओगे। आधे घंटे के बाद उस गुंडे ने टुक रुकवाया। उतरते उतरते उसने फिर चंद्र को धमकी दी - पुलिस में जाने की गलति मत करना वर्ना तुम्हारा और हमारा रोज का रास्ता यही है। सारे चढ़े हुए गुंडे उतर गए। चंद्र ने देखा की पीछे पीछे एक पिक अप वें आ रही थी। उसे समझ में आ गया की गुंडों ने रस्सी काट कर कुछ माल उतार लिया है। लेकिन वो इतना डरा हुआ था की अगले आधे घंटे तक वो चुपचाप टुक चलाता रहा। फिर किसी ढाबे के पास उसने टुक खड़ा किया। टुक पर चढ़ कर देखा तो पाया की ट्रक के ऊपर के मोटे रस्से को तथा फिर उसके नीचे के तिरपाल को किसी तेज हथियार से काट दिया था, और उसके बीच खाली जगह से पूरा गड्ढा बना हुआ था। उसने अंदाज लगाया की कम से कम 20 कार्टून गायब थे।

उसने ट्रांसपोर्ट के मालिक को फोन किया और सारा किस्सा बताया। पहले तो ट्रांसपोर्ट के मालिक ने मोटी मोटी दस बीस गालियाँ सुनाई और कहा की वो क्या सो रहा था, की उसको माल निकलने का पता नहीं लगा। आखिर मालिक ने कहा की नजदीक के पुलिस स्टेसन

पर जाओ और एफ आई आर दर्ज करवाओ। चंद्र पहुंचा पुलिस स्टेसन ! वहां एक हवलदार बैठा हुआ ऊंघ रहा था। चंद्र ने उसे जगाया और कहा की रपट लिखनी है। उसने कहा - सवेरे आओ, अभी साब बाहर दौरे पर गए हैं। अन्दर से किसी की आवाज आई - "कौन है बे"। हवलदार ने उत्तर दिया - सर कोई ट्रक वाला है। अन्दर से फिर आवाज आई - ठीक है, बोलो सवेरे आये। सवेरे का मतलब 10 बजे ! चंद्र ने बहुत विनती करने की कोशिश की, लेकिन हवलदार बात करने के मुड में बिलकुल नहीं था। चंद्र ने अपने मालिक को फोन किया। मालिक ने फिर 10 -20 मोटो मोटी गालियाँ दी और फिर सलाह दी की रात भर गाडी के पास पहरा दो और सुबह पुलिस स्टेसन पर जाओ। चंद्र बेचारा रात भर जाग कर पहरा देता रहा न रात का खाना खाया और न एक पल को सोया। सुबह रात भर का जाग उनींदा चंद्र पहुंचा पुलिस स्टेसन। हवलदार तरोताजा बैठा था। पहले सारी कहानी सुनी फिर बोला - हम्म ! किस्सा तो अच्छा है, लेकिन साहब को पसंद नहीं आएगा। कोई सस्ता मन्द माल होता तो शायद सस्ते में काम पट जाता। लेकिन इसमें हाथ नहीं डालेंगे। चंद्र की समझ में कुछ नहीं आया।

डेढ़ घंटे बैठने के बाद सब इन्स्पेक्टर ने बुलाया और बोला – बताओं ? चंद्रू विस्तार से पूरी बात बताने लगा; एक वाकया बोल भी नहीं था, की सब इन्स्पेक्टर गुस्से में बोला - पूरी रामायण मत सुनाओ, बस बताओ कितने का माल है ? चंद्रू बोल - साहब 20 -22 कार्टून गए हैं , पंद्रह बीस लाख का तो जरूर होगा। साला सब की मिली भगत है।

साला, किसको मालूम तुम्हारा स्टोरी कितना सच्चा है ? तुम्ही किया होगा तो ? खैर ये बताओ की किसने किया ?

सर मुझे क्या मालूम ? मैं किसी को नहीं जानता। हाँ, जो मेरे साथ ट्रक में बैठा था उसे पहचान सकता हैं।

अबे, चोरी किसने की ? वो जो ट्रक के ऊपर चढ़े थे। पहचानना तो उनको पड़ेगा न ? खैर, जाने दो। ये घटना कहाँ हुई ?

सर, मैं इतना डर गया था, की उनके उतरने के बाद आधी घंटा मैं गाडी भगा कर यहाँ आया हूँ । मुझे लगता है कम से कम 20 – 25 किलोमीटर के पहले!

सब इन्स्पेक्टर ने जोर से रजिस्टर बंद किया और बोला - साले , भाग यहाँ से ! यहाँ क्या लेने आया है ?

सर, तो मैं क्या करूँ ?

गंगा जी में छलांग लगा दो।

हवलदार जोर जोर से हंसा – सर आपका वो क्या कहते हैं न – हूमर ऑफ सेन्स बहुत बढ़िया है ।

सब इन्स्पेक्टर – सेन्स ऑफ हूमर ! चंद्रू गिडगिडाया – साहब , मेरी मदद करो , मैं गरीब आदमी कहाँ जाऊं ?

सब इन्स्पेक्टर - साला तुम लोगों का प्रोब्लम ये है की तुम लोगों को कोई कानून कायदा मालूम नहीं; और लेकर निकल पड़ते हो लाखों करोड़ों का माल। अगर तुम्हारा माल चोरी हुआ बीस पच्चीस किलोमीटर पहले तो तुम्हे जाना पड़ेगा चांदपुर पुलिस स्टेशन, क्योंकि हमारे पुलिस स्टेशन की हद तो पिछले दस किलोमीटर से शुरू होती है। अब यहाँ से चलते नजर आओ!

निराश चंद्रू ने फिर अपने मालिक को फोन किया और फिर वहीं मोटी मोटी गालियों का सन्देश। थका मांदा, भूखा प्यासा, डरा सहमा, अपमानित चंद्रू वापस गाडी को लेकर पहुंचा चांदपुर पुलिस स्टेशन में। वहां फिर उसका वैसा ही स्वागत हुआ। एक अंतर था – वहां के सब इन्स्पेक्टर ने उसकी कहानी सुनने के पहले 2-4 थप्पड़ रसीद कर दिए। चंद्रू कुछ समझ नहीं पाया।

सब इन्स्पेक्टर बोला – तुम लोग सब साले मिले हुए हो। तुम तुम्हारा ट्रांसपोर्ट और वो दवा वाला। सबको झूठा एफ आई आर चाहिए, क्योंकि सेठ लोग को इन्सुरेंस से पैसा मिल जाएगा। तुमको बक्शीश मिल जायेगी, और तुम्हारा ये एफ आई आर पड़ा रहेगा हमारे गले में – हमारा रेकोर्ड बिगाड़ने को! फोन कर के सेठ से बात कर लो की एफ आई आर चाहिए तो 5 पेटी लगेगा।

चंद्रू की आँखें फटी की फटी रह गयी। बोला – साहब मैं किस मुंह से इतना पैसा के लिए बोलूं सेठ को; उसका तो पहले ही कितना नुक्सान हो गया है।

सब इन्स्पेक्टर –सुन बे, सेठ के पैसों की इतनी फिक्र है तुझे तो वही जा, यहाँ हमारा टेम खराब न कर !

चंदू - साब ! मेरी एक बात मानेंगे? मैं फोन लगा के देता हूँ, आप ही सेठ से बात कर लो ! चंदू अपने मोबाईल फोन से सेठजी का नंबर लगाता है और बोलता है - सर, चांदपुर पुलिस स्टेशन से बोल रहा हूँ। यहाँ के बड़े साब आपसे बात करना चाहते हैं।

ये कह कर चंद्रू ने अपना मोबाईल फोन सब इन्स्पेक्टर के हाथ में दे दिया। सब इन्स्पेक्टर ने कहा – देखिये सेठजी, इस तरह के झूठे कम्प्लेनट हमारे पास रोज आते हैं। ये ट्रक ड्राइवर लोग खुद ही माल बेच खाते हैं और फिर चले आते हैं यहाँ शिकायत लिखाने ! बताएं हम क्या करें ?

थोड़ी देर बाद जब बात खत्म हो जाती है तो सब इन्स्पेक्टर कहता है – हाँ भैया , अब बताओ क्या करें ?

चंद्रू ने डरते डरते पुछा - क्या कहा सेठजी ने ? सब इन्स्पेक्टर ने कहा - तुम्हारे सेठ ने बोला की अगर ड्राइवर पर डाउट हो तो साले के मार मार के खाल उधेड़ दो, लेकिन एक एफ आई आर लिख कर दे दो।

चंद्रू सहम गया। बोला - साहब , आपको मेरे ऊपर डाउट है ?

सब इन्स्पेक्टर थोडा नरम पड़ा - भई, बात ये हैं - सब को अपनी पड़ी है। जैसे तुम्हारे सेठजी के अपने एफ आई आर के सामने तुम्हारी कोई कीमत नहीं, तुम्हे अपनी नौकरी के लिए एफ आई आर चाहिए, वैसे ही हम लोगों को भी अपने प्रोमोसन के लिए हमारा रेकोर्ड क्लीन चाहिए। रही बात लुटेरों की; तो वो तो ये काम रोज करते हैं। हम सब को जानते भी हैं, लेकिन उनका कुछ बिगाड़ नहीं सकते। लूट का आधा हिस्सा इस एरिया के एम पी का है। एम पी की भी मजबूरी है, ये इलाका इतना गरीब है, की चुनाव लड़ने का चंदा कहाँ से आये!

चंद्रू रोते रोते बोला - साब में क्या करूँ ? कहाँ जाऊं ?

सब इन्स्पेक्टर ने कहा – इस फालतू नौकरी को छोड़ो, अपने गाँव जाओ, फॉमिली के साथ रहो। चाहे मेहनत मजदूरी कर लो। ऐसे सेठ की नौकरी करके क्या फायदा!

चंदू को इन्स्पेक्टर की बात समझ में आ गयी। उसने उसी समय निर्णय ले लिया की उस क्षण के बाद वो कभी किसी ट्रक को नहीं चलाएगा, और न ही उसका बेटा या पोता ये काम करेगा। (ये संकेतिक कथा है हाइवे पर ट्रक चलने वाले ट्रक ड्राइवरों के जीवन की दुर्दशा के बारे में। उनका जीवन खतरों से भरा होता है। परिवार से दूर बुरे से बुरे मौसम में वो अपने ट्रक से जूझता है। सन्मान या आत्म सन्मान नाम की चीज उसके जीवन में नहीं। इसका परिणाम ये है की आज देश में हर 10 ट्रकों के पीछे सिर्फ 8 ड्राइवर उपलब्ध हैं। ये संख्या निरंतर घट रही है। ड्राइवरों की अगली पीढ़ी कभी भी इस पेशे में नहीं आएगी।)

महेंद्र आर्य

राष्ट्रीय अध्यक्ष, AITWA

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# सड़क परिवहन और राजमार्ग मंत्रालय ने देश भर में पीयूसी (प्रदूषण नियंत्रण प्रमाण पत्र) जारी करने के लिए सामान्य प्रारूप को अधिसूचित किया

सड़क परिवहन एवं राजमार्ग मंत्रालय ने केंद्रीय मोटर वाहन नियम 1989 के अंतर्गत देश भर में जारी किए जाने वाले पीयूसी (पॉल्यूशन अंडर कंट्रोल) सर्टिफिकेट के सामान्य प्रारूप के लिए 14 जून, 2021 को अधिसूचना जारी की है। पीयूसीसी की प्रमुख विशेषताएं निम्नलिखित है:- (ए) देश भर में एक समान प्रदूषण नियंत्रण प्रमाण पत्र (पीयूसी) प्रारूप की शुरुआत और पीयूसी डाटाबेस को राष्ट्रीय रजिस्टर से जोड़ना।

(बी) अस्वीकृति पर्ची की अवधारणा पहली बार शुरू की जा रही है। संबंधित उत्सर्जन मानदंडों में आदेशित जांच परिणाम मुल्य अधिकतम

स्वीकृति योग्य मूल्य से अधिक होने की स्थिति में वाहन मालिक को अस्वीकृति पर्ची का एक सामान्य प्रारूप दिया जाना है। इस दस्तावेज को वाहन की सर्विस कराने के लिए सर्विस सेंटर पर दिखाया जा सकता है या उपयोग किया जा सकता है, यदि किसी दूसरे सेंटर पर जांच कराने पर पीयूसीसी सेंटर का उपकरण ठीक से काम नहीं कर रहा है।

- (सी) सूचना गोपनीय रहेगी अर्थात (i) वाहन मालिक का मोबाइल नंबर, नाम और पता (ii) इंजन नंबर और चेसिस नंबर (केवल अंतिम चार अंक दिखाई देने के लिए, अन्य अंक गोपनीय होंगे)।
- (डी) वाहन मालिक का मोबाइल नंबर अनिवार्य कर दिया गया है, जिस पर सत्यापन और शुल्क के लिए एक एसएमएस अलर्ट भेजा जाएगा।
- (ई) यदि नियम लागू कराने वाले अधिकारी के पास यह मानने का कारण है कि कोई मोटर वाहन उत्सर्जन मानकों के प्रावधानों का अनुपालन नहीं कर रहा है, तो वह वाहन चालक या वाहन के प्रभारी



किसी भी व्यक्ति को प्राधिकृत प्रदूषण नियंत्रण (पीयूसी) जांच स्टेशनों में से किसी एक में जांच के लिए वाहन प्रस्तुत करने के लिए लिखित रूप में या इलेक्ट्रॉनिक मोड के माध्यम से सूचित कर सकता है। यदि वाहन चालक या प्रभारी व्यक्ति अनुपालन के लिए वाहन प्रस्तुत करने में विफल रहता है या वाहन अनुपालन करने में विफल रहता है, तो वाहन का मालिक दंड के भुगतान के लिए उत्तरदायी होगा। यदि वाहन मालिक इसका अनुपालन करने में विफल रहता है, तो पंजीकरण प्राधिकरण लिखित रूप में दर्ज किए जाने वाले कारणों के लिए वाहन का पंजीकरण प्रमाण पत्र और किसी भी परिमट को निलंबित कर देगा, जब तक कि ऐसे समय तक वैध "प्रदूषण नियंत्रण के तहत" प्रमाण पत्र जारी नहीं होता है।

- (एफ) इस प्रकार नियम लागू कराना आईटी-सक्षम होगा और प्रदूषणकारी वाहनों पर बेहतर नियंत्रण में मदद करेगा।
- (जी) क्यूआर कोड फॉर्म पर छपा होगा। इसमें पीयूसी केंद्र के बारे में पूरी जानकारी होगी।

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# ई 12 और ई 15 ईधन के लिए व्यापक उत्सर्जन मानक अधिसूचित किया गया

सड़क परिवहन और राजमार्ग मंत्रालय ने 28 जून 2021 को एक मसौदा अधिसूचना जारी की जिसमें ई 12 (गैसोलीन या पेट्रोल में 12% इथेनॉल का मिश्रण) और ई 15 ईंधनों के लिए व्यापक उत्सर्जन मानकों को अधिसूचित किया गया है। इससे मोटर वाहन ईंधनों के रूप में उनका इस्तेमाल आसान हो गया है।

सभी संबंधित हितधारकों से 30 दिनों के भीतर टिप्पणियां देने को कहा गया है।



# सरकार ने वर्ष 2024 तक सड़क दुर्घटना से होने वाली मौतों को 50% तक कम करने का लक्ष्य निर्धारित किया

सड़क परिवहन एवं राजमार्ग तथा सूक्ष्म, लघु एवं मध्यम उद्यम मंत्री नितिन गडकरी ने कहा है कि सरकार का लक्ष्य वर्ष 2024 तक सड़क दुर्घटना से होने वाली मौतों में 50 प्रतिशत तक की कमी लाने का है।

फिक्की द्वारा आयोजित 'सड़क दुर्घटनाओं को रोकने में कॉर्पोरेट की भूमिका' पर

आभासी सत्र को संबोधित करते हुए गडकरी ने फिक्की को सुरक्षित प्रणाली दृष्टिकोण पर आधारित सड़क सुरक्षा कंसोर्टियम 'सफर' की घोषणा पर तथा कॉपेरिट जगत के लिए सड़क सुरक्षा पर श्वेत पत्र जारी करने की बधाई दी। गडकरी ने हर राज्य, जिले और शहर में ब्लैक स्पॉट की पहचान करने की आवश्यकता पर बल दिया। मंत्री महोदय ने कहा कि विश्व बँक और एडीबी ने पहले ही एक योजना को मंजूरी दे दी है जिसके द्वारा सरकार राज्यों, एनएचएआई और अन्य हितधारकों के लिए ब्लैक स्पॉट खत्म करने के लिए 14,000 करोड़ रुपये आवंटित कर रही है।

नितिन गडकरी ने कहा कि उनका मंत्रालय सड़क सुरक्षा के चार ई, यानी इंजीनियरिंग (सड़क एवं ऑटोमोबाइल इंजीनियरिंग समेत), इकोनॉमी (अर्थव्यवस्था), इंफोर्समेंट और (एजुकेशन) शिक्षा के पुनर्गठन और सुदृढ़ीकरण से सड़क दुर्घटना



में होने वाली मौतों को कम करने के लिए कड़ी मेहनत कर रहा है। उन्होंने सुझाव दिया कि कॉपोरेट जगत को दुर्घटनाओं के पीछे के कारणों की पहचान करने के लिए स्वतंत्र सर्वेक्षण करना चाहिए और मंत्रालय को इस बारे में एक रिपोर्ट सौंपी जा सकती है। मंत्री महोदय ने बताया कि 50 प्रतिशत सड़क दुर्घटनाएं रोड इंजीनियरिंग की समस्याओं के कारण होती हैं और अब सरकार ने ब्लैक स्पॉट का इलाज करने के लिए विशेष पहल की है। इससे भारत में 'शून्य सड़क दुर्घटना' के नजिरए की प्राप्ति में काफी योगदान मिलेगा।

गडकरी ने कहा कि शिक्षा और जागरूकता के लिए एनजीओ, सामाजिक संगठनों, विश्वविद्यालयों के सहयोग की जरूरत है। मंत्री महोदय ने घोषणा की कि एक सेवानिवृत्त आईएएस अधिकारी की अध्यक्षता में एक स्वतंत्र सड़क सुरक्षा परिषद 15 दिनों के भीतर अस्तित्व में आ जाएगी।

# माकड़वाली रोड किया जा रहा फोर लेन से सिक्स लेन

अजमेर ( निसं )। स्मार्ट मिटी प्रीजेक्ट के तहत महानगरों की तर्ज पर शहर की प्रमुख सहकों को चीड़ीकरण का कार्य आरंध हो गया है। 23.49 करोड़ की लागत से सड़कों की रिकारपेटिंग, विचाइडर और हेनेज सहित विधिन कार्य करवाए जा रहे हैं। सड़क निर्माण से पूर्व सभी प्रकार के इन्फ्रास्टकर कार्यों को सर्व प्रथम नई बनने वाली सहकों पर कार्य कराने हेन् सभी विभागों को निर्देशित किया गया है। इसी ऋम में तक्त सभी रोहम पर गैस पाइप लाइन एवं सीवरेज का कार्य चाल किया जा चुका है। जिला कलेक्टर एवं स्मार्ट सिटी लिमिटेड के सीईओ प्रकाम राज्यमेरिक और विगम आयुक्त एवं स्मार्ट सिटी लिमिटेड के एसीईओ ही सुशाल पादव के निदेशन में शहर में बड़ते पातापात को दबाव को कम करने के उदेश्य से कार्य योजना तैपार को गई है।

वैशाली नगर रिकार माक ज्यानी रोड पर 6.29 करोड़ की लागत से सड़क को पोर देन से रिकार लेन का कार्य प्रणानरत है। लगभग गीन किलोमीटर सड़क जोड़ीकरण कार्य किया स्थार है। साथ हाजानी रोड को रिकार लेन किया जा साथ हा इस सड़क पर 2 किलोमीटर सेंग में जीवसकी एवं डक्नपुष्म का कार्य लगभग पूर्ण कर विश्वा सुखा है। इन एवं

# सड़कों को चौड़ा करने का कार्य शुरू 23.49 करोड़ की आएगी लागत



कलनर्ट का कार्य प्रगतिस्त है। उल्लेखनीय है कि रहर में बहुते यातायात दबाव को कम करने के लिए आनासागर सक्न्यूंलर रोड वाचा महाबीर सक्तित, आनासागर पुलिस चौकी रोजनात करिया, पेशाली पेट्राल पंच सजरगढ़ सर्वित और नीम पार्टी लिक रोड के लिए 16.76 करोड को लागा में कार्य करवाए जाएंगे। आनामागर सक्त्यूंत रोड प्रोजेक्ट के ताता ५.8 किमी मिक्स लेन में कार्याट्या करते हुए इस्त्यूंक भूमि के अनुमार सहक को पीड़ीकरण विषय वाएगा। 6.6 किमी मा रिवारण निषय वाएगा। 6.6 किमी मा

दोनों और इंटरलंकिंग पुरायाय का निर्माण किया जाएगा। रीनजल कलिन चीप्यदों के सामने रंगीन इन्टर लोकिंग ब्लोक्स लगाकर पार्किंग विकस्तित की जाएगी। जांचान में रीजनल कलिज के सामने क्षतिग्रस्त उपदासावाद सदक को रोड्कर नमी सहक रोगर को जाएगी।

3.86 करोड़ में होगा सड़क का बीड़ोकरण : वेशानी नार पट्टेन पंच के पीड़े रोमन इनकिन्द्र हो रूप से केटल रोमन अवस् तक एवं जन स्नास्त्र अध्यापिकी कार्यानय से ममता विधान अंदार मुख्य सहक्र एक प्रोर लेन, डियाइडर, हेनेज एवं साइड में इन्टरलंकिंग क्लॉक्स का कार्य आरंभ कर दिया गया है। 3.86 करोड स्वगत से 1.22 किभी सदक को रिकारपेटिंग एवं मध्य से दोनों ओर 4 व 5 मोटर थीड़ाई बन्दई जाएगी। साथ ही डियाइडर का स्थितंग किया जाएगा। सरक के दोनों ओर नालियों का निर्माण किया जाएगा। इससे रोड पर आने वाला पानी हाल के नरिये नालियों में जाएगा। इसके कारण रोड़ पर पानी भटने की समस्या समाम होगी। सदक के दीनों और इंटरलंकिंग क्लीक्स लगाकर पुरुषाय का निर्माण किया जाएगा।

2.97 करोड़ के किए जाएंगे कार्य : तामजेनगर पॉलस बीकी से जवाहर रंपसंध, बजरंगड़ सॉक्ट, पूरानी बीपाटी, सॉक्डिंग स्कूल होते तुए अम्बेडकर सॉक्टल तब सड़क ऑर साइट इन्टर लॉकिंग क्टीक का कार्य प्रस्तावन है। इस प्रोटेकर के लिए 2.97 करोड़ की कार्य योजना तैयार की गई है। लगभग 471 किसी में धांतरास्त सड़कों को पुनक रिकारपॉटरन की जाएंगे। सड़क के होनों और इंतर की सरमात कर फेरोक्टर से कपार किसी वाएंगा। स्टाइनीनगर पर घोनी नोड़ के सम्प्रा में करी हुई 1200 मीटर रोड़ स्थावत क्रील की सरमात कर रंपरोड़ान किया जाएंगा।

# निर्माण के बाद सड़क की मरम्मत भूले जिम्मेदार

चाकस् (निसं)

नगरपालिका क्षेत्र चाकसू में बहुत सी कालोनियों को जोड़ती हुई जनसङ्गागिता स्कीम में निर्मित पाटनी बिल्डर्स के आवासीय क्षेत्र एवं आगे जुड़ी हुई दर्जनों डाणियों में प्रवेश करने बालों लक्ष्मी नगर रोड का निर्माण कुछ समय वर्ष पूर्व हुआ था। लेकिन प्रशासनिक अनदेखी एवं निर्माण के समय घटिया निर्माण सामग्री के उपयोग के साथ पानी के सही निकास नहीं होने के चलते रोड जगह-जगह से धतिग्रस्त हो गई एवं पुलिया टूट चुका है।

बरसात के मौसम में हर साल लक्ष्मी नगर रोड में पानी भरने से 3 महीने तक रास्ता बंद हो जाता है और लगभग 12 गांवा के ग्रांमीणों और कॉलोनी



वासियों को आने-जाने में भारी परंशानी होती है और लंबा चक्कर काटकर कस्बे में आना पड़ता है। इस संबंध में कॉलोनी निवासी बद्दी नारायण कुमावत, नवल पारोक सेवानिवृत्त फौजी केप्टन बलराम शर्मा ने बताया कि सड़क पर जगह-जगह गड्डे एवं दरारें पड़ चुकी हैं। जिस कारण आने जाने में बहुत परंशानी होती

है। बारिश के दिनों में बारिश का पानी इसी रास्ते से गुजरता है। जिसके कारण मुख्य रास्ते सहित कालोनियों के रास्ते में भी पानी भर जाता है। नाले का निर्माण नहीं होने के कारण सड़क पूरी इब जाती है। स्थानीय निवासी राधेश्याम शर्मा ने बताया कि पाटनी बिल्डस से लक्ष्मों नगर बाईपास को जाने वाले रास्ता लगभग एक दर्जन बाणियों को जोडता है हम लोग पिछले दस सालों से परेशान हैं, बारिश में तो हमारा चाकस् कस्बे से तीन महीने के लिए संपर्क कट जाता है। बीमार व्यक्ति को व प्रसुता महिलाओं को अस्पताल पहुंचाने में में बहुत दिक्कत आती है।

बच्चे स्कूल भी नहीं का पाते हैं। इस संबंध में वार्ड पार्षद लिलता देवी सैनी, कांग्रेसी कायंकतां हनुमान सिंह सैनी एवं पालिका चेयरमैन कमलेश बैरवा ने बताया कि पक्षे नाले नालियों के निर्माण के टेंडर जारों हो चुके हैं। जल्द ही पालिका द्वारा मौका देख कर स्वोकृति जारी कर दो जाएगी एवं पाटनी आवासीय योजना के पास मौजूद धातग्रस्त पुलिया को तकनीको विशेषज्ञों की देखरेख में सहीं कराया जाएगा।



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## **North Zone**

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

# **South Zone**

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

### **West Zone**

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

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

# TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Tota                                                                                | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya                                                                                                                  | 2261<br>1158<br>602<br>1411<br>585<br>934<br>978<br>279<br>107<br>0<br>8315                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Tota<br>(E)                                                                         | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air                                                                                               | 2261<br>1158<br>602<br>1411<br>585<br>934<br>978<br>279<br>107<br>0<br>8315                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42                                                       | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala                                                                        | 2261<br>1158<br>602<br>1411<br>585<br>934<br>978<br>279<br>107<br>0<br>8315<br>ports<br>730<br>608<br>259                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43                                                 | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu                                                                  | 2261<br>1158<br>602<br>1411<br>585<br>934<br>978<br>279<br>107<br>0<br>8315<br>ports<br>730<br>608<br>259<br>106                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Fotz<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48                   | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh                             | 2261<br>1158<br>602<br>1411<br>585<br>934<br>978<br>279<br>107<br>0<br>8315<br>ports<br>730<br>608<br>259<br>106<br>263<br>8<br>0<br>471<br>279                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 729<br>427<br>631<br>458<br>509<br>566<br>254<br>96<br>0<br>5958<br>326<br>420<br>164<br>125<br>112<br>10<br>1<br>218                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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-3.2<br>-19.8<br>-25.2<br>-31.8<br>-9.0<br>25.0<br>-36.4<br>-20.9<br>-21.5<br>-57.0<br>-4.0<br>-57.1<br>-30.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Fota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49             | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur                   | 2261 1158 602 1411 585 934 978 279 107 0 8315 ports 730 608 259 106 263 8 0 471 279 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Fota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50       | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur                   | 2261 1158 602 1411 585 934 978 279 107 0 8315 ports 730 608 259 106 263 8 0 471 279 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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-3.2<br>-19.8<br>-25.2<br>-31.8<br>-9.0<br>-25.0<br>-36.4<br>-20.5<br>-21.5<br>-57.0<br>-32.4<br>-4.0<br>-57.1<br>-30.7<br>-30.7<br>-30.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Tota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51 | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur Jodhpur Dibrugarh | 2261 1158 602 1411 585 934 978 279 107 0 8315 ports 730 608 259 106 263 8 0 471 279 0 0 76                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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-3.2<br>-19.8<br>-25.2<br>-31.8<br>-9.0<br>-25.0<br>-36.4<br>-20.5<br>-21.5<br>-57.0<br>-32.4<br>-4.0<br>-57.1<br>-30.7<br>-31.8<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-9.0<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31.8<br>-31. |
| 30<br>31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>Fota<br>(E)<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50       | Pune Patna Bagdogra Indore Visakhapatnam Chandigarh Surat Madurai Aurangabad Gaya al 58 Domestic Air Ranchi Raipur Agartala Jammu Bhopal Dehradun Udaipur Vadodara Leh Gorakhpur                   | 2261 1158 602 1411 585 934 978 279 107 0 8315 ports 730 608 259 106 263 8 0 471 279 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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-3.2<br>-19.8<br>-25.2<br>-31.8<br>-9.0<br>25.0<br>-36.4<br>-20.9<br>-21.5<br>-57.0<br>-4.0<br>-57.1<br>-30.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| S.<br>no.                  | Airport                    | For<br>Mar. | The Mor<br>Mar. | Freight (<br>ath % | For The I | Period Apri<br>2019-20 | il To Mar.<br>% |
|----------------------------|----------------------------|-------------|-----------------|--------------------|-----------|------------------------|-----------------|
|                            |                            | 2021        | 2020            | Change             |           | 2015                   | Change          |
| (E)                        | 58 Domestic Air            | ports       |                 |                    | 10        |                        |                 |
| 55                         | Prayagraj                  | 0           | 0               | -                  | 0         | 0                      |                 |
| 56                         | Jabalpur                   | 0           | 0               | -                  | 0         | 0                      |                 |
| 57                         | Belgaum                    | 6           | 0               | -                  | 6         | 0                      | - 5             |
| 58                         | Tuticorin                  | 0           | 0               | -                  | 0         | 47                     |                 |
| 59                         | Kanpur(chakeri)            | 31          | 13              | 138.5              | 123       | 153                    | -19.6           |
| 60                         | Rajkot                     | 31          | 3               | 933.3              | 73        | 35                     | 108.6           |
| 61<br>62                   | Jharsuguda<br>Dimapur      | 8<br>38     | 12<br>38        | -33.3<br>0.0       | 49<br>255 | 75<br>372              | -34.7           |
| 63                         | Jaisalmer                  | 0           | 0               | 0.0                | 233       | 0                      | -31             |
| 64                         | Juhu                       | 17          | 22              | -22.7              | 145       | 362                    | -59.9           |
| 65                         | Guggal(kangra)             | 0           | 0               | -                  | 0         | 0                      |                 |
| 66                         | Mysore                     | 0           | 0               | -                  | 0         | 0                      |                 |
| 67                         | Jorhat                     | 1           | 0               | -                  | 24        | 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                      | - 3             |
| 72                         | Kandla                     | 0           | 0               | -                  | 0         | 0                      |                 |
| 73                         | Porbandar                  | 0           | 0               |                    | 0         | 0                      |                 |
| 74                         | Jamnagar                   | 0           | 0               |                    | 0         | 0                      | - 1             |
| 75<br>76                   | Pondicherry                | .0          | 0               |                    | - 0       | 0                      |                 |
| /0                         | Adampur<br>(Jalandhar)     | 0           | 0               | 90                 | 0         | 0                      |                 |
| 77                         | Bikaner                    | 0           | 0               | -                  | 0         | 0                      | -               |
| 78                         | Bhavnagar                  | 0           | 0               | -                  | 0         | 0                      |                 |
| 79                         | Agatti                     | 5           | 7               | -28.6              | 6         | 76                     | -92.            |
| 80                         | Khajuraho                  | 0           | 0               | 20.0               | 0         | 0                      | 740             |
| 81                         | Salem                      | 0           | 0               |                    | 0         | 0                      |                 |
| 82                         | Bhuj                       | 0           | 0               |                    | 0         | 0                      |                 |
| 83                         | Barapani                   | 5.0         | 100             |                    | 200.0     | 00                     |                 |
|                            | (shillong)                 | 0           | 0               |                    | 0         | 0                      | 9               |
| 84                         | Pathankot                  | 0           | 0               |                    | 0         | 0                      |                 |
| 85                         | Diu                        | 0           | 0               | - 2                | - 0       | 0                      |                 |
| 86                         | Bhuntar                    | 0           | 0               |                    | 0         | 0                      | - 1             |
| 87                         | Bhatinda                   | 0           | 0               |                    | 0         | 0                      |                 |
| 88                         | Lakhimpur<br>(lilabari)    | 0           | 0               |                    |           | 0                      |                 |
| 89                         | Agra                       | 0           | 0               | -                  | 0         | 0                      |                 |
| 90                         | Ludhiana                   | 0           | 0               | -                  | 0         | 0                      |                 |
| 91                         | Jalgaon                    | 0           | 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                      | - 5             |
| E) 5                       | 8 Domestic Airports        | 3014        | 1724            | 74.8               | 22010     | 28380                  | -22.            |
| (F)                        | 12 St.Govt. / Pvt          | Airports    |                 |                    |           |                        |                 |
| 98                         | Lengpui(aizwal)            | 22          | 24              | -8.3               | 364       | 413                    | -11.9           |
| 99                         | Durgapur                   | 0           | 0               | -0.5               | 0         | 0                      |                 |
|                            | Nanded                     | 0           | 0               | -                  | 0         | 0                      |                 |
| 01                         | Nasik(Hal ozar)            | 26          | 0               | -                  | 101       | 7                      | -               |
| 02                         | Vijayanagar<br>Pithoragarh | 0           | 0               |                    | 0         | 0                      | -               |
|                            | Mundra                     | 0           | 0               | -                  | 0         | 0                      |                 |
|                            | Jagdalpur                  | 0           | 0               | -                  | 0         | 0                      |                 |
| 06                         | Hisar                      | 0           | 0               | - 2                | 0         | 0                      |                 |
|                            | Pasighat                   | ő           | 0               | -                  | 0         | 0                      |                 |
| 107                        | Bangalore(Hal)             | 0           | 0               | -                  | 0         | 0                      |                 |
| 107                        | 173.1                      |             |                 |                    | 0         | 0                      |                 |
| 07<br>108<br>109           | Bidar                      | 48          |                 | 100.0              | 465       | 420                    | 10              |
| 107<br>108<br>109<br>(F) 1 | 2 St.Govt. / Pvt Airports  | 48          | 24              | 100.0              | 465       | 420                    | 10.             |
| 107<br>108<br>109<br>F) I  |                            | 48<br>0     |                 | 100.0              | 465<br>0  | 420<br>0               | 10.             |

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

(\*) TENTATIVE

(IN '000 TONNES)

| PORT         TRAPEIC         POLI, Other         Iran         Freillors         Conditions         Conditions         Other         TOTAL         First         Freillors         Conditions         Other         Total         First         First         ACAINST         A                                |                              |                                          |                                   |         |                  |       |          |      |                       |         |       |                | (1)   | (CTATALON AND AND AND AND AND AND AND AND AND AN |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------------------|-----------------------------------|---------|------------------|-------|----------|------|-----------------------|---------|-------|----------------|-------|--------------------------------------------------|
| PERIOD         (Crude, Liquids)         Incl.         FINA         Thermal         Coking         Tomas         Tells         Misc.           LNG)         LNG         1.0         2.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PORT                         | TRAFFIC                                  | P.O.L.                            | Other   | Iron Ore         | Ferti | izers    | Co   | _                     | Contai  | ners  | Other          | TOTAL | % VAR.                                           |
| TRF APRIL, 2020         16         17         -         24         -         -         24         -         -         56         751         49         308         1172           TRF APRIL, 2020         10         18         -         17         -         -         201         609         36         154         1009           TRF APRIL, 2020         556         274         442         -         18         -         131         296         15         574         3699           TRF APRIL, 2021         566         294         442         24         18         0         164         8         25         273           TRF APRIL, 2021         356         274         41         18         0         136         173         44         18         0         136         173         44         18         0         136         14         186         136         424         243         186         164         8         25         273         110         25         243         186         186         186         186         180         110         374         110         374         187         187         374         187                                                                                                                                                                                                            |                              | PERIOD                                   | (Crude,<br>Prod.,<br>LPG/<br>LNG) | Liquids | Incl.<br>Pellets | FIN.  | RAW      |      | Coking<br>&<br>Others | Tonnage | TEUS  | Misc.<br>Cargo |       | AGAINST<br>2020-21                               |
| TRR APRIL, 2021         16         17         -         24         -         -         5         75         49         30         1123           TRR APRIL, 2020         556         402         42         -         18         -         -         131         609         36         154         100           TRR APRIL, 2020         556         274         42         -         18         -         141         8         -         131         609         36         159         15         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150                                                                                                                                                                                             | COLKATA                      | 70 00 00 00 00 00 00 00 00 00 00 00 00 0 | 1000                              | 100     |                  | 1 8   |          |      |                       |         | 10000 |                | 2000  |                                                  |
| TRE ARRIL, 2020         10         18          17         -         201         609         36         154         1009           TRE ARRIL, 2020         556         492         442         -         18         -         104         8         574         369           TRE ARRIL, 2020         556         242         442         -         18         -         1371         664         8         2573         369           TRE ARRIL, 2020         556         292         24         18         243         1047         64         882         4871           TRE ARRIL, 2020         366         292         25         17         3         2406         1961         7         11         984         110         3         11         199         426         458         601         37         1014         850         110         199         426         458         601         37         1014         850         11         17         18         424         48         469         37         11         18         48         424         48         601         37         1014         86         23         38         48                                                                                                                                                                                                                     | Colkata Dock Svetem          | TRF APRIL, 2021                          | 16                                | 17      |                  | 24    | ×        | *    | 26                    | 751     | 49    | 308            | 1172  |                                                  |
| TRF APRII, 2021         656         402         442         -         18         -         1311         296         15         54         3699           TRF APRII, 2020         556         274         49         -         18         2-43         886         164         8         252         2732           TRF APRII, 2020         566         292         26         17         8         2-43         1037         773         44         779         3741           TRF APRII, 2020         2647         18         2536         -         314         2406         1591         25         1         793         11207           TRF APRII, 2020         1580         145         186         19         37         144         779         3741           TRF APRII, 2020         1580         141         809         130         38         44         86         37         1014         856           TRF APRII, 2021         1386         141         809         130         34         44         779         3741           TRF APRII, 2021         350         16         -         -         -         -         -         -         -                                                                                                                                                                                                                 | Volkala Lyon System          | TRF APRIL, 2020                          | 10                                | 18      |                  | 17    | *        |      | 201                   | 609     | 36    | 154            | 1009  | 16.15                                            |
| TRFAPRIL, 2020         \$56         274         26         -         8         243         836         164         8         625         272           TRFAPRIL, 2020         566         249         442         24         18         0         1367         1047         64         887         4871           TRFAPRIL, 2020         366         292         2536         -         344         2406         1591         73         44         793         341           TRFAPRIL, 2020         2047         87         1740         -         362         2721         986         7         1         614         8564           TRFAPRIL, 2020         1630         182         1740         -         362         2721         986         7         1         614         8564           TRFAPRIL, 2020         1630         14         809         130         58         342         63         17         86         203           TRFAPRIL, 2021         1002         81         -         -         -         -         1783         14         67         37         104         869           TRFAPRIL, 2021         1002         81         - <td>Toldia Doob Complay</td> <td>TRF APRIL, 2021</td> <td>959</td> <td>402</td> <td>442</td> <td></td> <td>18</td> <td>4</td> <td>1311</td> <td>296</td> <td>15</td> <td>574</td> <td>3699</td> <td>1000</td> | Toldia Doob Complay          | TRF APRIL, 2021                          | 959                               | 402     | 442              |       | 18       | 4    | 1311                  | 296     | 15    | 574            | 3699  | 1000                                             |
| TRF APRIL, 2021         672         419         442         24         18         0         1367         1047         64         882         4871           TRF APRIL, 2020         566         292         226         17         8         243         1037         773         44         779         341           TRF APRIL, 2020         2047         82         136         126         186         16         864         87         1614         869         37         191         173         1104         550         170         173         1104         550         170         173         1104         550         170         174         570         174         570         174         570         174         570         174         570         174         570         174         570         178         470         87         470         87         174         570         178         470         87         470         87         470         87         470         87         470         87         470         87         470         87         470         87         470         87         470         470         470         470         470                                                                                                                                                                                      | latella Lock Complex         | TRF APRIL, 2020                          | 556                               | 274     | 26               | 9     | 8        | 243  | 836                   | 164     | 00    | 625            | 2732  | 35.40                                            |
| TRF APRIL, 2020         566         292         26         17         8         243         1037         773         44         779         3741           TRF APRIL, 2020         2346         182         2536         -         314         2406         1591         25         1         793         11207           TRF APRIL, 2020         2047         187         136         48         38         542         603         35         781         5099           TRF APRIL, 2020         1580         141         809         130         58         38         542         630         35         781         5099           TRF APRIL, 2020         1580         141         809         130         58         38         542         630         35         781         5099           TRF APRIL, 2020         1580         141         809         130         58         542         630         35         78         368           TRF APRIL, 2021         350         6         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         <                                                                                                                                                                                                          | OTAL: KOLKATA                | TRF APRIL, 2021                          | 672                               | 419     | 442              | 24    | 18       | 0    | 1367                  | 1047    | 64    | 882            | 4871  | 30.75                                            |
| TRF APRIL, 2021         3360         182         2536         -         314         2406         1591         25         1         793         11207           TRF APRIL, 2020         2047         87         1740         -         362         2721         986         7         1         614         8564           TRF APRIL, 2020         1580         141         809         130         426         678         671         37         104         859           TRF APRIL, 2020         350         6         -         -         -         -         1783         124         693         36         195         3909           TRF APRIL, 2020         350         6         -         -         -         -         -         -         2639         17         86         2083           TRF APRIL, 2020         690         101         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td></td> <td>TRF APRIL, 2020</td> <td>999</td> <td>292</td> <td>26</td> <td>17</td> <td>8</td> <td>243</td> <td>1037</td> <td>773</td> <td>44</td> <td>779</td> <td>3741</td> <td>30.21</td>                              |                              | TRF APRIL, 2020                          | 999                               | 292     | 26               | 17    | 8        | 243  | 1037                  | 773     | 44    | 779            | 3741  | 30.21                                            |
| TRFAPRIL, 2020         2047         87         1740         - 362         2721         986         7         1         614         8564           TRFAPRIL, 2021         1282         145         1386         119         139         426         458         601         37         1014         5570           TRFAPRIL, 2021         1380         141         809         130         58         36         36         36         36         36         36         36         30         37         1014         5570           TRFAPRIL, 2021         350         690         101         -         -         -         1321         12         36         13         36         30         31         36         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30         30                                                                                                                                                                                                        | ARADIP                       | TRF APRIL, 2021                          | 3360                              | 182     | 2536             | 1     | 314      | 2406 | 1591                  | 25      | 1     | 793            | 11207 | Section 2                                        |
| TRF APRIL, 2021         1282         145         136         119         426         456         661         37         101         5570           TRF APRIL, 2020         1580         141         809         136         58         338         542         630         35         71         509           TRF APRIL, 2021         353         6         -         -         -         -         1783         17         86         2083           TRF APRIL, 2021         6090         101         -         -         -         -         -         1321         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -                                                                                                                                                                                                                                          |                              | TRF APRIL, 2020                          | 2047                              | 87      | 1740             | 3     | 362      | 2721 | 986                   | 7       | 1     | 614            | 8564  | 30.86                                            |
| TRF APRIL, 2020         1580         141         809         130         58         338         542         653         35         781         5009           TRF APRIL, 2021         333         10         -         -         -         1783         124         693         36         195         3198           TRF APRIL, 2020         350         6         -         -         -         -         -         -         -         -         -         196         319         3198           TRF APRIL, 2021         1002         81         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         <                                                                                                                                                                                                                                        | ISAKHAPATNAM                 | TRF APRIL, 2021                          | 1282                              | 145     | 1386             | 119   | 139      | 426  | 458                   | 109     | 37    | 1014           | 5570  |                                                  |
| TRF APRIL, 2021         393         10         -         -         1783         124         693         36         195         3198           TRF APRIL, 2020         350         6         -         -         1321         -         320         17         86         2083           TRF APRIL, 2021         1002         81         -         -         -         -         -         -         2039         137         154         3910           TRF APRIL, 2020         690         101         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -<                                                                                                                                                                                                                                            |                              | TRF APRIL, 2020                          | 1580                              | 141     | 800              | 130   | 28       | 338  | 542                   | 630     | 35    | 781            | 5009  | 11.20                                            |
| TRF APRIL, 2020         350         6         -         -         -         -         1321         -         320         17         86         2083           TRF APRIL, 2021         1002         81         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td>AMARAJAR(ENNORE)</td> <td>TRF APRIL, 2021</td> <td>393</td> <td>10</td> <td></td> <td>()</td> <td>ji)<br/>L</td> <td>1783</td> <td>124</td> <td>693</td> <td>36</td> <td>195</td> <td>3198</td> <td></td>                                      | AMARAJAR(ENNORE)             | TRF APRIL, 2021                          | 393                               | 10      |                  | ()    | ji)<br>L | 1783 | 124                   | 693     | 36    | 195            | 3198  |                                                  |
| TRF APRIL, 2021         1002         81         -         -         34         -         -         2639         137         154         3910           TRF APRIL, 2020         690         101         -         -         -         -         -         144         664         516         1483         76         351         2441           TRF APRIL, 2020         22         73         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -                                                                                                                                                                                                                                                   |                              | TRF APRIL, 2020                          | 350                               | 9       | 7.               | ()    | 20       | 1321 |                       | 320     | 17    | 98             | 2083  | 53.53                                            |
| TRF APRIL, 2020         690         101         -         -         -         -         -         1363         71         287         2441           TRF APRIL, 2021         51         54         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <td>HENNAI</td> <td>TRF APRIL, 2021</td> <td>1002</td> <td>81</td> <td>2</td> <td>()</td> <td>34</td> <td>,</td> <td>•</td> <td>2639</td> <td>137</td> <td>154</td> <td>3910</td> <td></td>                                                              | HENNAI                       | TRF APRIL, 2021                          | 1002                              | 81      | 2                | ()    | 34       | ,    | •                     | 2639    | 137   | 154            | 3910  |                                                  |
| TRF APRIL, 2021 51 54 - 144 664 516 1483 76 351 3263  TRF APRIL, 2020 22 73 - 56 - 588 517 750 38 297 2297  TRF APRIL, 2021 1546 57 788 56 200 2591  TRF APRIL, 2021 1496 205 395 12 52 470 87 215 14 109 3225  TRF APRIL, 2021 248 112 223 46 5 77 109 82 4 103 3225  TRF APRIL, 2021 250 38 35 1199 152 294 45 3 339 2363  TRF APRIL, 2021 280 88 231 10 37 252 231 16 24 45 338 8674  TRF APRIL, 2021 281 224 536 39 17 26 284 467  TRF APRIL, 2021 281 224 368  8674  TRF APRIL, 2021 281 224 368  8674  TRF APRIL, 2021 281 224 3689  TRF APRIL, 2021 281 284 3323 379 470 7842 4282 8306 342 5038 47506  TRF APRIL, 2021 4596 6530 390 701 8519 4726 14103 942 6840 61528  TRF APRIL, 2021 651 259 6530 390 4015 863 10.37 8.03 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                              | TRF APRIL, 2020                          | 069                               | 101     |                  |       | 1        | •    |                       | 1363    | 71    | 287            | 2441  | 81.09                                            |
| TRF APRIL, 2020         22         73         -         50         -         588         517         750         38         297         2297           TRF APRIL, 2021         1546         57         -         -         -         -         -         -         411         26         7         1874           TRF APRIL, 2020         1432         24         -         -         -         -         411         26         7         1874           TRF APRIL, 2021         1496         205         395         12         52         470         87         215         14         169         3101           TRF APRIL, 2020         2468         112         22         470         87         24         45         3         325           TRF APRIL, 2021         270         183         572         -         -         162         54         45         3         356         2363           TRF APRIL, 2021         280         86         231         10         37         252         231         16         2         40         4088           TRF APRIL, 2021         445         121         -         -         -         - </td <td>O.CHIDAMBARANAR</td> <td>TRF APRIL, 2021</td> <td>51</td> <td>54</td> <td></td> <td>0</td> <td>144</td> <td>664</td> <td>516</td> <td>1483</td> <td>26</td> <td>351</td> <td>3263</td> <td></td>              | O.CHIDAMBARANAR              | TRF APRIL, 2021                          | 51                                | 54      |                  | 0     | 144      | 664  | 516                   | 1483    | 26    | 351            | 3263  |                                                  |
| TRF APRIL, 2021         1546         57         -         -         -         -         -         -         411         26         200         2591           TRF APRIL, 2020         1432         24         -         -         -         -         -         411         26         7         1874           TRF APRIL, 2020         1432         205         395         12         52         470         87         215         14         169         3101           TRF APRIL, 2020         2468         112         223         46         5         77         109         82         4         103         3225           TRF APRIL, 2020         2468         112         223         46         5         77         109         82         4         103         3253           TRF APRIL, 2020         2805         86         231         10         37         252         231         16         2         408           TRF APRIL, 2020         164         121         -         -         -         -         518         467         408           TRF APRIL, 2021         281         224         -         -         -         -                                                                                                                                                                                                                      |                              | TRF APRIL, 2020                          | 22                                | 73      |                  | 50    |          | 588  | 517                   | 750     | 38    | 297            | 2297  | 42.05                                            |
| TRF APRIL, 2020         1432         24         -         -         -         -         -         411         26         7         1874           TRF APRIL, 2021         1496         205         395         12         52         470         87         215         14         169         3101           TRF APRIL, 2020         2468         112         223         46         5         77         109         82         4         103         3225           TRF APRIL, 2020         2468         112         2         -         -         162         544         45         3         339         2363           TRF APRIL, 2021         2         -         -         162         574         45         1         267         1557           TRF APRIL, 2021         2805         86         231         10         37         252         231         16         2         40         408           TRF APRIL, 2020         164         121         -         -         -         -         -         5718         468         102         635           TRF APRIL, 2021         4596         704         -         -         -                                                                                                                                                                                                                               | OCHIN                        | TRF APRIL, 2021                          | 1546                              | 57      |                  | ()1   | 90       |      |                       | 788     | 99    | 200            | 2591  |                                                  |
| TRF APRIL, 2021 1496 205 395 12 52 470 87 215 14 169 3101  TRF APRIL, 2020 2468 112 223 46 5 77 109 82 4 103 3225  TRF APRIL, 2020 21 39 35 1199 - 162 534 45 3 339 2363  TRF APRIL, 2021 2702 183 572 - 536 39 17 2 628 4677  TRF APRIL, 2021 2805 86 231 10 37 252 231 16 2 420 4088  TRF APRIL, 2021 2805 86 231 10 37 252 231 16 2 420 4088  TRF APRIL, 2021 2805 86 231 10 37 252 231 16 2 420 4088  TRF APRIL, 2021 4596 704 - 235 - 2072 - 3659 284 9 3953  TRF APRIL, 2021 17420 2299 6530 390 701 8519 4726 14103 942 6840 61528  TRF APRIL, 2020 16324 1542 3323 379 470 7842 8306 542 5038 47506  TRF APRIL, 2020 16324 1542 230 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              | TRF APRIL, 2020                          | 1432                              | 24      |                  | 94    | Si.      | 3)   |                       | 411     | 26    | 7              | 1874  | 38.26                                            |
| TRF APRIL, 2020         2468         112         223         46         5         77         109         82         4         103         3225           TRF APRIL, 2021         39         35         1199         -         -         162         544         45         3         339         2363           TRF APRIL, 2020         21         -         294         -         -         132         819         24         1         267         1557           TRF APRIL, 2020         2805         86         231         10         37         252         231         16         37         252         231         16         240         4677         188         4677         188         188         4677         188         4677         188         4677         188         4677         188         4677         188         186         193         24         18         252         240         4088         102         6325         18         188         4677         188         1864         18         188         1864         18         18         18         18         18         18         18         18         18         18         18                                                                                                                                                                                                  | EW MANGALORE                 | TRF APRIL, 2021                          | 1496                              | 205     | 395              | 12    | 52       | 470  | 87                    | 215     | 14    | 169            | 3101  |                                                  |
| TRF APRIL, 2021         39         35         1199         -         -         162         544         45         3         339         2363           TRF APRIL, 2020         21         -         294         -         -         132         819         24         1         267         1557           TRF APRIL, 2020         2805         86         231         10         37         252         231         16         2         408         4677           TRF APRIL, 2020         2805         86         231         10         37         252         231         16         2         420         4088           TRF APRIL, 2020         164         121         -         -         -         -         -         3659         284         9         3953           TRF APRIL, 2020         4179         499         -         126         -         -         271         41         138         8674           TRF APRIL, 2020         1634         1542         3323         379         470         7842         4282         8306         542         5038         47506           TRF APRIL, 2020         1634         1634         96.51                                                                                                                                                                                                               |                              | TRF APRIL, 2020                          | 2468                              | 112     | 223              | 46    | 5        | 77   | 109                   | 82      | 4     | 103            | 3225  | -3.84                                            |
| TRF APRIL, 2020         21         -         294         -         -         132         819         24         1         267         1557           TRF APRIL, 2021         2702         183         572         -         -         536         39         17         2         628         4677           TRF APRIL, 2020         2805         86         231         10         37         252         231         16         2         420         4088           TRF APRIL, 2020         164         121         -         -         -         -         5718         468         102         6325           TRF APRIL, 2020         164         121         -         -         -         -         -         -         -         3953         48         5013         10452           TRF APRIL, 2020         4179         499         -         126         -         2170         41         271         19         1388         8674           TRF APRIL, 2021         17420         2299         6530         390         701         8519         4726         14103         942         6840         61528           TRF APRIL, 2020         16324                                                                                                                                                                                                              | IORMUGAO                     | TRF APRIL, 2021                          | 39                                | 35      | 1199             | 70.3  |          | 162  | 544                   | 45      | 33    | 339            | 2363  |                                                  |
| TRF APRIL, 2021 2702 183 572 - 536 39 17 2 628 4677 TRF APRIL, 2020 2805 86 231 10 37 252 231 16 2 420 4088 TRF APRIL, 2020 164 121 - 675 676 678 679 TRF APRIL, 2020 4179 499 - 126 - 2170 4170 41 271 19 1388 8674 TRF APRIL, 2021 17420 2299 6530 390 701 8519 4726 14103 942 6840 61528 TRF APRIL, 2020 16324 1542 3323 379 470 7842 4282 8306 542 5038 47506 TRF APRIL, 2020 6571 69.79 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                              | TRF APRIL, 2020                          | 21                                | (6)     | 294              |       | -        | 132  | 819                   | 24      | 1     | 267            | 1557  | 51.77                                            |
| TRF APRIL, 2020         2805         86         231         10         37         252         231         16         2         420         4088           TRF APRIL, 2021         281         224         -         -         -         -         5718         468         102         6325           TRF APRIL, 2020         164         121         -         -         -         -         3659         284         9         3953           TRF APRIL, 2020         4179         499         -         126         -         2170         41         271         19         1388         8674           TRF APRIL, 2020         17420         2299         6530         390         701         8519         4726         14103         942         6840         61528           TRF APRIL, 2020         16324         1542         3323         379         470         7842         4282         8306         542         6840         61528           A9.09         96.51         2.90         49.15         8.63         10.37         69.79         73.80         35.77         29.52                                                                                                                                                                                                                                                                                | IUMBAI                       | TRF APRIL, 2021                          | 2702                              | 183     | 572              | 1     | 0        | 536  | 39                    | 17      | 2     | 628            | 4677  |                                                  |
| TRF APRIL, 2021 281 224 5718 468 102 6325  TRF APRIL, 2020 164 121 3659 284 9 3953  TRF APRIL, 2021 4596 704 - 235 - 2170 41 271 19 1388 8674  TRF APRIL, 2020 17420 2299 6530 390 701 8519 4726 14103 942 6840 61528  TRF APRIL, 2020 16324 1542 3323 379 470 7842 4282 8306 542 5038 47506  6.71 49.09 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              | TRF APRIL, 2020                          | 2805                              | 86      | 231              | 10    | 37       | 252  | 231                   | 16      | 2     | 420            | 4088  | 14.41                                            |
| TRF APRIL, 2020 164 121 3659 284 9 3953 784 704 - 235 - 2072 - 832 48 2013 10452 704 499 - 126 - 2170 41 271 19 1388 8674 787 TRF APRIL, 2020 16324 1542 3323 379 470 7842 4282 8306 542 5038 47506 701 86.71 40.09 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N.P.T.                       | TRF APRIL, 2021                          | 281                               | 224     | *                | (0)   | 100      | C    | *                     | 5718    | 468   | 102            | 6325  |                                                  |
| TRF APRIL, 2021 4596 704 - 235 - 2072 - 832 48 2013 10452  TRF APRIL, 2020 4179 499 - 126 - 2170 41 271 19 1388 8674  TRF APRIL, 2020 16324 1542 3323 379 470 7842 4282 8306 542 5038 47506  G.71 49.09 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              | TRF APRIL, 2020                          | 164                               | 121     |                  | 10    | Ó        | -    | -0                    | 3659    | 200   | 6              | 3953  | 10.09                                            |
| TRF APRIL, 2020 4179 499 - 126 - 2170 41 271 19 1388 8674 8674 TRF APRIL, 2021 17420 2299 6530 390 701 8519 4726 14103 942 6840 61528 7787 7842 7820 8306 542 5038 47506 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 7821 785 785 785 785 785 785 785 785 785 785                                                                                                                                                                                                                                                                                                                                 | EENDAYAL                     | TRF APRIL, 2021                          | 4596                              | 704     | 53               | 235   | ()       | 2072 |                       | 832     | 48    | 2013           | 10452 |                                                  |
| TRF APRIL, 2021 17420 2299 6530 390 701 8519 4726 14103 942 6840 61528                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                              | TRF APRIL, 2020                          | 4179                              | 499     |                  | 126   |          | 2170 | 41                    | 271     | 19    | 1388           | 8674  | 20.50                                            |
| TRF APRIL, 2020 16324 1542 3323 379 470 7842 4282 8306 542 5038 47506 6.71 49.09 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77 29.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | LL PORTS                     | TRF APRIL, 2021                          | 17420                             | 2299    | 6530             | 390   | 701      | 8519 | 4726                  | 14103   | 1     | 6840           | 61528 |                                                  |
| 6.71 49.09 96.51 2.90 49.15 8.63 10.37 69.79 73.80 35.77                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                              | TRF APRIL, 2020                          | 16324                             | 1542    | 3323             | 379   | 470      | 7842 | 4282                  | 8306    |       | 5038           | 47506 | 29.52                                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Variation from previous year | ar                                       | 6.71                              | 49.09   | 96.51            | 2.90  | 49.15    | 8.63 | 10.37                 | 62.69   |       | 35.77          | 29.52 |                                                  |

Source: LP.A.

# The Marathon Man



Mr. Shantanu Bhadkamkar MD, ATC Global Logistics

Mr. Shantanu Bhadkamkar is a second generation owner of ATC, which was founded over six decades back. In a business where transactional solutions are required by clients and Logistics Service Providers; ATC is unique. It is one of the few organisations which is not keen on transactional gains, but looks for long term relationship with clients. It is creditable that they are still associated with many clients, from their inception.

Many years back at a conference, Shantanu was asked his opinion about best practices in logistics, he clearly stated that there is no such thing, as we have to offer special, innovative solutions, to suit each client's requirements. That, in a nutshell, speaks volumes for the ATC way of doing things. Shantanu is currently the President of AMTOI. He was formerly the Chairman of FFFAI and the Immediate Past President of IFCBA at the World level.

#### Questionnaire

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

ATC was founded in 1957 (64 years back) by Shri Shriram Moreshwar Bhadkamkar, my father and also my inspiration.

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

While we are in EXIM Logistics, since the founding of the company and now in 2021, the industry has undergone a considerable transformation. The business model is, therefore, cast with a customer-driven organisation approach. We now have a pan-India presence with over 20 offices all over the country, and employ over 400 people.

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

Technology is a critical enabler of business. Contrary to popular belief, EXIM Logistics Sector is one of the earliest assimilators of technology. While some customers had computers much before the government began computerization in the mid-1980s, we were ahead of customers in adopting email communication even in the preinternet era. We had a web-based track and trace platform before customers asked for it. Some examples of recent initiatives are:

Digital marketing, video conference sales calls and customer meets have enabled us to execute these functions at a fraction of the cost. In fact, digital marketing helped us leverage paperless commerce. We have also improved per person productivity. This, coupled with digital productivity tools and its integration with performance management and HR functions, have built better visibility, transparency and peer pressure for performance.

We had adopted Work from Home for some people two years ahead of the lockdown. This included those in customer service and documentation.

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

We service about 1650 customers, half of whom have been with us for over 25 years; 90% have been with us for over 10 years; some have been with us since our inception.

(5) What are the special services

#### offered by you?

We aim for long term retention of the customer and endeavour to be their sole service provider; for all the services in our business segment / on all-India basis / by all modes of transport / for imports / exports from / to all geographies / offering service on door to door basis with regulatory compliance.

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

The possibilities of the new decade are endless and disruption is inevitable. We will witness big winners, big losers and above all, emergence of new players with entirely new products and newer business models.

# (7) How do you cope up with the destabilizing effect of the current Covid-19 pandemic?

The Covid-19 pandemic is a Black Swan Event, but it is even more, a Black Swan Reaction, a Global Reaction, first of its kind. The pandemic has led to many new things, but the more significant impact is in accelerating the existing transformation.

Apart from the initial challenge of commuting the people and organising accommodation & food for those required to stay close to the office or operational area, we had to deal with the shortage of trucks and more importantly, driver shortage. Here I must give credit to our transport contractors who did not take adverse advantage of the situation. For this, the truckers & drivers deserve recognition beyond lip service.

Humankind has seen worse adversity in the past; luckily, we had a very long period of lesser and milder crises, including pandemic were milder in the recent past. Friedrich Nietzsche, the German philosopher, famously said: "That which does not kill us makes us stronger."

We will bounce back, stronger and more resilient, and above all, better prepared for the next crisis.

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

X -

# One Organization Multiple Solutions

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





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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#### **OUR STRENGTH**

- 750+ branch offices More than 2500+ Destinations across the country
- A fleet size of over 5000+ vehicles Over 20 million sq. Ft. of warehousing & storage space
- State of the art office automation and communication system
   Realtime online tracking & tracing facility of shipments
   Delivering to 19000 pin codes.

#### SERVICE OFFERED

- Integrated 3pl solutions Multimodal logistics solutions Online vehicle tracking
  - Warehouse management Customised logistics solutions