## aitiwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

## <u>Parivahan Pragati</u>

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



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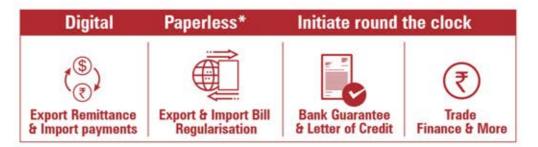
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EDITOR-IN-CHIEF: S. N. Arya

EDITOR: Ashok Gupta

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## PAIN POINTS FOR ROAD TRANSPORTERS IN INDIA

An oft repeated quote of President Kennedy, stated: "America does not have good roads because it is rich. It is rich because it has good roads"

Ever since our Independence, the quantity, quality and maintenance of our roads have been the subject of much debate. However, road projects have been announced with much fanfare and the foundation stone / plaque / sign installed with lot of publicity for the politician (who else) involved. Subsequently, the zeal dips and things return to normal, which meant that more often than not there was no further action in this regard. Come next election and the project promises are repeated, to garner votes of the naïve and forgetful. The analysis of this behaviour pointed to fact that since the government (Govt.) had a fixed tenure of five years and inadequate budgets, any project taken up had a conventional built-in time limit for completion to enable credit for the work to be claimed in time to benefit them from the next election process. It must also be put on record the Indian public's apathy to help repair and maintain the road building



Highway map of India with the Golden Quadrilateral (shown in blue)

process, in the form of toll tax is resisted vehemently. However, these are times to think out of the box and the best suggestion, to my mind, was proposed to the Govt. by our Chairman, a couple of years back, asking them to scrap toll tax for the average citizen, which only slowed down traffic flow and to ensure that commercial traffic moves unhindered. He also said that the comparatively small percentage lost from citizens could be made up from the transport sector.

Obviously, nobody at the apex planning level understood the significance of developing roads and speeding up traffic in the economic development of our country. The first Govt. in recent memory which grasped this concept to an extent, was Mr. Vajpayee's, who gave the green signal for developing the Golden Quadrilateral, which would improve the highways connecting all our Metros.

The resultant improvement in logistics would also increase our Gross Domestic Product (GDP). Unfortunately, the tempo of this development work came down after exit of that Govt. The current dispensation has been spending time and money in building / expanding / re-aligning highways, but we are still a long way off.

Some problems encountered by road transporters are:

## Roads are inadequate in quantity & quality and poor in repair & maintenance:

Most roads are bad and inadequate in India compared to the population density. The roads are not well-maintained as there are no timely repairs. It causes discomfort and quick depreciation of vehicles.

## 2. Heavy Taxes:

Road Tax burden per motor vehicle in India is Rs. 3500 while in USA it is Rs. 860 and in Britain it is Rs. 470. \*The tabulation at the end of this compilation gives more details of the taxes burden imposed on transporters.

## 3. Rising Prices of Petrol/Diesel:

Due to high prices of petroleum



S. N. Arya
Editor-in-chief and Patron, AITWA

products and diesel, operational costs of road transport are rising and making the mode of transport more costly and unviable.

## 4. No Economy of scale applied by majority of transporters:

According to 'Road Transport Reorganization Committee', 90 per cent of the operators are small, owning five vehicles or less. Owing to this small number, satisfactory and efficient service being provided, is not cost-effective.

## 5. Undisciplined Driving and Accidents:

It is not fair to put the blame only on the govt. Most of the drivers on the roads are unskilled, untrained and quite a few also imbibe alcohol while driving, hence, serious road accidents are more frequent in India. One clear indication is a recent newspaper headline mentioning that 7.7 crore traffic challans representing an increase of four times in the past 23 months, since the amended Motor Vehicle Act came into force in 2019, compared to the corresponding period earlier.

## 6. Corruption:

This is institutionalised in our country. Toll Gates, Inspections, GST forms, etc. are all seen as opportunities by itching palms in the govt. You will hear howls of protest from their guardians, but what follows is authentic feedback from our members. Pay offs to transport police / transport employees is to the tune of approximately Rs. 96,000/=, per truck annually.

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Rurdon	of lavor	on Road	Transporters
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	Calculations of Govt. Taxes :- Per Year - Per vehical,	
	Concidering 10 Tyre BS VI vehicle, life 10 Year &	
5. No.	and running 80,000 kmt. Per Year	Per Year
	Fixed Taxes	
	10 Tyres BS VI Vechile with Body Cost. GST ON COST OF THE	
1	VEHICLE is 28% comes to Rs: 8,96,000 devide by 10 Years	89600
2	GST on Insurance	10000
3	Fitness	1000
4	National Permit N/P FEE	18500
5	Local Tax State ( 25000 for 5 Yrs )	5000
6	Token Tax	14000
7	Professional Tax - Rs 2500 per owner per year ( Average 5	500
ĺ	Average Per year Per Vehicle - TOTAL Fixed Taxes	1,38,600
	Variable Taxes	
	Maintaince Rs 10000/- P.M. yearly	
1	Rs: 120000/- GST ON Mentanance 18%	21,600
2	Toll Tax @ Rs: 4.50 Per km on Running 80,000. KMt Per Year	3,60,000
	GST On Tyre Expenses; Tyre running cost @ Rs:2.50 Per KMt on	
3	80,000Kmt running, comes Rs: 2,00,000/- per year @ GST 28%	56,000
	Taxes on deisel	
	running 80000 Kmt. average 4 KMt per Litter -20000 Litter Per	
4	Year	8,80,000
	Tax @ Rs; 1000/- Per GVW Per Month Rs: 25000*12= Rs: 3	
	Lacks Per Year	
	and 5 Trucks Yearly 15 Lacks, Exemption & Rebate 5 Lacks Tax	
5	on	40,000
		į.
	Total Variable Taxes	13,57,600
D	Total Tayes	14.06.004
Per	Truck Per Year Taxes Pays to the Government TOTAL TAXES	14,96,000

## Source: Feedback from AITWA and members & associates

### The Current Scenario

S. no.	Countries	Kms.	Highways Kms. (in 000's)
1.	USA	6853	260
2.	India	6216	151
3.	China	5198	161

Source: "The World Fact book" & and from public domain

It will be immediately noticed that over time (especially the last five years) India has caught up and added a large network of roads, though it is woefully inadequate for our size and population density, compared to economically well-off countries. This is clear indication that Mr. Gadkari's project is bearing fruit, but it must be realised that it is still a work in progress and will take time to complete.

The most important factor is the backdoor return of the Inspector Raj. These are like termites eating into our system. When corruption is so rampant in this sector, what is the poor

transporter to do? Grin and bear it, is not an option. More likely, try to recover the loss, for which sanctimonious humbug pundits will moralise. The Govt needs to take strong corrective action and not leave it to bureaucrats.

Moreover, the Govt. has to ensure transparency in its decision making process, especially in Diesel and Petrol pricing, which have serious impact on inflationary tendencies in our price indices.

## Let Us Fight Corruption On Highways!

## Mahendra Arya, National President, AITWA

o you know that seventy per cent of cargo in India is transported via road? Through it is the most effective mean to carry goods, trucks plying between states with freight cover on an average around 280-340 km in a day. This means more days on road and coverage much below the developed countries.

A study conducted by Marketing & Development Research Associates (MDRA) has revealed that around 37 per cent of trucks spend between 5 to 8 days per trip while on inter-state service, 26 per cent take more than 8 days to return to their originating point.

Road transport has a share of 4.66 per cent of the GDP and around 10 crore people are associated with the trucking operation business in India.

The sector which accounts for 10–20 per cent of the national budget comprises a large share of the economy. Corruption in the transport sector thus leads to major economic impacts. The MDRA study has estimated that trucks get delayed due to forced stoppages by authorities are dearly costing the national economy. The figure goes up to the extent of Rs. 1130.47 crore per year.

Even after the central government's strict orders, the on-route stoppages including those at checkpoints and entry-points take up to 11 hours in a day. About 60 per cent of these (forced) on road stoppages are exercised by concerned authorities

like RTO, Police, forest and excise, weighing and measuring department are for extorting money.

The loss in productivity due to these stoppages must be a concern for all, as the number of trips can go up by 40 per cent if forced delays are avoided. For instance, the travel time for a Delhi-

The loss in productivity due to these stoppages must be a concern for all, as the number of trips can go up by 40 per cent if forced delays are avoided

Mumbai trip can be reduced from 4-5 days per trip to nearly 3-4 days.

According to the World Bank, corruption in transport projects can account for as much as 5–20 per cent of transaction costs. Thus, corruption causes large scale diseconomies and their impacts are worse if the countries are poor.

If public funds are spent on investments for new infrastructure projects, while financial means for maintenance are not sufficient, large-scale diseconomies are generated. Road conditions depend on how well it is built and maintained. A high percentage of 'poor' condition of roads



may be the result of corruption.

The unorganized nature of the trucking operations (86 per cent consist of small entrepreneurs), also attributing towards corruption and assessment of industry's working style discloses how challenging corruption is as a task.

The Regional Transport Office (RTO) and Police, are the two key enforcement agencies, share in bribe money works out to be around 44 per cent and 41 per cent respectively, accounting for almost 85 per cent of the total bribe involved in the trucking operations.

Besides the MDRA report, there is this report which was observed by the Save LIFE foundation. According to this, the annual bribe amount in trucking operations came out to be around Rs 47,852.28 crore (\$6.7 billion). This is nearly as much as the amount the government spends on setting up infrastructure in Arunachal Pradesh over five years.

The mentioned survey was conducted in 10 cities among 1,217 truck drivers and 101 fleet owners (1,318 in all) during 2018 and it discovered that more than half of the Indian truckers have paid a bribe in the course of their work. And, nearly 45 per cent of fleet owners claimed that authorities ask for bribes directly or indirectly and almost 23 per cent suggested spending long hours while getting documentation done.

Nearly 40 per cent of truck drivers complained of harassment by that, the degree of harassment is

horrifying because right from the highway police to the regional transport office (RTO) official, everyone sees truck drivers 'as fair game for extortion."

Harassment at the hands of police and RTO staff are rated as a high irritant by almost three fourth of the truck drivers on the move. This in turn results in rash and negligent driving to make up for the time lost due to frequent stoppages. At

transport department, indifferent attitude of staff is one of the reasons for truck operators approaching middlemen or touts for getting their work done.

Truckers need to engage with different officials in various departments for several reasons -- vehicle registration, renewal of permits and fitness certificates and daily encounters with traffic or highway police. Therefore, end up having to bribe officials for various reasons, sometimes, out of fear of harassment and at other times to ensure speedy processing of papers for permits and licenses.

The report further suggested that up to 53 per cent of truckers reported physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress and loneliness, as reported in February 2020.

Constant sleep deprivation and tiredness are the causes of these symptoms, which also builds a strong case of road accidents. It may be news for many but road crashes claim more lives in India than any other place in the world. In 2018, the number was

police/road traffic officials. Not just over 1.5 lakh, out of which, over 15,000 victims were truck and lorry



It may be news for many but road crashes claim more lives in India than any other place in the world. In 2018, the number was over 1.5 lakh, out of which, over 15,000 victims were truck and lorry drivers. And, trucks and lorries were involved in over 57,000 crashes

drivers. And, trucks and lorries were involved in over 57,000 crashes.

84 per cent of truckers surveyed said they would not recommend this job to their family or a known. The reason being, drivers' live a very stressful and unfulfilling life. Not that they have to go through third-degree torture of police but also have no respectable

> position in society. It's not easy to live a life with this social stigma where people always look at you down upon.

> The bribe estimated by Save LIFE, Rs 47,852.28 crore, is twice the amount (Rs 22,048.20 crore) calculated by a Transparency International study in 2006-07.

> Most truckers said they had bribed highway police (67 per cent). RTO officials (44 per

cent) and bribed for 'no reason (41 per cent).' And if we add this amount with the other taxes and duties that a truck owner pays (from ex-showroom charges to national permit, maintenance charges to running expenses) the amount cumulatively comes around 13-14 lacs per truck per annum.

This suggests the goods transport industry spends a whopping thousand lakhs crore (around) annually, which is very hefty. So, when the industry pays so much of the amount, it also wants something in return. And, there is nothing wrong with it, isn't it?

Therefore, the government introspects and focuses on resolving the challenges that the transport sector is facing! Once freight operators' problems get resolved, the economy will flourish and the nation more progressive. The celebration of the 75th Independence Day will indeed be a real one if issues of the trucking industry get eradicated.

We are asking transporters to put up a strong resistance against corrupt practices. Lawyer On The Spot is an attempt by AITWA to fight corruption with the weapon of legal system.

- x -

## Call Them Industry's Backbone Or Not But Make Their Life Safe!

ne of the fastest-growing countries in the world, after China, India needs to maintain sustainable growth momentum to improve the overall standard of living and reduce poverty. And, the only way to achieve this is by developing quality infrastructure.

High transaction costs arising from inadequate and inefficient infrastructure can prevent the economy from maintaining the high growth rate and realizing its full growth potential in the medium and long term. The policymakers time and again have reiterated that by improving investment climate a world-class business environment can be created to drive growth.

Otherwise, the poor are directly or indirectly impacted in multiple ways. The Indian economy has been showing signs of overheating because of basic infrastructure constraints, both physical and human. There is a wide gap between the potential demand for infrastructure for high growth and the available supply (IIR, 2006). In this context, the government is also planning for huge investment in infrastructure along with private investors.

Investment climate surveys like doing business in India repeatedly show that the limited and poor quality of infrastructure facilities act as a major impediment to business growth in India. Besides, road accident is a major concern.

Road crashes claim more lives in India than any other place in the world. In 2018, the number was over 1.5 lakh, out of which, over 15,000 victims were truck and lorry drivers. And, trucks and lorries were involved in over 57,000 crashes.

More importantly, factors like overloading and load protrusion increase the exposure to risk for other road users. Despite being a serious traffic offence, the overloading of trucks has contributed to 12% of total road crash deaths.

Truck drivers form the backbone of the logistics sector. They are the most important stakeholder in ensuring smooth transportation of goods over long distances, yet remain vulnerable due to the fragmented and informal nature of the trucking industry. A study conducted by SaveLIFE Foundation reveals that more than half of the respondent truck drivers are dissatisfied with their profession.

84% of the respondents said they will not recommend trucking to their family members or relatives. Two-third of the drivers feel the profession is unattractive due to the lack of security and safety on the road. 53% of the drivers earn between INR 10,000 to INR 20,000 per month. Their living conditions are abysmal with no standardization in wages, lack of social security and incentives to complete a trip on time.

Most drivers do not own their vehicles. They often suffer from driver fatigue due to long working hours. On average, each driver drives for about 11.9 hours a day. In terms of average distance covered, a truck driver covers about 417 km daily. 49% of the respondent drivers said they drive vehicles even if they are feeling fatigued or sleepy. This is life-threatening.

Also, the study exposes that truck drivers suffer from various health issues like backaches, joint/muscle pain and gastrointestinal problems. 95% of respondents said they eat roadside Dhaba food. Overall, more than two-thirds (67.1%) of respondents truck drivers stated that they are overburdened with assignments, and thus resort to speeding to deliver their assignments on time.

In addition, exploitation and corruption by enforcement authorities clubbed with the poor condition of road infrastructure makes truck driving a challenging profession. One of the most important objectives of the study has been to quantify corruption in the trucking industry.

The study Rs.47,852.28 crore per year as the bribe amount in the trucking business at present. Is it fair 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. In addition, FIRs are not lodged in the first



S. D. Goyal
General Secretary, AITWA

place. It is beyond our imagination to understand why the case cannot be filed irrespective of the fact that it falls under which police station!

Drivers also want to lead a dignified, respected life but when they are looked down upon and had to go through the harassment of police and RTO officials even after sacrificing their family life, proper sleep, sanitation and quality food, they emotionally break down and start searching for other options as a profession.

Besides, 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.

Also, hoardings, kiosks and signage make driving prone to accidents, as these outdoor activities catch drivers' eyeballs instantly. These advertisement tools must be uprooted or placed at a safer distance for drivers.

Road indicators, helplines must also be placed, so that the commuters can see the road indicator and take help of the phone number in an emergency.

Restrooms and roadside amenities are a must as drivers can park their vehicle, take a fresh shower and go for a nap leaving vehicle and goods' worries behind.

The lives of drivers can be bettered if all these loopholes are eradicated from the trucking industry. More importantly, their lives would be safe!

X















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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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## We Pay Tax, How Can The Government Relax?

n increase in corruption by about one index point on the Corruption Perception Index reduces GDP growth by 0.13 percentage points and GDP per capita by USD 425. And, if the World Bank is to be believed then it suggests that corruption can reduce a country's growth rate by 0.5 to 1.0 percentage points per year.

So, there is no doubt, that corruption has detrimental consequences on the economic and social development of society. It deters investment and hinders growth and also spurs inequality and erodes macroeconomic and fiscal stability. Further, it reduces the impact of development assistance

and provides an incentive to exploit natural resources, further depleting our environmental assets.

As per a source, bribery has become a USD 1 trillion industry and the UN believes political corruption costs governments about USD 1.6 trillion every year. This means corrupt practices drain government coffers play havoc with free trade and scare away investors.

In India alone, the annual bribe amount in trucking operations stands at around \$6.7 billion (Rs 47,852.28 crore), nearly as much as the amount the government spent on setting up infrastructure in Northeastern state, Arunachal Pradesh, over five years, as per the study.



Pradeep Singal Chairman, AITWA

As per a survey conducted by the SaveLIFE foundation more than half of the Indian truckers have paid a bribe in the course of their work. They need to be engaged with different officials





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of various departments for many reasons, from vehicle registration to renewal of permits and fitness certificates.

Moreover, they are required to encounter officials from Regional Transport Office (RTO), traffic or highway police on daily basis. So, they end up having to bribe officials for various reasons, sometimes out of fear of harassment or anxiety about losing business, and at other times to ensure speedy processing of papers for in such a helpless situation, which is the second biggest reason for job dissatisfaction. The first being unsteady income. Overall, 48% of the surveyed truck drivers rated their working conditions as bad; only 15% said their working conditions were good.

Truck drivers who said they were satisfied with their professions cited the top three reasons for their remark as easy money (56%), the requirement of low educational qualification or

The survey further reveals that nearly 40% of truck drivers find themselves in such a helpless situation, which is the second biggest reason for job dissatisfaction. The first being unsteady income. Overall, 48% of the surveyed truck drivers rated their working conditions as bad; only 15% said their working conditions were good

all) during 2018 has much more to uncover. According to the report, 84% of truckers surveyed said they would not recommend this job to their family. This is due to their stress level and unfulfilling job satisfaction.

The top five reasons for job dissatisfaction were: long working hours (51.4%), no fixed salaries or standardisation of wages (38.3%), exploitation and corruption by enforcement authorities (37.1%), poor condition of road infrastructure (27.5%), and bad behaviour of the police (27.4%).

In addition, up to 53% of truckers reported physical and psychological



permits and licenses.

45% of fleet owners claimed that authorities ask for bribes sometimes directly or sometimes indirectly. Almost 23% of truckers echoed of having spent long hours in getting documentation done. Some hired middlemen to get their work done at RTOs.

The survey further reveals that nearly 40% of truck drivers find themselves

technical knowledge (48%) and freedom of work (44%). These drivers also suggested that low levels of education and lack of skills make it difficult for them to find alternative employment options. Hence, truck driving becomes an obvious choice.

The survey was conducted, by SaveLIFE Foundation, a Delhi-based NGO, in 10 cities among 1,217 truck drivers and 101 fleet owners (1,318 in

"The road to success and the road to failure are almost exactly the same."- Colin R. Davis

issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress and loneliness, as reported in February 2020.

All these symptoms are because of constant sleep deprivation and tiredness, which also builds a strong case of road accidents. Believe it or not, road crashes claim more lives in India than any other place in the world. In 2018, the number was over 1.5 lakh, out of which, over 15,000 victims were truck and lorry drivers. And, trucks and lorries were involved in over 57,000 crashes.

Further, most of the time,

drivers are stopped for not wearing their prescribed company uniforms. Driving for more than 12 hours in an extremely heated cabin is nearly impossible, which forces freight movers to drive in their underwear. To deal with the fatigue, bad working conditions and the lack of dignity and stress, many of them have turned to drug abuse and this, in turn, is a huge risk for other road users.

Additionally, factors like overloading and load protrusion increase the exposure to risk for other road users. Despite being a serious traffic offence, the overloading of trucks has contributed to 12% of total road crash deaths. This study explores two crucial aspects in the lives of truck drivers - their professional, health and financial status, and the extent of corruption in the trucking industry.

Approximately two-thirds of truckers have agreed to bribe traffic or highway



Approximately twothirds of truckers have agreed to bribe traffic or highway police. According to the survey, 67% of truckers interviewed stated that they had bribed highway police and 44% of truckers confirmed to have paid RTO officials. Also, one-fourths or 26 % of the surveyed truck drivers said they had paid extortion sums to local groups or gangs

police. According to the survey, 67% of truckers interviewed stated that they had bribed highway police and 44% of truckers confirmed to have paid RTO officials. Also, one-fourths or 26 % of the surveyed truck drivers said they had paid extortion sums to local groups or gangs. However, most bribes (41%) had been paid for 'no reason' or respondents did not cite a reason, for not wearing seat belts (13%), and for Mata ka Jagran (33.8%).

Industry experts say that there is a flaw in the law itself and the essential reform needs to happen in the law itself. For instance, the Motor Vehicles Act has so many vague sections that allow RTO officials to penalise drivers on various pretexts.

Three points can offer a solution to the problem.

Improvement in social security: Recommendation is made that all truck drivers be covered under a health



insurance scheme and also an accident cover scheme. Some sort of scheme that covers their families in case of loss of life due to an accident.

Rethinking infrastructure design: It was suggested that there should be proper rest stops at every 100 km. Proper parking bays with security, suitable grooming and resting places, and clean food and water.

Use of digital technology: Corruption can be curbed through technology. Transparency can be acquired through dashboard cameras. Plus, an alarm system can alert the driver and the fleet operator in case of fatigue, and help avoid accidents.

The bribe estimated by SaveLIFE, Rs 47,852.28 crore, is twice the amount (Rs 22,048.20 crore) calculated by a Transparency International study in 2006-07. If we add this amount with the other taxes and duties that the government earns a hefty amount

The bribe estimated by SaveLIFE, Rs 47,852.28 crore, is twice the amount (Rs 22,048.20 crore) calculated by a Transparency International study in 2006-07. If we add this amount with the other taxes and duties that the government earns a hefty amount (around a thousand lac crore) from the goods transport industry

(around a thousand lac crore) from the goods transport industry.

Cumulatively, the cost calculated comes around 13-14 lacs per truck per annum. This amount is right from exshowroom charges to national permit, maintenance charges to running expenses. The amount that the truckers are paying is massive but are they getting back anything remarkable? The answer is NO. No special importance is given to the industry. No solution is offered to their long-pending issues. No roadside amenities, no safety measures for drivers. No insurance to highway heroes, even there is scarcity in the industry.

The government must think and plan out to offer benefits to the transport industry, which has been one of the pillars of the Indian economy. Instead of making it a viable business option, why the government is becoming ignorant towards it?

– x -





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# A Revolution In The Safety Of Transporters

## LAWYER on the spot

## A sea of woes

Rail and road transport are the most important in the Indian subcontinent. Road transport today has over 65% share of logistics within India. India also has the second busiest road network in the world. It is used to transport over 980 million tonnes of cargo every year. This makes it more than apparent that trucking in India is a major industry. Further, by its very nature of work, it is also very labour-intensive.

Given its sheer size, the industry has many quirks and peculiarities of its own; which appear to have been normalized over the years. Ranganathan, a truck driver hailing from Tamil Nadu, frequently moves freight between Madurai and Delhi. As is obvious, he passes through many checkpoints and barriers on his way. During one such trip in 2018, he was stopped by the traffic constables in Madhya Pradesh at a checkpoint 20 kilometres from Gwalior. Ranganathan was asked to furnish all the paperwork for his truck and the freight he was carrying. Ranga was a responsible driver and kept everything prim and proper in a file. However, the cops could not find his trucks' insurance documents in the pile. Ranga frantically searched for it in the glove compartment and under his drivers' seat and in all other nooks and corners of the cabin. It was not long before Ranga realized that he forgot it at his home depot where his boss (the fleet owner) wanted to check its

validity and forgot to put the papers back in place.

The cops understandably presumed that the truck did not have insurance and proceeded to impose a hefty fine. Ranga tried his level best to explain to them that the truck had valid insurance; he was just unable to

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furnish paperwork for the same. What added to his misery was the language barrier which made it further difficult to communicate. Ranga even tried to get in touch with his boss but was unable to get through.

Ranga was now caught in a fix. If only he was familiar with his rights on the road or had some local representation, he would have been able to avoid the hefty fine. Many of us have been in the same situation as either Ranga or that of his boss sometime or the other. One cannot help but feel helpless and undefended at such times.

Transporters in India are extremely susceptible to roadside incidents such as unlawful challans, minor & major accidents, e-way bill (EWB) issues, irregular paperwork, theft of goods or other movable property, etc. Their business is further at the mercy of the interaction between the drivers and the authorities; a fleet owner cannot be physically present at every location of an incident. Sometimes the truck or the cargo gets unlawfully seized or the driver gets arrested. This holds the truck & the entire shipment, adds litigation costs, and also negatively impacts the goodwill of the transporter who is unable to deliver a consignment in time.

However, largely transporters have accepted this vulnerability as part of their operational losses and continue to conduct business despite them. This normalization has led to losses of the tune of USD 20 million annually for the industry; which can otherwise be avoided.

### Is there a solution?

It is fairly obvious that though such untoward incidents can be minimized, they cannot realistically be brought down to an absolute zero. Further, insurance companies are also helpful, but only after an incident has happened and there are enough paperworks (like FIR, etc) as evidence. However, as goes the saying, 'prevention is better than cure'; there should ideally be a solution/product in

place which assists truckers and fleet owners during the time of distress, i.e. on-the-road. And, determining the liability is the most complicated aspect in situations of commercial vehicles that come into conflict with laws or in any sort of related dispute with laws that needs timely intervention as soon as an incident occurs. This also needs ample local support across the country as an incident may happen anywhere. The local support should also be provided by professionals who have sufficient knowledge and experience in the field to assist the transporter and mitigate losses for them.

For any legal claim or support other than mentioned above, it is

very significant to proceed at a very early stage which may begin with the start of any inquiry or investigation as the case and need basis. These measures combined with the right education on the rights and procedures of all parties can help save potential business losses and make the journeys safer and less riddled with uncertainty and helplessness.

## LotS of care from AITWA and Lawyered

Keeping the above in mind and after having experienced first hand the level of difficulty being faced by transporters across the country on an everyday basis; AITWA has launched "Lawyer on-the-Spot" (LotS), India's first on-road legal assistance program, in association with Lawyered, India's first and largest legal-tech discovery platform.

With the launch of LotS, AITWA aims

to provide 24x7 on-road legal assistance to transporters on a pan-India basis to give optimum legal where a dedicated legal representative would speak on his behalf to the local authorities and provide instant relief to



With the launch of LotS, AITWA aims to provide 24x7 on-road legal assistance to transporters on a pan-India basis to give optimum legal support to commercial vehicles on road in need

support to commercial vehicles on road in need.

## How will it help?

Let us continue the example of Ranga from above. Say, Ranga's boss has a membership of the LotS product. In that case, all Ranga needs is to call the 24x7 dedicated LotS helpline number Ranga as per his rights within the law. Further, say the situation was much worse and Ranga was about to get arrested, he or his boss could call the 24\*7 helpline number who would then send a local legal professional for onthe-ground support and representation, thus minimizing the delay.

The service will not only save time but also would minimize the potential business losses arising due to confiscation and other reasons.

## Onwards to a safer future

One of the biggest concerns for transporters has always been on-road safety, as once a truck has left a depot for the next trip, it is on its own. With the launch of this service, AITWA wants to extend a helping hand to its members across the country and be their local support system regardless of the time of the day or the location in India.

## 7th Edition of CII Goa Conference and Expo on Logistics

## Dear Mr Mahendra Arya,

Greetings from the Confederation of Indian Industry (CII) Goa,

On behalf of CII Secretariat, I would like to express our sincere gratitude for accepting out invitation for the 7th Edition of CII Goa Conference and Expo on Logistics on the theme 'Goa : A Future Logistics Hub' and also convey our sincere thanks for being a Panellist for the Session on Approach to Become preferred Regional Logistics Hub and also sharing your valuable insights in supporting CII's efforts & initiatives to facilitate, upscale and enable the Logistics and Infrastructure sector to deal with the emerging times and improve the overall logistics ecosystem in Goa.

CII has always been at the forefront and committed to work for betterment of the industry and will continuously to engage with members by working closely with Government on policy issues, interfacing with thought leaders, and enhancing efficiency, competitiveness and business opportunities for industry through a range of specialized services and strategic global linkages. CII also provides a platform for consensus-building and networking on key issues.

Please note that below mentioned is the Zoom recording link for the 7th Edition of CII Goa Conference on Logistics conducted virtually. Kindly use the below link to access the recording:

### Conference Recording:

https://ciionline.zoom.us/rec/share/C sVhsTxVx1ZOKt9CNY\_JUaXTPey MnGBdu\_0GIUViXy8TlgfGVH6LB SEQfA8TMH2g.5WQYNSSSXGnSI zYD

Once again, I would like to place on record our deepest gratitude for taking time off your busy schedule and accepting our invitation and sharing your valuable insights. We couldn't have done it without your

commitment and all the valuable support extended by you.

Look forward to your continued support as always.

Warm regards,

### Atul V Jadhav

Chairman, CII Goa State Council



## Confederation of Indian Industry

Goa State Office – Western Region 1st Floor, Salgaocar Center, Next to Mary Immaculate Girls High School Rua de Ourem, Panaji Goa 403 001 T/F: 0832 - 2422790 / 2422796

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### Shri Mahendra Arya,

The Chartered Institute of Logistics and Transport India (CILT),

New Delhi-110057

### Subject: Letter for Appreciation

Dear Shri Mahendra Arya,

On Behalf of the entire Service Sector Department-II, Bureau of Indian Standards, I would like to thank you for being the featured speaker for the Webinar on "Standardization in Transportation Services: Challenges and Solutions".

We are fortunate to have someone of your expertise and credentials volunteer time from your busy schedule to share your expertise and insight with the delegates. We heard many positive comments about the webinar and appreciate your contribution to its success.

We hope to have the opportunity to work with you again for such events in the future.

Sincercly

S.K Kanojia

Head (SSD-II)

Rureau of Indian Standards

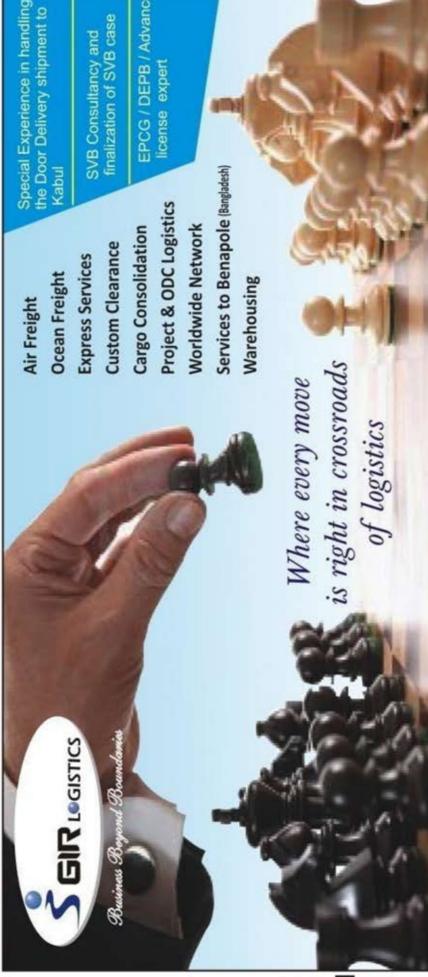
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## STOP PRESS

OWING TO COVID-19 PANDEMIC RESTRICTIONS, WE ARE RUNNING SLIGHTLY BEHIND SCHEDULE. THIS VALUED LETTER WAS RECEIVED WHILE WE WERE WRAPPING UP THE JULY, '21 ISSUE AND WE HAD TO HONOUR IT BY PUBLISHING IN THIS MONTH

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## Do you also have a complaint with your Motor Insurance?

mardeep had been driving his truck from Delhi to Amritsar. In 2020, he met with an accident near Panipat. He did not know

what to do next.

He towed his truck to a nearby service centre. After 3 days, he was told that he should inform his Insurance Company so that the claim is settled. He came back to Delhi, visited his Insurance Company and submitted all the required documents.

It has been over one year and Amardeep is still waiting for his claim. He has made a number of visits to the Insurance Company's office but every time a new document is being asked for

Amardeep has lost money as well as time in the last one year and his business has not come back to normal. Amardeep has also lost trust in Insurance because no one came forward to guide him.

But does it mean that Insurance is a necessary evil? No, that is not true, as most people receive their claims and rest are not able to receive because of some discrepancy.

As a transporter, we also need to understand Insurance in same way as we know our vehicle, roads and maintenance. We need to understand terms and conditions by asking questions.

Insurance Samadhan is a technology platform to handle grievances of customers like Amardeep. Amardeep could have approached Insurance Samadhan for guidance. Insurance Samadhan has a team of experts to handle cases of such victims. Besides Motor Insurance, they also handle grievances of Life, Health and General Insurance. Visit their website www.insurancesamadhan.com and note their Helpline number 8448440626.

## Basics of Motor Insurance as guided by Insurance Samadhan

1. Insurance is a legal contract

between Insurance Company and Insured. But this contract works on the principle of utmost good faith where we need to declare all facts as known to us with 100% honesty. We pay an annual premium and the Insurance Company agrees to pay a claim in case of occurrence of insured event.

- Insurance also works under another principle of Buyer Beware which means that we need to ask questions about insured event, claim process and documentation. We need to be aware about all arrangements so that institution of insurance prevails.
- 3. Motor Insurance is a one year contract and need to be renewed before the expiry of the old contract.
- 4. As per MV Act, all vehicles must have a Third party liability insurance before a vehicle can hit the road which means that in case vehicle causes a loss to a third party then they can claim the compensation from Insurance Company.
- Insurance Company promises to pay the claim if vehicle is driven as per state laws, no driving under the influence of alcohol.
- Insurance Company promises to pay claim if vehicle is maintained properly and being driven by a designated licensed Driver
- Always ask question on IDV i.e Insured Declared Value, list of deductibles and list of parts under depreciation.

## Basics of Claim Processing as guided by Insurance Samadhan

- 1. In 90% of claims, an FIR is desired. Please do not move vehicle unless an FIR is done. Call 100 and ask for a copy of FIR. Take Photographs of the accident site before moving your vehicle. If damage is from other vehicle then take a photograph of registration number. Most claims are rejected because of lack of proper FIR.
- Insurance company needs to be intimated immediately but not later than 24 hours. So always keep the call centre number handy so that intimation

- is done on time. Initial Claim documents should be submitted within 72 hours of an event.
- 3. Claim Documents should include FIR, Photograph, Driving Licence, Registration and Repair estimate. Please note that there can be two types of claim settlement cashless if repair is done under network service centre and reimbursement if repair is done in non network service centre.
- 4. It is preferred if medical of driver is done from a hospital. Most claims are rejected because of allegation that driver was under the influence of alcohol. If medical is done then this allegation can be rebutted.
- Always take an acknowledgement after submission of documents.

Please note that Insurance Companies are made to pay a valid claim and refuse the claims which are done for malicious purpose. Motor Insurance works under principle of indemnity and insurance company tries to minimize the loss hence our fool proof documentation helps in early settlement of claims. Always remember to submit additional documents whenever desired by the Insurance Company. Their team is seeing documents and needs to take decisions.

As a transporter, we can improve our profitability by organising our insurance papers. Do not neglect small losses as all can be compensated under insurance. Renew your insurance on time, preferable from same insurer to take benefit of continuity. Give at least one hour to the agent, ask questions on comprehensive cover. Do not mind paying higher premiums for extra risk cover so that your losses are well compensated.

In case of any problems, please reach claim consultants like Insurance Samadhan.

## Shailesh Kumar

Co Founder and Insurance Head Insurance Samadhan www.insurancesamadhan.com Helpline number 8448440626

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## CV Sales Seen Picking Up In Second Half With Heavy Trucks Leading The Way

ales of commercial vehicles – a barometer of economic activity – are expected to post robust growth in the second half of

2021 driven by replacement demand and a pickup in construction activity amid easing of local lockdowns, industry officials said.

Heavy duty trucks of 18.5 tonne and more capacity are expected to drive the sales revival, they said.

"When recovery happens, it will start from heavy duty trucks, because they were majorly impacted the last two years," said Vinod Aggarwal, managing director at VE Commercial Vehicles (VECV), reported ET.

Even though the commercial vehicle manufacturers may not be able to recover fully the volumes lost due to the impact of the second wave of the coronavirus pandemic, sales of medium and heavy commercial vehicles (with capacity of more than 3.5 tonnes) in this fiscal year are expected to grow to more than 334,000 units registered in the last financial year, industry officials said.

"GDP outlook is good, monsoons are expected to be favourable, (and) infrastructure investments are lined up...so construction and mining segments will do very well," Aggarwal told ET. "Haulage will pick up with business improving. So, we are optimistic that in the balance part of the year, the situation should be much better as far as the commercial vehicle industry in concerned."

Prior to the second wave of the pandemic, the industry was expecting sales in the segment to touch 400,000 units in FY22.

Demand for heavy duty trucks was hit the hardest in past two fiscal years due to the economic slowdown and a revision in axle-load norms, which permitted carriage of additional payload in existing trucks.

Sales of such trucks are expected to cross the 300,000 mark within 24 months, surpassing peak volumes of 295,000 units reported in 2018-19, industry stakeholders said.

Even though the implementation of Bharat Stage-VI emission norms has raised initial acquisition cost of trucks, improved technology has lowered total cost of ownership of these vehicles, they said.

Aggarwal of VECV said volume sales of heavy duty trucks fell to 111,000-112,000 units compared to the peak of 295,000 units recorded in FY19. "Based on our infrastructure, business and replacement cycles, sales of heavy duty trucks have to cross 300,000 units over the next 1-2 years, which is more than FY19," he said. "There is no reason why it should not cross the earlier peak."

The maker of Volvo and Eicher brands of trucks and buses said it has built capacity to meet rising consumer demand as the market recovers. In December, it had inaugurated a new manufacturing facility in Bhopal set up at an investment of Rs 350 crore.

VECV has renewed its entire product portfolio while transitioning to BSVI standards. It has earmarked capital expenditure of Rs 400 crore this fiscal to prepare for the second phase of BSVI norms which are set to kick in in two years.

A portion of the capex will be utilised

to expand the component division, which is receiving healthy orders for components, Aggarwal said.

"We are getting a lot of export orders from the US for the gears division," he said. "We have very strong demand from other OEMs, agri-tractor industry, two-wheeler makers. Apart from that, investments are starting on BSVI 2, mandated from April 1, 2023. There will be more products from our stable, more export specific products for left-hand drive markets, more variants for India, to be launched at regular intervals."

VECV will also decide on investing an additional Rs 150 crore on a paintshop at its facility in Bhopal in the second half of the year if volumes improve, Aggarwal said.

Notably, VECV Ltd, the Volvo Group and Eicher Motors joint venture, recorded total sales of 2438 units in June 2021 which is a 99.3% growth in sales as compared to 1223 units sold in May 2021.

In the domestic market, the maker of heavy and light commercial vehicles recorded sales of 1760 units in June 2021 which is a 168% growth from 656 units sold in May 2021. The declining Covid cases and gradual resumption of commercial activities boosted its sales, the company said in a media release.

On the Exports front, the company recorded sales growth of 17.5% from 519 units to 610 units sold in June 2021, said the company in a release. On the other hand, Volvo Trucks and Volvo Buses have recorded sales of 68 units in June 2021 as compared to 48 units sold in May.

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## 5 Tips for Improving Trucking Business

hen you hear the phrase 'operational efficiency' do you think of mega carriers and Fortune 500 companies? If so, it may be time to rethink your definition of operational efficiency and consider what it can

offer for you trucking business. The truth is that one of the most effective methods for boosting profit margins in your business is to increase operational efficiency. In simple terms, operational efficiency is when you maximize your revenue relative to the time and money you invest in running your business. One of the easiest ways to do this in your owner operator or trucking business is to use technology-based tools to automate your business operations. Often small

businesses get bogged down with repetitive tasks. You can likely automate many of your frequent tasks. Automating repetitive steps can increase your bottom line.

The following 5 tips for automating repetitive tasks and increasing operational efficiency in your trucking business can help. No matter you own small or mid-sized, large or multi nation operating trucking business.

## Smart Route Planning - optimize routes and fuel stops

While uploading tools like the realtime routing and fuel optimizer your driver can quickly find the cheapest and most easily accessible fuel on your route. Simply let him enter your starting and end points, truck details and number of gallons in your tank at the start of your trip and the routing and fuel optimizer will find optimal fuel stops along your route. The routing and fuel optimizer also displays how much money you'll save on each optimized route

## Reduce Check Calls - use load tracking apps

To further increase operational

efficiency in your trucking business, use load tracking tools that reduce or eliminate check calls from brokers and 3PLs. The digital load tracking tool can be used with any broker and also integrates with the broker's transportation management system,



which means the broker doesn't have to call you to get an ETA. It's important to note that Trucker Tools' load tracking only tracks your location when you're on a load and you have to agree to be tracked for that load. When load tracking is turned on, you receive a smart phone notification that includes the name of the broker/3PL receiving the tracking data and the associated load. You always have the option to pause or cancel load tracking directly in the app.

## POD Documents - for instant service

Another way to increase efficiency (and get paid faster!) in your trucking business is to upload photos of proof of delivery documents when you finish a load. When you use the load tracking tool in driver app, you're automatically prompted to upload proof of delivery when you finish the load. In-app doc upload allows brokers and 3PLs to initiate payment faster and is more efficient than scanning, emailing and/or faxing PODs to them.

Automate Load Searches and

## Load Bookings

To reduce the time spent on finding and securing loads, consider using digital freight matching platform. Search high-quality freight with your favorite brokers in a matter of seconds instead of spending minutes or hours on the

phone with brokers.

You can even book loads directly through such app, no phone calls needed, if a broker posts a load as a Book-It-Now load. Book-It-Now fully automates the load search and load booking process for you. When you book a Book-It-Now load in our driver app, the appointment is automatically scheduled in the broker's transportation management system and you (and your carrier dispatcher) receive an automated email confirming the load. The

confirmation email also includes suggestions for future loads/reloads.

### Multiple Benefits - in one app

Our final tip for increasing efficiency in your trucking business is a pretty simple one: choose technology-based tools that are multi-functional and designed to help you run your business more efficiently. Using tools that check these two boxes ensures that you're making technology work for you instead of vice versa.

With quality tools and features this app simply makes your life on road easy. It is designed to both reduce the number of apps you use in your daily operations and to help you operate as efficiently as possible. In addition to load tracking, digital freight matching, automated load booking, route and fuel optimization, and doc upload features, such an app provides you with realtime information on truck stops, rest areas, Wal-Mart locations, parking, nearby medical facilities, truck washes, weather, nearby repair shops, DOT locations, weigh scales and more.

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## Registered cum Corporate Office:

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

## Head Office: Hisar

19/3, Tilak Bazzar, Hisar (Harvana)

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

## GST To Help In Achieving The Vision Of 5 Trillion Dollar Indian Economy By 2025

inister for Road Transport & Highways and MSME Nitin Gadkari has said that GST will help achieve the vision of five trillion dollar Indian economy by 2025. Addressing a webinar on the "GST Day" on the theme "THE JOURNEY OF GST AND WAY FORWARD - A A T M A N I R B H A R

BHARAT" organised by the Institute of Cost Accountants of India he said said GST is founded on the notion of "One Nation, One Market, One Tax" which has helped and will be helping the trade and industry a lot despite the prevailing pandemic situation. Gadkari said Goods and Services Tax was implemented from 1st July 2017 and now it has completed four years of



its implementation, during these four years a remarkable change is seen in the way the business is being carried out

The minister said digitalisation and information technology have an important role to play. He said for transparent and time bound decision making process Performance Audit alongwith Financial Audit is very

important. Talking about the problems faced by MSMEs he said delayed payments are the main cause of concern which has to be resolved.

The minister said though GST has completed four years there is still room for improvement. Gadkari said cooperation, coordination, communication and rectification is needed from all stakeholders.

Gadkari complimented The Institute of Cost Accountants of India for conducting regular webinars, seminars, various courses for different stake-holders throughout the Country to unlearn and relearn new subjects which are need of the hour to survive in the New Normal.

## Safety Audits Have Been Mandated At All Stages Of Road Development To Reduce Accidents

Transport & Highways and MSME Nitin Gadkari has said safety audits have been mandated at all stages of road development to reduce accidents. Inaugurating virtual Symposium on Vehicle crash safety he said India and other developing countries are witnessing a very high rate of road accidents and around 1.5 lakh people are killed every year which is even higher than the Covid deaths.

The Minister said his vision is to achieve 50% reduction in road accident deaths and zero accidents and deaths by 2030. Gadkari said about 60% deaths are of two wheeler riders. He said protection and safety of

motorcycle traffic is the need of the hour. He said in the global scenario vehicle engineering technology has matured to a great extent and all road engineering measures will improve chances of fatal vehicle crash at least during the accident event. The Minister stressed on

the importance of training of drivers and establishment of advanced Training Institutes and centres.

Gadkari said it was his moral responsibility to make good roads and

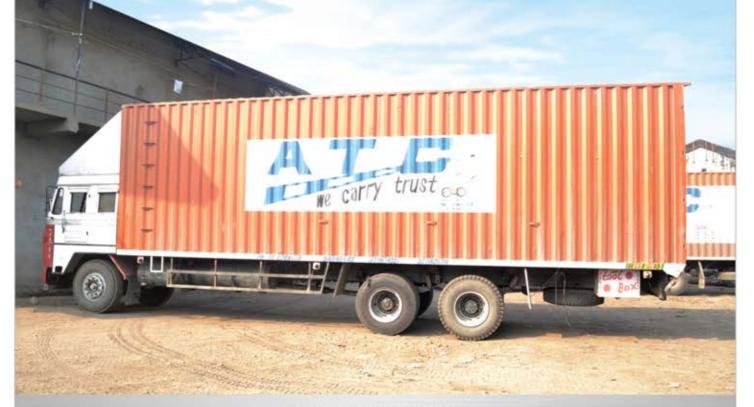


improve road infrastructure. He said cooperation, communication and coordination among all stakeholders is essential to create awareness and achieve our goals.



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# Government Calls Reduction In Use Of Steel/ Cement In Road Construction Without Comprising On Quality

nion Minister for Road Transport & Highways Nitin Gadkari has said that use of steel and cement should be reduced in road construction without comprising on quality through innovation and research. Addressing 16th Annual Conference on "Road Development in India" he said CNG, LNG and ethanol should be used for the road equipment machinery. The Minister emphasized on import substitution, cost effective, pollution free and indigenous methods and development of alternative fuel.

Gadkari said India with about 63 lakh km of road network is the second largest road network in the world. He said road infrastructure plays a critical role in the growth of the economy as 70 percent of the goods and nearly 90 percent of passenger traffic uses roads to commute. Gadkari said Prime Minister has set a vision for India to become a 5 trillion dollar economy in next five years. He said Government is investing 1.4 trillion dollars i.e. Rs 111 lakh crores in infrastructure development through national infrastructure pipeline, further this year, Government has increased year on year infrastructure capex by 34 percent to Rs. 5.54 lakh crores.

Gadkari said increased investment in infrastructure would help create employment during covid pandemic. The minister said his aim was to construct 60,000 km world class national highway at the rate of 40 km per day.

## Training to Heavy Motor Vehicle (HMV) Drivers



he Ministry of Road Transport & Highways has implemented a nation-wide scheme of setting of Driving Training Institutes (DTIs) since FY 2002-03. The scheme was renamed as Institute of Driving Training & Research (IDTR) in 12th FY Plan period (2012-17) with central financial assistance of Rs. 17.00 crore and land requirement of 10 acre. A new component as Regional Driving Training Centre (RDTCs) with less capacity with financial assistance of Rs. 5.00 crore and land requirement (3 acre) as Tier II in the 12th Five Year plan period was added. The financial implication of IDTR was revised from 17.00 crore to 18.50 crore during the 14th Financial cycle.

The basic objective of the scheme is to set up a full-fledged training institute with driving test track to provide quality training to commercial vehicle drivers, improve road and environment safety and strengthen overall mobility on roads. The details of main activities/programmes at these institutions are:

- Impart Induction Training Course in Heavy Motor Vehicle Driving.
- · Impart Induction Training Course

in Light Motor Vehicles Driving.

- Conduct Training Course for Driving Instructors of Private Driving Schools.
- Conduct three-days Training Course on Safe Transportation of Hazardous Goods.
- Conduct one-day Refresher Training Course on Safe Transportation of Hazardous Goods.
- Conduct Refresher and Orientation Training Course for Drivers who are in service.
- Test and select drivers by various organisations.

Till date, 31 IDTRs and 6 RDTCs have been sanctioned by the Ministry to different States/UTs.

Taking into account the continuous rise in requirement for transportation of liquid oxygen (LOX), extended period of oxygen management, addition to the inventory of cryogenic tankers and high fatigue/ attrition rate due to 24X7 operations, the Ministry issued advisory in May 2021 to States to create a pool of trained drivers for transporting "hazardous cargo", as implementation of provisions of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 comes under their purview.

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## MoRTH Talks About Its Multi-pronged Strategy to Address Road Safety Issues

s per the data received from police departments of various states/UTs, the total number of persons killed on all roads in the country for

the calendar year 2019 is 1,51,113, which stood at 1,51,417 in 2018 and 1,47,913 in 2017.

The Ministry of Road Transport & Highways has notified "Member of Parliaments' Road Safety Committee" in each district of the country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district.

The Ministry has formulated a multi-pronged

strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Ministry as detailed below:

## Education

The Ministry implements a scheme for undertaking publicity measures and awareness campaigns on road safety to create awareness among road users through the electronic media, print media, NGOs etc.

Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.

A Certification Course for Road

Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE).

Engineering (both of Roads and vehicles)



### Road engineering:

High priority to identification and rectification of black spots (accident prone spots) on national highways.

Road safety has been made an integral part of road design at the planning stage.

The Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots.

Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States/UTs.

## Vehicle engineering:

Safety standards for automobiles have been improved. The Ministry has notified fitment of Speed Limiting devices on all transport vehicles.

Scheme for setting up one model Inspection & Certification Centre in

each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

## **Enforcement:**

The recently passed motor vehicles (Amendment) Act, 2019 provides for strict enforcement through use of technology and further provides for strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules.

Issue of Guidelines for protection of Good Samaritans and draft rules as per MV (Amendment) Act, 2019 has been published.

## Emergency care:

The Motor Vehicles (Amendment) Act, 2019 provides for a scheme for the cashless treatment of victims of the accident during the golden hour.

The National Highways Authority of India has made provisions for ambulances at all toll plazas on the completed corridor of National Highways.

Further, out of this, 297 ambulances have been upgraded to Basic Life Support as per AIS-125 and upgradation for the remaining is under process.

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"I find that the harder I work, the more luck I seem to have. - Thomas Jefferson

# India Gets First Private LNG Facility Plant At Nagpur

Transport and Highways Nitin Gadkari has emphasized on importance of alternate biofuels for diversification of agriculture towards energy and power sector. Inaugurating the country's first Private LNG Facility plant at Nagpur, he said in our economy we are spending 8 lakh crores for the import of petrol diesel and petroleum products which is a big challenge.

The Minister said we have designed a



policy that encourages development of imports substitute cost effective pollution free and indigenous ethanol, bio CNG, LNG and hydrogen fuels. He said the ministry is constantly working on different alternative fuels. He said we have to use surplus in rice, corn and sugar to prevent it from going waste.

Talking about flex engines Gadkari

said decision will be taken in three months making it mandatory for a u t o m o bile man u facturers particularly the four wheelers and two wheelers to make flex engine. He said several countries like USA, Canada and Brazil already have them .He said the cost of the vehicle remains the same whether it is petrol or Flex engine.

## Manipur Gets 16 National Highway Projects Worth Rs 4,148 Crores

nion Minister for Road Transport & Highways Nitin Gadkari inaugurated and laid foundation stone for 16 National Highway Projects in Manipur with an investment of Rs 4,148 crores covering total length of 298 kms. The projects will provide all weather connectivity to Manipur with the rest of the country and the Neighbouring countries. They will boost agricultural, industrial and socio economic progress of the region. These will also facilitate health care and emergency service to the remotest of the areas and generate employment and self employment opportunities.

Inaugurating the projects in Imphal Gadkari said projects worth Rs 5000 crores have also been sanctioned for the state and the Detailed Project Reports (DPR) will be completed within six months and the work will start in a year's time. He said expansion of Highways in the state will be recommended under the Bharatmala Phase II.

He said Prime Minister

is giving highest priority to the north east and road infrastructure will contribute in development of Manipur and make it socially and economically strong. The Minister said water, power, transport and communication are the four most important things for development of industry, for generating employment and



eradicating poverty. He said Manipur is a very beautiful state with immense potential for tourism.

Gadkari sought the cooperation of all the stakeholders for resolution of problems and completion of projects in a time bound manner. He said the details of all the projects will be put on website.

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## ROUSH CleanTech, Penske & Proterra Join To Develop Ford

## F-650 Electric Commercial Truck

ROUSH CleanTech, Penske Truck Leasing, and Proterra Inc announced a new collaboration under which Proterra will supply its industry-leading battery technology to ROUSH CleanTech for the development of its nextgeneration Ford F-650 allelectric commercial truck, reported ET Auto.

ROUSH CleanTech will integrate its advanced clean technology and control

systems to leverage Ford's mediumduty chassis and Proterra's battery technology to Penske Truck Leasing, which will be the first customer for this next-generation product. In addition, the three companies will collaborate on continued fleet electrification, including charging and an ecosystem of solutions that will make the transition to electric more seamless for fleets.

The all-electric ROUSH CleanTech Ford F-650 is a purpose-built Class 6 commercial electric vehicle that is available in several configurations including utility trucks, shuttle buses, and box trucks.

Built on Ford's industry leading F-650 chassis, the vehicle will be equipped with Proterra's H Series battery systems. Ideal for packaging between frame rails, the Proterra H Series battery system powering the F-650 can provide 165 kilowatt hours of energy to deliver an estimated 125 miles of vehicle range on a single charge, while supporting an available



payload of nearly 8,500 lbs. ROUSH CleanTech expects to deliver the nextgeneration Ford F-650 in Q2 of 2023 to Penske Truck Leasing.

"The goal of the ROUSH CleanTech, Proterra, and Penske collaboration is to remove all barriers to help fleets transition to a cleaner future. It's clear the market is looking for trusted brands like ours to develop innovative technologies while also supporting the entire lifecycle - from vehicle design and development, to infrastructure assistance, after-sales customer support, and more," Todd Mouw, president of ROUSH CleanTech, said. ROUSH CleanTech's expertise in electrification includes production design, functional performance validation, compliance testing, assembly set up, and vehicle secondstage manufacturing. ROUSH CleanTech has deployed more than 37,000 advanced clean technology vehicles since 2010 that have accumulated more than 2 billion miles with more than 3,000 commercial, school bus, and public transit fleets.

"We remain committed to being at the forefront of vehicle electrification and making impactful sustainability strides within our industry. This collaboration is another step towards a more sustainable future in trucking. We plan to deploy and operate these vehicles in multiple markets," Paul Rosa, senior vice president

of procurement and fleet planning at Penske Truck Leasing, said.

Penske has been operating, supporting and maintaining alternative-fueled vehicle fleets for more than 30 years, including commercial electric vehicles for a decade. In addition to the next-generation F-650, Penske has introduced light-duty, medium-duty, and heavy-duty electric commercial vehicles to its fleet along with its own heavy-duty EV charging networks.

"Fleet operators need strong partners in electrification. That's why we are excited to bring our proven electric vehicle technology to long-trusted, leading brands like ROUSH CleanTech and Penske to help electrify commercial vehicle fleets. We look forward to building our relationship together as we deliver the benefits of clean, quiet Proterra Powered vehicles to even more communities and accelerate the transition to a zero-emission future," Gareth Joyce, president of Proterra Powered & Energy, said.

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"Success usually comes to those who are too busy to be looking for it."- Henry David Thoreau

## Government Aims At Fighting Pollution, Developing Indian Technology & Innovation Towards E-vehicles

inister for Road Transport & Highways and Micro, Small and Medium Enterprises Nitin Gadkari has said that priority of the government is to fight pollution and develop Indian technology and innovation towards e-vehicles. Addressing India Global forum 2021 on 'Climate Action: Electric mobility Now' he said Indian research is working aggressively towards pursuing green hydrogen. Gadkari said we are trying our best to convert all our construction material to greener options. He said warm response is

being received from the public on the adoption of Electric Vehicles, and he himself uses an electric car and many of the ministers are also using the same.

The Minister said futuristic development is very important. He said two-wheelers and

autorickshaws are very popular and through the FAME II government scheme there are many incentives on offer for them to convert to electric.

Gadkari said in the road sector there



are great opportunities for FDI. He said there is a huge domestic market potential available in India. The Minister said India will be an example to the world as far as e-vehicles are concerned.

## IAHE Signs Pact With University Of New South Wales To Set Up Centre For Advanced Transportation Technology And Systems

he Indian Academy of Highway Engineers (IAHE), under the Ministry of Road Transport & Highways (MORTH), has signed an Agreement with University of New South Wales (UNSW), Australia for setting up a Centre for Advanced Transportation Technology and Systems (CATTS) at IAHE, Noida.

The Agreement was signed in a virtual ceremony in the gracious presence of Union RT&H Minister Nitin Gadkari, MoS RT&H and Civil Aviation, Gen (Retd) Dr V.K. Singh, DG (Road Development) & Spl. Secretary I.K. Pandey, JS (Logistics & IAHE) Suman Prasad Singh, Director IAHE Sanjeev Kumar, VC of UNSW Prof. Ian Jacobs, Director Research Centre for Integrated Transport Innovation

(UNSW) Prof. Vinayak Dixit, besides other senior officials of MORTH, IAHE and UNSW. Speaking on the occasion, Gadkari said the project will help improve the road safety scenario in the country.

The Agreement is for a project for capacity building, technology transfer and creation of enabling environment for establishment of CATTS in IAHE. The UNSW will also deliver a course, certified by it, on smart transport systems and modelling.

The broad scope of CATTS is in the following areas:

 Building India specific Macro Model (Computable Equilibrium Model) for entire Nation Highway network and in-principle National Highways by UNSW, including coding of simulation software, calibration & validation and scenario analysis.

- Building India specific Urban Pervasive Data Model for City by UNSW including coding of simulation software, calibration & validation and scenario analysis.
- A course certified by UNSW on smart transportation systems and modelling will be delivered by UNSW in the form of three workshops in India and three workshops in Australia. Each of the workshops will be of five days' duration and 40 participants will be allowed to participate.

It will also promote industries and startups from Australia and India in the transportation sector, including opportunities for innovation, research and development of advanced transport systems.

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## Daimler, Traton & Volvo Form USD 600M JV To Set Up Heavy-duty Truck Charging Network

Three leading European commercial vehicle manufacturers Daimler Truck, the TRATON GROUP, and Volvo Group signed a non-binding agreement to install and operate a high-performance public charging network for battery electric heavy-duty long-haul trucks and coaches across the Continent.

The parties intend to invest together EUR 500 million Euros (USD 600 million) to install and operate at least 1,700 high-performance green energy charging points close to highways as well as at logistic and destination points, within five years from the establishment of the JV, a joint statement said.

The future JV is planned to operate under its own corporate identity and be based in Amsterdam, Netherlands, the statement added. The future JV will be able to build on the broad experience and knowledge of its founding partners in heavy-duty trucking.

Martin Daum, CEO Daimler Truck, said, "It is the joint aim of Europe's truck manufacturers to achieve climate neutrality by 2050. However, it is vital that building up the right infrastructure goes hand in hand with putting CO2-neutral trucks on the road. Together with the TRATON GROUP and Volvo Group, we are therefore very excited to take this pioneering step to establish a high-performance charging network across Europe," reported ET.

As per the statement the joint aim is to initiate and accelerate the build-up of charging infrastructure to enhance customer confidence and to support EU's transformation to climate-neutral transportation.

Matthias Gründler, CEO, TRATON GROUP, said, "It is clear that the future of transport is electric. This requires the rapid development of publicly accessible charging points, especially for long-distance heavyduty transport. We are now moving

forward together with our partners Daimler Truck and Volvo Group to make this high-performance network a reality as quickly as possible. We now make the first step to accelerate the transition towards sustainable, fossil-free transport."

The second step should be a strong engagement of the EU for the full scale-up of a charging network across Europe, Gründler added.

The joint action of Volvo Group, Daimler Truck and the TRATON GROUP addresses the urgent need for a high-performance charging network to support truck operators with their transition to CO2-neutral transport solutions, especially in heavy-duty long-distance trucking.

High-performance charging infrastructure enabling long-haul trucking is a cost-efficient way towards significant, fast-to-realize emission reductions, the joint statement said.

## Truck Companies Look At CNG, As Diesel Turns Pricey

The sharp rise in diesel prices is catalysing a shift in the light and medium duty truck market — towards CNG with the gas powered small trucks selling 40% of all sales from less than 10% in 2019, driven by economic considerations.

A light/medium truck runs 7,000 km per month and uses up 1,000 litre of diesel now costs between Rs 90,000-Rs 95,000 on fuel bills while a CNG powered truck will need just Rs 50,000.

Truckers and fleet operators are pushing for CNG vehicles for shorter hauls. Companies including Tata Motors, VECV, M&M and others are cranking out their CNG strategy while others (Ashok Leyland and DICV) are looking at a larger alternative fuel strategy.

"In the 3.5 tonne to 15 tonne segment, CNG is proliferating rapidly because of the rise in diesel prices and we expect the share to hover around 25-30% of this market," said Vinod Aggarwal, MD & CEO, Volvo Eicher Commercial Vehicles (VECV), reported TNN. VECV has CNG variants for its entire 4.9-16 tonne range.

Truck marketers say the CNG preference has a geographical bias.

"CNG share is highest in NCR and regions like west and south have a smaller share which is now rising," said Rudrarup Maitra, VP at Tata Motors. Tata Motors offers CNG options both in its small commercial vehicle range as well as an intermediate and light CV segment.

M&M, which launched the Supro Profit range with a CNG option is also looking at CNG with growing interest.

"We now have CNG in our small commercial vehicle range of products with both Jeeto and Supro and there will be more CNG variants over a period of time," said Veejay Nakhra, CEO-automotive division, M&M. Auto analysts say CNG is a viable option for small trucks till electric power becomes cheaper and easier to

"There is an increasing preference for CNG trucks in light of rising diesel prices and restrictions on polluting vehicles in some cities. This trend will play out in terms of increasing penetration of electric CVs in the medium term," said Shamsher Diwan, VP, ICRA. "While the current penetration of e-LCVs is negligible, he said, ICRA expects this to hit 4-6% over the medium term," he added.

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## Musk Admits Tesla's Cybertruck Could Be A Flop

esla CEO Elon Musk has admitted that the highly-anticipated Cybertruck might be a flop but he doesn't care as he loves its unusual trapezoid-like design, reported IANS.

"To be frank, there is always some chance that Cybertruck will flop, because it is so unlike anything else. I don't care. I love it so much even if others don't." Musk wrote on Twitter.

"Other trucks look like copies of the same thing, but Cybertruck looks like it was made by aliens from the future," he added in a tweet.

A recent report said that Tesla Cybertruck will be equipped with 4wheel directional steering, resulting in a feature similar to the Hummer



EV's "Crab mode".

Over the last year, Musk has been talking about Tesla unveiling an updated version of the Cybertruck ahead of the start of production, which is still officially planned for later this year.

The CEO had been talking about Tesla updating the Cybertruck's adaptive air suspension.

Also, Samsung has reportedly signed a deal with Tesla worth \$436 million to let its latest camera modules be used in Cybertruck.

Samsung's camera modules will be used by Tesla's latest electric vehicle that was unveiled in November 2019, the reports claimed.

The prototype vehicle showcased on stage wasn't equipped with conventional rearview mirrors, but instead, it used an array of cameras connected to the dashboard's displays.

The production model shouldn't be all that different from the original prototype and these reports further confirm that the Cybertruck will have a mirrorless design.

## DICV Opens New Dealerships For BharatBenz In Southern States

aimler India Commercial Vehicles (DICV), a wholly owned subsidiary of Daimler Truck AG, has opened new touchpoints for BharatBenz commercial vehicles in the southern region, reported ET Auto. The new dealerships are in Kolar and Davanagere in Karnataka, Bhimavaram in Andhra Pradesh, and Kasaragod in Kerala. It has also opened two new outlets to deliver parts in Theni and Tiruvarur in Tamil Nadu, DICV said in a media release.

The new touchpoints increase BharatBenz network's service capacity to over 6000 job cards per annum, DICV said in a release.

"Our goal is to increase customer convenience and offer state-of-the-art experience through our products and services. To ensure ease of servicing and access to customers, our goal is to



minimize the distance between dealerships, Rajaram Krishnamurthy, VP marketing, sales and customer service, said.

Last year DICV had announced its plan to have 350 dealerships by the end of 2022.

The value offered by BharatBenz trucks was validated by increasing customer confidence in the brand, enabling the company to outpace the market even during the tough conditions of 2020, the release said.

BharatBenz is currently offering free extensions on Annual Maintenance Contracts and Extended Warranties for its customers by three months, the release added.

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#### Mitsubishi Fuso Delivers eCanter Electric Trucks To Genesys Energy

itsubishi Fuso Truck and Bus Corporation (MFTBC) officially launched the all-electric eCanter truck in New Zealand and deliveries have been made to the customers, the company said in a release.

The eCanter is a series-produced allelectric truck developed by MFTBC as a solution to urban environmental issues such as noise, exhaust gas, and CO2 emissions. The eCanter, which falls under the 7.5-tonne gross vehicle weight class, ensures a range of about 100 km per charge. With quickcharging stations, the vehicle takes only up to a maximum of 1.5 hours to fully recharge, the release said, reported ET Auto.

FUSO New Zealand, the official local distributor of FUSO products,

delivered a unit of the eCanter to Genesis Energy Limited. Genesis, which is a leading power supplier in New Zealand, currently operates around 110 trucks. The eCanter will be used for deliveries and customer service operations in Auckland, New Zealand's largest city. The locally CO2-neutral eCanter has been integrated into the Genesis fleet to push forward its aim of reducing its greenhouse gas emissions, the release added.

The eCanter for New Zealand is shipped from Tramagal, Portugal, and comes with the same standard specifications as the models currently available in Japan and Europe. In order to support safe driving in city environments, the vehicle is installed with safety features such as the Advanced Emergency Braking

System, the Lane Departure Warning System, as well as the Electronic Stability Program.

Earlier this year, FUSO New Zealand was granted co-funding by the Ministry of Energy and Resources for operational trials of the eCanter. Five eCanter trucks have since been deployed in the Auckland area for an extended test period. The grant was provided from New Zealand's Low Emission Vehicle Contestable Fund, which recently announced it would increase its funding scope from 6-7 million NZD a year to 25 million NZD a year by 2024.

The Kawasaki City-based company expects that the eCanter's presence will continue to grow as New Zealand strengthens its investments in vehicle electrification, the release added.

#### CPC Group To Develop Composites For The Exterior Body Panels Of Volta Zero Trucks

olta Trucks, a leading fullelectric commercial vehicle manufacturer and service provider, has appointed CPC Group, Europe's largest composite manufacturing company, to develop and supply sustainable and recyclable composite exterior body panels for the Volta Zero, the world's first purpose-built full-electric 16-tonne commercial vehicle designed specifically for inner city logistics, Volta Trucks said in a release.

Volta Trucks will work with CPC Group to develop and industrialise new and innovative, sustainable and recyclable composite materials to the significant volumes needed to deliver on the company's long-term sales ambitions.

The founder and executive chairman of Volta Trucks, Carl-Magnus Norden, said, "Our innovative full-electric powetrain will remove harmful exhaust emissions, reducing climate change and improving inner-city air quality. But for Volta Trucks, sustainability is much more than just tailpipe emissions. We take an environmental-first approach to all material sourcing to deliver on our mission of becoming the world's most sustainable commercial vehicle manufacturer," reported ET Auto.

Full-scale production of customerspecification vehicles will commence from the end of 2022 using state-ofthe-art composite materials throughout the body and trim of the vehicle. Production will start with the first iteration of composite, with a series of future developments in sustainable composite materials forming part of the company's longterm road map that's being developed with its key supply chain and material development partners, the release added.

"The appointment of CPC Group as a strategic partner is very significant. We are on a journey together, not just in commercial partnership but in technological development as we jointly create the innovative, recycled and natural composites of our sustainable future. As with our other strategic partners who are world-class experts in their field, working with CPC Group as Europe's largest composites manufacturer gives us the strength, resources and confidence we need to deliver on our objectives" said Essa Al-Saleh, chief executive officer of Volta Trucks, said.

"Volta Trucks will change the mobility of vehicles in the world and I am personally glad to dedicate a considerable share of our new company capacity for this project. By 2023, CPC will have the biggest composite capacity within Europe, not only in terms of pressing but also for final machining, bonding and painting, and Volta Trucks will be an important part of the strategy," Franco Iorio, chief executive officer, CPC Srl, said.

### TuSimple's Self-driving Trucks To Use Ryder Sites As Terminals

elf-driving truck technology company TuSimple Holdings Inc said its trucks will use truck leasing and rental company Ryder System Inc's maintenance sites as terminals to help it expand its U.S. autonomous freight network.

Under the partnership, Ryder will provide maintenance and data downloading services for TuSimple's fleet of more than 50 self-driving trucks, which are currently operating in Arizona, New Mexico and Texas.

TuSimple plans to roll out a national U.S. autonomous freight network by 2024.

Its president Cheng Lu said access to Ryder's U.S. network of more than 500 maintenance facilities will enable the truck company to rapidly scale up its freight system without having to invest heavily in its own new terminals.

"Because there are so many Ryder terminals, that brings you physically closer to customers," he said, adding that the two companies are still finalizing the financial terms of their partnership, reported Reuters.

"We are building an autonomous ecosystem and we need partners like Ryder to build out our network."

Self-driving technology for freight trucks has attracted investor attention as, with trucks usually running on fixed routes between predefined points, it is seen as easier and cheaper to roll out than systems for self-driving cars and robotaxis. Last month, TuSimple announced a new Texas terminal that will allow it to expand into the southeastern U.S. states.

TuSimple is expected to demonstrate its self-driving truck technology using semi-trucks without human drivers in the fourth quarter of this year in Arizona.

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

Those trucks are due to go into production in 2024 and will be delivered to customers such as UPS.

#### Continental Arm Joins With Siemens To Develop e-highway Network For Trucks

ontinental's development and production service provider, Continental Engineering Services (CES), announced its plan to collaborate with Siemens Mobility in the development and production of current collectors for trucks, so called pantographs. The aim is to electrify key sections of the highway network with an overhead line system, and thus significantly reduce CO2 emissions from trucks, in line with EU regulation 2019/1242, Continental said in a release.

The new partnership brings together the expertise of two worlds of technology: Siemens Mobility is a specialist in rail electrification, while Continental Engineering Services is a development and production service provider for sophisticated automotive technologies.

Both the companies are now pooling

their expertise in order to achieve volume production of current collectors quickly, thus making them available for widespread use in Europe. The eHighway technology supplies trucks with electric drives (e.g., hybrid, fuel cell, or battery-powered electric trucks) on heavily frequented stretches of highway via an overhead cable.

According to the company, trucks can drive completely electrically while also charging their batteries without consuming fuel. "We are transferring the principle of rail electrification to the road. The current collectors will be developed and produced in accordance with automotive standards. The partnership between Continental Engineering Services and Siemens Mobility is a major step toward climate-neutral freight transport," said Christoph Falk-Gierlinger, managing director of CES,

reported ET Auto.

The eHighway technology developed by Siemens Mobility is already ready for use today. Now, it is just a matter of developing the current collectors, especially for trucks, so that they can be offered to commercial vehicle manufacturers cost-effectively and in any desired number of units.

"Road haulage plays a central role in the battle against climate change. In Germany, it causes one third of the transport sector's CO2 emissions. Truck manufacturers are pursuing various concepts towards reduction. With the eHighway, Siemens Mobility has already created a ready-to-use technology for energy-efficient, cost-effective and emission-free truck traffic that can be combined with other drives. This may become the backbone for environmental protection in road haulage," Michael Peter, CEO of Siemens Mobility, said.

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# Hyliion Presents Long-range Version Of Hypertruck ERX Targeting Zero-emission Vehicle Credits



yliion Holdings Corp., a leader in electrified powertrain solutions for Class 8 semi-trucks, announced a long-range variant of the Hypertruck ERX, which will be the first version, brought to market. This enhanced option, which will offer 75 miles of all-electric range, will enable Hypertruck ERX equipped production trucks to qualify for zero-emission vehicle (ZEV) credits by meeting California's Advanced Clean Truck (ACT) Rule.

Hypertruck ERX will offer more than 1,000 miles of total range, enabling freight hauling capabilities that are comparable to diesel. The innovative electric powertrain system uses an onboard generator to continually recharge the battery pack while driving, eliminating the significant range and charging infrastructure challenges that battery-only electric trucks now face. The Hypertruck ERX is also plug-in capable, allowing fleets the operational flexibility to recharge with low-cost renewable electricity from the grid.

"At Hyliion, we agree that climate protection and air quality improvement can't wait. But, for long-haul fleet operators whose success centers around reliable freight delivery, there is no room for error as they look for viable alternatives to

diesel," said Thomas Healy, founder and CEO of Hyliion, reported ETAuto.

"That is why Hyliion is collaborating with major truck manufacturers to offer the long-range iteration of the Hypertruck ERX and assist freight transportation fleets to achieve the critical emission reduction mandates California and other states require without compromising range, operating costs or performance," he added.

Taking a modular approach to the platform to meet OEM demand,

Taking a modular approach to the platform to meet OEM demand, address fleet needs and satisfy government mandates, the production Hypertruck ERX will be available in multiple iterations, including a reduced electric range model that will follow the release of the long-range version

address fleet needs and satisfy government mandates, the production Hypertruck ERX will be available in multiple iterations, including a reduced electric range model that will follow the release of the long-range version.

A Hypertruck ERX validation unit will be on display for the first time in Hyliion's booth at the Advanced Clean Transportation Expo on August 31 and September 1 at the Long Beach Convention Center.

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#### Hyundai XCIENT Fuel Cell Trucks Cross 1M-km Milestone

yundai Hydrogen Mobility's fleet of XCIENT fuel cell trucks has collectively exceeded 1 million km of driving in 11 months of service in Switzerland, Hyundai said in a release.

The company launched the model in 2019 and revealed the 2021 XCIENT fuel cell heavy-duty truck last month.

During that time, the fleet has reduced CO2 emissions by over an estimated 630 tonne, compared to diesel-powered vehicles. Since hitting Swiss roads last October, the fleet of 46 hydrogen fuel cell trucks has been able to reach this milestone in the service of 25 Swiss companies in logistics, distribution and supermarket fulfilment, the company said in a media release.

"Swiss transport and logistics companies are convinced that hydrogen fuel cell commercial vehicles have the greatest potential among various alternative energy vehicles. The member companies do not stop at simply introducing hydrogen fuel cell trucks. They have high expectations for the hydrogen energy source that holds great potential for the future and believe that hydrogen will be the key for transitioning to eco-friendly energy," Jörg Ackermann, chairman of the H2 Mobility Switzerland Association, said, reported ET Auto.

"Specifically, the biggest advantage of hydrogen energy is its excellent storability. This suggests that hydrogen will play an important role in the era of eco-friendly energy. Many distribution companies are already experiencing the benefits directly by using the XCIENT fuel cell trucks, and I think that if summer operation is

completed successfully, the demand for the XCIENT fuel cell trucks will increase even more" he added.

Hyundai Motor Company has set an annual sales target of 110,000 fuel cell electric vehicles worldwide by 2025, under its 'Strategy 2025' plan. Meanwhile, the wider Hyundai Motor Group plans to ramp up production capacity for hydrogen-powered vehicles to 500,000 units by 2030. One of the ways Hyundai plans on achieving this is by bringing its fuel cell electric vehicle technology to the commercial vehicle market, the release said.

"HHM plans to go into other European countries next year," Mark Freymüller, CEO of Hyundai Hydrogen Mobility, said.

"Germany and the Netherlands are the most likely and there is also strong interest for our vehicles from nearly every other European country. Hyundai's latest push will put more pressure on local players, which are developing their own hydrogen plans," he said.

Hyundai has also announced plans to expand into truck tractors. The company is considering North America as the first market in which the products will be tested and launched. With a hold in two of the world's strongest industrial markets, Hyundai aims to set an example with its hydrogen-powered trucks, the release added.

Hyundai Motor teamed with public and private partners in the US to operate 30 units of Class 8 XCIENT Fuel Cell trucks, starting from the second quarter of 2023 making it the largest commercial deployment of Class 8 hydrogen-powered fuel cell trucks in the US.

The California Air Resources Board (CARB) and the California Energy Commission (CEC) recently awarded USD22 million in grants to a consortium led by the Center for Transportation and the Environment (CTE) and Hyundai Motor to support this project, as well as USD 7 million in additional grants from the Alameda County Transportation Commission and the Bay Area Air Quality Management District.

Hannon Rasool, deputy director of Fuels and Transportation Division at the California Energy Commission, said, "We are proud to fund this hallmark deployment of 30 hydrogen fuel cell electric trucks and improve the air quality in Northern California."

"These investments will support zeroemission trucks and infrastructure development and deployment as part of the US market ecosystem. Public and private project partners have come together to take a big step forward in decarburizing freight and goods movement, as part of CARB and CEC's clean air initiatives." he added.

The joint venture also intends to build a high-capacity hydrogen refueling station in Oakland, California, capable of supporting up to 50 trucks with a 30-kilogram average fill.

The South Coast Air Quality Management District (South Coast AQMD) also awarded Hyundai Motor a USD 500,000 grant to demonstrate two Class 8 XCIENT Fuel Cell heavyduty trucks in Southern California. The project, which is largely funded by the US Environmental Protection Agency (EPA), helps the South Coast Air Basin meet clean air standards by reducing emissions from diesel trucks.

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# Highway Robberies: When Will This Menace End?



lace to place, organised gangs are working to loot and disappear with entire consignments. This has been a routine affair on some highways in northern and central India. E-commerce and logistics players are worried, as about Rs 1,000 crore worth of goods vanish each year. Logistics players have had to deal with vanishing goods ranging from petty theft to a heist on the highways for ages now. While petty thefts are active during the last-mile product delivery, robberies are common on the highways. There are no particular highway stretches where robbers can strike, it depends as per their convenience. While highway robbers think they can escape easily, it is no cake walk when our police come to action. Let's have a look at the following news stories where strategic action of police has got respite for

transporters:

#### Crime Branch Busts Highway Robbery Gang in Thane

A gang of highway truck robbers was busted after the Thane crime branch unit-1 sleuths arrested the kingpin of the racket, following a robbery bid along the Mumbra bypass highway in Thane, officials said.

According to senior inspector Krishna Kokani, crime branch unit-1, the gang used to operate on the Mumbra bypass often at night and

waylay truck drivers and pick up fights on some pretext and eventually loot them and decamp. "They mainly targeted truck drivers accusing them of rash driving or hitching hikes and later looting them midway," said Kokani, reported TNN.

"On Saturday, the prime accused Shahbaz Sayyad, who is also a history-sheeter, along with his four aides targeted Sachin Shinde, a Dhule-based vegetable trader who was on his way the Vashi market. The gang stopped his truck and started arguing with Shinde and later assaulted him. When our patrolling team spotted the commotion, Sayyad instead tried to claim Shinde had attacked him," informed Kokani.

However, when the crime branch unit led by PI Yogesh Kakad frisked the accused, they exposed his con and realising that his game was up, Sayyad tried to escape but the alert cops managed to arrest him while his aides managed to flee in the nearby dense settlements.

A case has been registered by the Mumbra police under sections 395, 323, 341, 504 and 506 of the IPC.

#### Waluj Police Nab Highway Dacoits, Recover Truck With Over 19 Tonne Steel Rods

The Waluj police station of Aurangabad city police have nabbed four suspects who allegedly kidnapped a truck driver before robbing him of the vehicle containing 19, 500 kg of steel rods, reported TNN.

The suspects have been identified as Nitin Jagtap of Kopargaon, Akib Maniyar, Mohammed Salem Qureshi and Naser Shaikh — all from Sangamner.

Inspector Sandeep Gurme said, "It was in the early hours of August 11 that the suspects, driving an SUV, waylaid the truck and kidnapped the driver."

The driver identified as Umesh Sonawne of Wafegaon in Solapur district had loaded 19.50 tonne of steel rods from two different places and was heading to Pune when his truck was waylaid near Deogiri Forging Company of the Waluj area.

The driver's hands were tied and eyes were blindfolded before he was taken several kilometres on the Dhule highway where he was dropped. It was after he was spotted by some commuters, his hands were untied, following which he alerted the transporter who got him the booking for transporting the rods.

Accordingly, an offence was registered against unidentified suspects on the charges of dacoity, robbery, kidnapping, wrongful restrain and for dishonestly receiving stolen property. Inspector Gurme said that the stolen truck was traced in Nashik district's Gothi while the steel was recovered from Kopargaon-based place owned by Jagtap and Sangamner-based place owned by Shaikh.

Police have also seized two vehicles that were used for illegally transporting the robbed steel from one place to another. An official privy to the probe said that the suspects might be involved in similar kind of highway robberies in other parts of the state.

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#### A Lorry Driver's Son: From Pawning Gold to Minting Bronze

arath Sridhar has a long list of people to thank for helping him become a world junior medallist. Last week the 18-year-old from Villupuram in Tamil Nadu was the first runner of the 400 metre

mixed relay team which won bronze at the World U20 Championships in Nairobi. Barath says he was lucky to be spotted by a district sports officer when in Class 6 and is thankful his parents pawned their gold to fund his career.

For two years he gave up running because there was nobody to guide him. He remains indebted to a physical education teacher who helped

revive his career in senior school. A thank you note is also due to his current coach who helped him move out of a backwater for sports to Chennai.

"The main problem was there was nobody to guide me there after the district sports officer was transferred. There were no athletes to look up to. I am perhaps the only athlete at this level in that district. I started by running in the parking lot of my school," Barath says.

His parents, Sridhar, a lorry driver and mother Deepa, a homemaker, emptied their savings to put their elder son in a CBSE school in Villupuram, a district covered under the government's Backward Regions Grant Fund. The choice of school made a difference. Naahar Public School fielded their students at cluster meets for CBSE schools. For two consecutive years, he won the gold in the 400 metres at statelevel competitions. His parents' decision to invest in good education was the starting point for the bright young athlete.

Barath stood on the podium but made trips to the local pawn shop when the family overshot their monthly budget to fund his athletics career.

"My parents always supported me. It is because of their sacrifice that I am here. When I needed something, like a shoe or a flight ticket to travel for a national competition they would cut down on expenses elsewhere. Or my mother would give me her jewellery to take to the pawn shop. Once we got money later, we would take the gold back. I used



to go to the pawn shop and hand over the jewellery," Barath says.

Being a student in the only CBSE school in the region also burnt a hole in their pocket. "The fee is about 80,000 a year. We really struggled to pay the fees. But in Villupuram this is the only school which fields athletes for competitions. Over the years as I started representing the school in cluster competitions I got a small discount in fees," Barath says.

When he spoke to his parents from Nairobi after the mixed relay team won bronze, there were tears of joy, he says. Barath hopes athletics will also help him uplift the family. His father's truck, which is nearly 15 years old, may need a fitness certificate soon. "The lorry is very old. With vehicle pollution rules in place, I don't think he will be able to drive it for too long. I think he will have to give it up next year. Because of the age of the vehicle, my father is able to ferry only light loads," Barath says.

#### Covid hurdles

Before Nairobi, Barath had to cross other hurdles. In June, he tested positive for Covid-19 and gave up training for a while. When he returned to the track, he found it difficult to breathe after a light exercise.

"I started training and my mind was not ready for work out. I could not run much, my cardio capacity was reduced, breathing was difficult and my hands and legs were not supporting my running. I had to overcome that," the teenager, a fan of South African Wayde Van Niekerk and American Michael

Johnson, says. However, the lost time left an impact as he could not qualify for the individual 400 metres event at the junior world championships. "The qualifying standard was 47.35 seconds, I managed 47.55 though I topped the trials."

An unexpected injury would have cost him a place in the Indian mixed relay team. He trains on a 200 metre track on a

football ground in a school in Chennai. The switch to the synthetic surface at the National Institute of Sports in Patiala resulted in soreness of his left ankle. "The change to synthetic track put a lot of pressure on my left ankle. Compared to the 400 metre track, the 200 metre track has a smaller curve so that also made an impact. I was fortunate the coaches and physios believed in me and managed the injury well," Barath says.

#### Gamble pays off

Kamal Ali Khan, the chief coach for juniors, knew it would be a risk to make Barath run more than one race in Nairobi. "We felt Barath would run below 48 seconds. But we wanted to be careful and not overexpose him. So we didn't field him in the heats and preserved him for the final. The gamble paid off as he gave us a solid start," Khan says.

The strategy worked for the squad which comprised Priya Mohan, Summy, Kapil and Barath as they finished ahead of the Jamaicans. When he returns home to Villupuram, Barath would be carrying precious cargo from Kenya. Wooden sculptures for which Kenya is famous for — he got a giraffe — and a medal which will put his district on the track and field map.

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# Fuel Prices: Truckers Observe Black Day In Indore

t a time when the nation is trying to evolve from the pandemic crisis, the soaring cost of fuel has become the biggest hurdle. The most affected sector is the road goods carriers, the backbone of logistics sector. But it is not the goods carrier sector alone to suffer from the shoot up fuel prices, all the business are hurt as the logistics cost has also gone up.

However, in Indore, transporters observed a 'black-day' to protest against skyrocketing fuel

prices and give a month's ultimatum to the government for reducing taxes on fuel to stabilize prices or face a nationwide indefinite suspension of operations.

The truckers of Indore put up black flags on their vehicles and raised slogans against unprecedented rise in fuel prices that has escalated cost of operations by over 25 per cent and squeezed margins in negative.

C L Mukati, president, Indore Truck Operators and Transport Association said, "Transport is one of the worsthit sectors in pandemic and fuel hike has come as a double whammy. We have urged the government to roll back the hike in fuel prices or else we will go for indefinite strike."

Transport association, All India Transporters' Welfare Association (AITWA) has supported All India Motor Transport Congress and Indore Truck Operators and Transport Association's appeal for a nationwide suspension of operations in the first week of August if the government fails to reduce excise and state taxes on fuel to stabilize its fluctuating prices.

Vijay Kalra, another leader from Transport Associations,



extended his view as, "Small operators are being shunted out of business which form about 85 per cent of the population of commercial vehicle operators in the country across all segments. It is not possible to continue business in losses and forced to suspend operations."

The protesting truckers have not only demanded reduction in excise duty by the Centre and VAT by the state governments on diesel and petrol they also urged to have a uniform rates of diesel and petrol across the country and quarterly revision of fuel prices. They also insisted the government for an EMI moratorium for six months in the wake of the pandemic.

The diesel prices have risen by around 9 per cent since the beginning of May. While the diesel price was witnessed as Rs 97.7 a litre and Rs 106.8 per litre for petrol on the previous week it as astonishingly climbed high in next few days. Hundreds of truckers held protest at Dewas Naka, Loha Mandi, Transport Nagar and a few other pockets of the city before submitting a memorandum to the divisional commissioner.

#### Women in Logistics – Ms. Jashma Shetty



Ms. Jashma Shetty
Head Commercial
FreightCrate Technologies

Jashma Shetty is known as a meticulous planner and strategist with expertise in creating business / financial plans with abilities in enhancing financial processes & systems and reviewing complex financial data. She has an innate flair for entrepreneurship skills and business acumen in leading and managing operations.

An out-of-the-box thinker with skills in budgeting and systems implementation, Jashma has extensive experience in conceptualizing and implementing financial procedures, maintenance of accounts and audits with working capital management, profit monitoring and building internal financial controls

#### Ouestionnaire

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

I have been with this industry for 23

years and am very happy with my journey, so far. This is a dynamic industry and there is a lot to learn here, on everyday basis.

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

I joined the industry with the reference of my friend's father who was well entrenched in the industry. He kindly guided and mentored me in all aspects of the work involved here.

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

It has been a mix of both kinds; some were okay with my presence and some were not, but over a period of time they also came around to accept me. I always believe in showing by example and that touched a positive resonance in people, who accepted me.

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

I have developed an affinity for Import (air / ocean), but also do some Export (ocean).

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

Every day there is something new to learn and apply on the job, as no single day is the same as others. This keeps me on my toes and does not permit complacence.

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

To be frank our industry is still biased

towards the female gender. Upto middle management level, this is somewhat manageable but when you grow up the ladder to senior management level, the opposition is greater, but I am confident of carrying my colleagues along.

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

I am fortunate to have a strong support system at home and my family is always encouraging me in my career. In the Logistics sector, senior positions entail constant need to travel domestically and internationally and having no opposition to this is a healthy sign of a mature family relationship. Reading and music are two hobbies which give me peace of mind.

## 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 considering joining this industry, is to say "Go Ahead". The industry has changed in the last two decades, making it a different experience now, than it was earlier. It is, presently, more a combination of learning, interaction and application. In fact, there are differences in rules and regulations country-wise, which can be challenging unless a person is thorough and meticulous.

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#### कोविड प्रतिबंध अवधि के दौरान राष्ट्रीय राजमार्ग निर्माण में तेज वृद्धि देखी गई

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा है कि कोविड प्रतिबंध अवधि के दौरान राष्ट्रीय राजमार्ग निर्माण में तेज वृद्धि देखी गई है। एक ट्वीट में उन्होंने कहा 2020-21 के दौरान राजमार्ग निर्माण की गति 36.5 किलोमीटर/प्रतिदिन रही है जोराष्ट्रीय राजमार्ग के निर्माण में अब तक की सबसे तेज गति है।

मंत्री ने कहा कि भारत ने केवल 24 घंटों में 2.5 किलोमीटर चार लेन कंक्रीट सड़क का निर्माण तथा केवल 21 घंटों में 26 किलोमीटर सिंगल लेन बिटुमेन सड़क का निर्माण करने के द्वारा एक विश्व कीर्तिमान भी बनाया है।

उन्होंने कहा कि निर्माण की इस गति को बनाए रखने के लिए विशेष प्रयास किए गए हैं, जिनमें ठेकेदारों की

सहायता, अनुबंध प्रावधानों में छूट, उप-ठेकेदारों को प्रत्यक्ष भुगतान तथा कार्यस्थल पर मजदूरों के लिए खाने तथा चिकित्सा की सुविधाएं शामिल हैं।

गडकरी ने कहा कि इन परियोजनाओं में गुणवत्ता नियंत्रण सुनिश्चित



करने के लिए सर्वोच्च आईआरसी मानदंडों तथा सड़क परिवहन तथा राजमार्ग मंत्रालय के विनिर्देशों के अनुरूप निर्माण किया जा रहा है। उन्होंने कहा कि नीतिगत दिशानिर्देशों को अपडेट करने तथा जांच करने और गुणवत्ता पर प्रणाली सुधार से संबंधित निर्देश जारी करने के लिए एक गुणवत्ता नियंत्रण जोन स्थापित किया गया है।

#### फास्टैग के जिए दैनिक टोल संग्रह कोविड-19 की दूसरी लहर से पहले रिकॉर्ड किए गए स्तर तक पहुंचा

कई राज्यों में लॉकडाउन में ढील और राजमार्गो पर यातायात की आवाजाही में वृद्धि होने के साथ, फास्टैग के जिए होने वाला टोल संग्रह कोविड महामारी की दूसरी लहर से पहले रिकॉर्ड किए स्तर तक पहुंच गया है। 1 जुलाई 2021 को 63.09 लाख रुपये के लेनदेन के साथ, देशभर में फास्टैग के जिरए होने वाला टोल कलैक्शन 103.54 करोड़ रुपये हो गया है। फास्टैग के जिरए इलैक्ट्रॉनिक टोल संग्रह देशभर में 780 सिक्रय टोल प्लाजा पर संचालित हो रहा है।

जून 2021 में टोल संग्रह बढ़कर 2,576.28 करोड़ रुपये हो गया जो कि मई 2021 में वसूले गए 2,125.16 करोड़ रुपये से लगभग 21 प्रतिशत अधिक है। लगभग 3.48 करोड़ उपयोगकर्ताओं के साथ, देशभर में फास्टैग का इस्तेमाल करीब 96 प्रतिशत तक हो रहा है और कई टोल प्लाजा पर इसका इस्तेमाल 99 प्रतिशत तक होता है। एक अनुमान के मुताबिक, फास्टैग प्रतिवर्ष ईधन पर लगभग 20,000 करोड़ रुपये की बचत करेगा, जिससे कीमती विदेशी मुद्रा की बचत होगी और पर्यावरण की भी मदद होगी।

राजमार्ग का उपयोग करने वालों द्वारा फास्टैग अपनाने से और इसकी निरंतर वृद्धि से सभी राष्ट्रीय राजमार्ग शुल्क प्लाजा पर प्रतीक्षा समय में काफी कमी आई है।







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#### DELHI BOOKING OFFICE

Kashmiri Gate		1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market		236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	1	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar		1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi		580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	20	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	1	Shop No.11, Lakhmi Pyau, Kundii Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar		Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanial Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana		"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

#### **DELHI REGIONAL OFFICE**

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## भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय राज्य सभा अतारांकित प्रश्न सं.2382 जिसका उत्तर 09.08.2021 को दिया जाना है राष्ट्रीय राजमार्गों के टोल प्लाजाओं में टोल प्रभार

2382. श्री बिकास रंजन भट्टाचार्य क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि: (क राष्ट्रीय राजमार्गों पर कितने टोल प्लाजा हैं;

- (ख) नए टोल प्लाजा पर टोल श्ल्क की वसूली की अधिकतम अवधि कितनी है; और
- (ग) क्या अधिकतम अवधि के दौरान टोल-प्रभारों को बढ़ाने के लिए कोई प्रावधान है?

#### उत्तर

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

- (क): वर्तमान में, देश भर में राष्ट्रीय राजमार्गों पर 717 शुल्क प्लाजा कार्य कर रहे हैं।
- (ख): प्रयोक्ता शुल्क हमेशा से राष्ट्रीय राजमार्ग शुल्क (दर निर्धारण और संग्रहण) नियम, 2008 के अनुसार संग्रहित किया जाता है। सार्वजनिक निजी भागीदारी (पीपीपी) परियोजनाओं के मामले में रियायत अविध समाप्त होने के बाद केंद्र सरकार द्वारा 40% की घटी हुई दर पर प्रयोक्ता शुल्क संग्रहित किया जाना है। सार्वजनिक वित्त पोषित परियोजनाओं के मामले में परियोजना की पूंजीगत लागत की वसूली के बाद प्रयोक्ता शुल्क दर को 40% तक कम किया जाना है।
- (ग): सार्वजिनक वित्त पोषित और सार्वजिनक निजी भागीदारी (पीपीपी) परियोजनाओं के लिए राष्ट्रीय राजमार्ग शुल्क (दर निर्धारण और संग्रहण) नियम, 2008 के प्रावधानों के अनुसार प्रयोक्ता शुल्क दर में संशोधन किया जा रहा है। तथापि, पीपीपी समझौतों और अनुबंधों को निष्पादित कर दिया गया है और 05.12.2008 से पहले आमंत्रित बोलियों के लिए राष्ट्रीय राजमार्ग शुल्क नियम 1997 के प्रावधानों और संबंधित रियायत समझौते के अनुसार प्रयोक्ता शुल्क दर निर्धारित और संशोधित की गई हैं। राष्ट्रीय राजमार्ग शुल्क (दर निर्धारण और संग्रहण) नियम, 2008 के अनुसार आधार दर को प्रतिवर्ष 1 अप्रैल से निर्दिष्ट 3% से और थोक मूल्य सूचकांक (डब्ल्यूपीआई) में तब्दीली के 40% से संशोधित किया जाता है।



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#### **South Zone**

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

#### **West Zone**

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

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

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

S.	Airport	For	The Mor	nt (in MT.
no.	and the second second	April	April	%
	s:	2021	2020	Change
(A)	18 International	Airports		
1	Kolkata	10400	1096	849
2	Chennai	31464	5042	524
3	Goa	558	4	-
4	Srinagar	652	0	. 9
5	Bhubaneswar	990	15	-
6	Varanasi	359	463	02
7	Calicut Amritsar	892 106	403	93
9	Coimbatore	641	19	
10	Vijavawada	230	0	
11	Imphal	510	101	405
12	Portblair	435	19	-
13	Trichy	337	0	-
14	Tirupati	0	0	-
15 16	Kushinagar Guwahati	1988	162	
17	Jaipur	1029	0	
18	Trivandrum	1414	551	157
Tota		52005	7473	596
(B)	3 PPP Internation	nal Aairp	orts	
19	Ahmedabad	7426	246	
20	Lucknow	1208	15	
21	Mangalore	286	0	-
Ota	al	8920	261	
	7 JV Internationa			
22	Delhi (DIAL)	76889	10153	657
23 24	Mumbai (MIAL)	66432 32441	16499	303
44	Bangalore (BIAL)	32441	8166	297
25	Hyderabad (GHIAL)	10611	3459	207
26	Cochin(CIAL)	4605	1808	155
27	Nagpur (MIPL)	758	0	- 2
28	Kannur (KIAL)	0	0	
Ota		191736	40085	378
(D)		-		
29	Shirdi	0	- 0	-
Tota		0	0	
_	10 Custom Airpo			
30	Pune	1148	0	
31	Patna	2221	2	-
33	Bagdogra Chandigarh	987 1021	0	-
34	Visakhapatnam	489	119	311
35	Indore	866	9	211
36	Madurai	231	2	
37	Surat	775	274	183
38	Aurangabad	85	1	- 3
39	Gaya	0	0	- 9
Tota		7823	408	
	69 Domestic Air		-	
40	Ranchi	551	0	
41 42	Raipur	456	0	-
43	Jammu Dehradun	113 10	0	-
44	Agartala	336	0	
45	Gorakhpur	0	0	
	Bhopal	182	0	
	Udaipur	0	0	-
47	TV: home over alle	76	0	- 3
47 48	Dibrugarh		-0	- 0-
47 48 49	Prayagraj	0		
47 48 49 50	Prayagraj Leh	451	0	_
47 48 49 50	Prayagraj Leh Jodhpur	451 0	0	- 12
47 48 49 50 51	Prayagraj Leh Jodhpur Vadodara	451 0 188	0	- 12
47 48 49 50 51 52 53	Prayagraj Leh Jodhpur Vadodara Silchar	451 0 188 69	0 0	-
46 47 48 49 50 51 52 53 54	Prayagraj Leh Jodhpur Vadodara Silchar Belgaum	451 0 188	0	- 12
47 48 49 50 51 52 53	Prayagraj Leh Jodhpur Vadodara Silchar	451 0 188 69 3	0 0 0	-

S.	Airport		The Mor	
no.		April 2021	April 2020	% Change
(F)	69 Domestic Air		2020	Change
58	Rajkot	10	0	32
59	Jabalpur	0	0	
60	Tuticorin	0	0	
61	Hubli	6	.0	100
62	Dimapur	37	0	
63	Guggal(kangra) Kishangarh	0	0	- 1
65	Mysore	ő	0	
66	Kolhapur	0	0	
67	Kandla	0	0	
68	Gwalior	0	0	
69 70	Kanpur(chakeri) Kalaburgi	0	0	
71	Juhu	15	2	650
72	Cuddapah	0	0	- 020
73	Jaisalmer	0	0	9 5
74	Jorhat	0	0	
75	Bikaner	0	0	-
76 77	Jamnagar Salem	0	0	100
78	Diu	0	0	1 1
79	Porbandar	ő	0	
80	Adampur	Ŏ	0	119
	(Jalandhar)			
81	Bhuj	0	0	100
82 83	Hindon	0	0	
84	Pantnagar Lakhimpur	0	0	
04	(lilabari)	_ v	U	100
85	Pakyong	0	0	
86	Bhavnagar	0	0	
87	Pathankot	0	0	V 4*
88	Bhuntar	0	0	92
89	Ludhiana	7	0	-
90	Agatti Jalgaon	0	0	
92	Barapani	ŏ	0	
-	(shillong)			
93	Bilaspur	0	0	
94	Tezpur	0	0	100
95	Agra	0	0	
96 97	Hyderabad (Begumpet)	0	0	
98	Shimla	0	0	
99	Khaiuraho	0	0	100
100	Pondicherry	0	0	
101	Bhatinda	0	0	100
102	Kota Sholapur	0	0	- 1
104	Keshod (Junagarh)	0	0	
105	Safdarjung	ő	0	1
106	Tezu	0	0	
107	Coochbehar	0	0	92
108	Rupasi	0	0	
(F) 6	Domestic Airports	2515	2	-
	12 St.Govt. / Pv		- 20	
109	Durgapur Nacile (Hallower)	0	0	
110	Nasik(Hal ozar) Lengpui(aizwal)	14	0	
112	Nanded	0	0	
113	Jagdalpur	ő	ő	
114	Vijayanagar	0	0	
115	Bidar	0	0	
116	Pasighat	0	0	
117	Hisar	0	0	
118	Mundra Pithoragarh	0	0	
120	Bangalore(Hal)	0	0	
	2 St.Govt. / Pvt Airports	15	0	
	Other Airports	0	0	-
(A+I	d Total B+C+D+E+F+G+H)	263014	48229	02
fer.T	. C.D.L. TOTA)	203014	10229	

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

(\*) TENTATIVE

(IN '000 TONNES)

PORT         TRAPERO         POLIT         Fond, Included         F			0.000											
FEKIOD         (Crude, Liquids)         Incl.         FINA         RANY         Thermal         Coking         Tomage         TELIS         Misc.           LNG)         LNG         31         51         51         54         3         56         1434         96         567         2106           FARIL-MAY, 2021         129         476         414         17         47         21         228         1434         96         567         1825           FARIL-MAY, 2021         1292         476         414         17         47         21         228         393         19         569           FARIL-MAY, 2021         1292         476         414         17         47         21         224         394         1825           FARIL-MAY, 2021         1292         476         414         17         47         31         50         21         223         1178         390         363           FARIL-MAY, 2021         139         436         43         47         47         391         478         471           FARIL-MAY, 2020         480         174         47         47         47         391         486	ORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	izers	Co	=	Contai	ners	Other	TOTAL	% VAR.
FARRIL-MAY, 2021         31         51         -         54         3         -         56         1178         9         567         1996           F ARRIL-MAY, 2020         17         31         -         26         -         -         53         1178         70         250         1219           F ARRIL-MAY, 2020         1192         476         414         21         30         352         1545         374         19         1209         5613           F ARRIL-MAY, 2020         1192         476         414         47         30         352         1848         374         19         1209         5613           F ARRIL-MAY, 2021         1203         489         631         471         47         30         352         1848         374         19         1209         5613           F ARRIL-MAY, 2021         1209         461         71         40         621         407         621         407         649         449         449         449         449         449         449         449         449         449         449         449         449         449         449         449         449         449         449		PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	E.	RAW		Coking & Others	Tonnage	TEUS	Misc. Cargo		AGAINST 2020-21
F ARRIL-MAY, 2021         31         51         -         54         3         -         56         143         96         567         196           R ARRIL-MAY, 2020         117         31         -         26         -         -         233         1178         70         250         1825           R ARRIL-MAY, 2020         1192         476         414         21         30         352         1545         374         19         120         6843           PARRIL-MAY, 2021         1132         889         631         71         30         352         152         374         19         1209         6813           PARRIL-MAY, 2021         1304         131         30         352         1488         1552         89         1439         7438           F ARRIL-MAY, 2021         1306         174         4087         40         621         4076         1628         35         173         261         738         89         173         409         173         409         173         409         173         409         173         409         173         409         173         409         173         409         173         409	OLKATA									1				
FAPRIL-MAY, 2020         117         31         -         26         -         -         323         1178         70         250         1825           FAPRIL-MAY, 2020         1592         838         631         17         47         21         2294         593         191         6894           FAPRIL-MAY, 2020         1323         889         631         71         50         21         2294         2027         129         6894           FAPRIL-MAY, 2020         1309         507         414         47         30         352         1868         1552         89         748           FAPRIL-MAY, 2021         1699         74         4087         4         621         4076         1628         362         171         600           FAPRIL-MAY, 2021         2460         324         292         271         369         174         908         1352         89         71         369         174         908         1352         187         499         71         369         174         909         1832         1809         1832         4080         408         408         409         124         409         408         1828         19	officeto Doods Contour	TRF APRIL-MAY, 2021	31	51	•	54	3		56	1434	96	267	2196	
FAPRIL-MAY, 2021         192         838         631         17         47         21         2238         593         29         1217         6894           RAPRIL-MAY, 2021         1192         476         631         17         47         20         21         2238         593         121         6894           RAPRIL-MAY, 2021         1192         476         61         21         30         322         1868         1525         89         1419         748           RAPRIL-MAY, 2021         1203         367         44         47         30         322         1868         1525         89         1439         748           FAPRIL-MAY, 2021         6045         255         369         771         961         139         69         1434         74         30         32         1868         1852         19         180           FAPRIL-MAY, 2021         840         17         -	Olhala DOCK Systelli	TRF APRIL-MAY, 2020	17	31		26		*	323	1178	70	250	1825	20.33
RFARIL-MAX, 2020         1192         476         414         21         30         352         1545         374         19         1209         5613           RFAPRIL-MAX, 2021         1323         889         631         71         50         21         2294         2027         155         178         900           RFAPRIL-MAX, 2021         6045         255         5004         4         73         36         120         202         1459         7438           RFAPRIL-MAX, 2020         4169         174         4087         40         621         407         52         1868         1852         1940         1888           RFARIL-MAX, 2020         4169         174         4087         40         621         961         1195         67         184         994           RFARIL-MAX, 2020         840         17         -         -         -         1908         -         -         1908         -         -         -         1908         -         -         -         1908         -         -         -         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td>Joldin Dock Complay</td><td>TRF APRIL-MAY, 2021</td><td>1292</td><td>838</td><td>631</td><td>17</td><td>47</td><td>21</td><td>2238</td><td>593</td><td>29</td><td>1217</td><td>6894</td><td></td></t<>	Joldin Dock Complay	TRF APRIL-MAY, 2021	1292	838	631	17	47	21	2238	593	29	1217	6894	
RFARIL-MAY, 2021         1323         889         631         71         50         21         2294         2027         125         1784         909           RFARIL-MAY, 2021         1209         250         414         47         30         332         1868         1552         89         1438           RFARIL-MAY, 2021         6045         254         4076         261         37         4169         771         4076         151         39         1439         743           RFARIL-MAY, 2021         2450         324         202         324         4076         151         36         160         177         4087         4076         153         20         183         4040           RFARIL-MAY, 2021         2460         324         20         24         4076         1628         127         1080         183         183         4561         183         460         183         460         183         460         183         460         183         460         499         499         460         183         460         183         460         183         460         183         460         183         460         183         460         18	aidia Dock Complex	TRF APRIL-MAY, 2020	1192	476	414	21	30	352	1545	374	19	1209	5613	22.82
REARIL-MAX, 2020         1209         507         414         47         30         352         1868         1552         89         1459         7438           REARIL-MAX, 2021         6045         255         5004         -         523         4697         2611         37         2         1335         20507           REARIL-MAX, 2021         346         226         174         408         71         961         195         67         1314         9947           REARIL-MAX, 2020         2890         262         1960         296         36         174         961         1195         67         1314         9947           REARIL-MAX, 2021         840         17         -         -         -         4949         74         391         6336           REARIL-MAX, 2021         88         121         -         -         -         1908         -         499         74         391         631         449           REARIL-MAX, 2021         1916         153         -         -         -         1908         -         -         260         364         499         164         378         471         471         371         471 <td>OTAL: KOLKATA</td> <td>TRF APRIL-MAY, 2021</td> <td>1323</td> <td>688</td> <td>631</td> <td>71</td> <td>20</td> <td>21</td> <td>2294</td> <td>2027</td> <td>125</td> <td>1784</td> <td>0606</td> <td></td>	OTAL: KOLKATA	TRF APRIL-MAY, 2021	1323	688	631	71	20	21	2294	2027	125	1784	0606	
RFARIL-MAY, 2021         6045         255         5004         -         523         4697         2611         37         2         1335         20507           FAPRIL-MAY, 2020         4169         174         4087         40         621         4076         1628         25         1         1277         16097           FAPRIL-MAY, 2020         2450         324         296         271         369         1240         958         1352         82         1940         11832           FAPRIL-MAY, 2020         664         8         -         -         -         499         26         149         3228           FAPRIL-MAY, 2021         1916         153         -         -         -         -         499         26         149         328           FAPRIL-MAY, 2021         1916         153         -		TRF APRIL-MAY, 2020	1209	507	414	47	30	352	1868	1552	88	1459	7438	22.21
RF APRIL-MAY, 2020         4169         174         4087         40         621         4076         1628         25         11         1277         16097           FE APRIL-MAY, 2021         2450         324         2928         271         369         1240         958         1322         82         1940         11832           FE APRIL-MAY, 2020         2890         262         1960         296         98         771         961         1193         67         1194         1832           FE APRIL-MAY, 2020         664         8         -         -         -         9499         26         149         328           FE APRIL-MAY, 2021         1916         153         -	ARADIP	TRF APRIL-MAY, 2021	6045	255	5004	×.	523	4697	2611	37	2	1335	20507	
KF APRIL-MAY, 2021         2450         324         2928         271         369         1240         958         1352         82         1940         11832           FE APRIL-MAY, 2020         2890         262         1960         296         98         771         961         1195         67         1514         9947           FE APRIL-MAY, 2020         664         18         -         -         -         -         1908         -         -         1908         -         -         1908         -         -         -         1908         - <td></td> <td>TRF APRIL-MAY, 2020</td> <td>4169</td> <td>174</td> <td>4087</td> <td>40</td> <td>621</td> <td>4076</td> <td>1628</td> <td>25</td> <td>1</td> <td>1277</td> <td>16091</td> <td>27.40</td>		TRF APRIL-MAY, 2020	4169	174	4087	40	621	4076	1628	25	1	1277	16091	27.40
RF APRIL-MAY, 2020         289         262         1960         296         98         771         961         1195         67         1514         9947           FE APRIL-MAY, 2021         840         17         -         -         -         -         -         499         26         149         328           FE APRIL-MAY, 2021         1916         153         -         -         -         -         499         26         149         328           FE APRIL-MAY, 2021         1109         169         - <td>ISAKHAPATNAM</td> <td>TRF APRIL-MAY, 2021</td> <td>2450</td> <td>324</td> <td>2928</td> <td>271</td> <td>369</td> <td>1240</td> <td>856</td> <td>1352</td> <td>82</td> <td>1940</td> <td>11832</td> <td></td>	ISAKHAPATNAM	TRF APRIL-MAY, 2021	2450	324	2928	271	369	1240	856	1352	82	1940	11832	
RF APRIL-MAY, 2021         840         17         -         -         -         3454         200         1434         74         391         6336           RF APRIL-MAY, 2020         664         8         -         -         -         -         1908         -         -         499         26         149         3228           FF APRIL-MAY, 2020         1916         153         -         -         -         -         -         -         -         499         26         149         3228           FF APRIL-MAY, 2020         1109         169         -		TRF APRIL-MAY, 2020	2890	262	1960	296	86	771	196	1195	29	1514	9947	18.95
RF APRIL-MAY, 2020         664         8         -         -         -         -         499         26         149         3228           FF APRIL-MAY, 2021         1916         153         - <t< td=""><td>AMARAJAR(ENNORE)</td><td>TRF APRIL-MAY, 2021</td><td>840</td><td>17</td><td></td><td>0</td><td>0</td><td>3454</td><td>200</td><td>1434</td><td>74</td><td>391</td><td>6336</td><td></td></t<>	AMARAJAR(ENNORE)	TRF APRIL-MAY, 2021	840	17		0	0	3454	200	1434	74	391	6336	
RF APRIL-MAY, 2021         1916         153         -         -         50         -         7         5192         269         362         7680           RF APRIL-MAY, 2020         1109         169         -         25         25         -         -         50         -         56         362         7680           RF APRIL-MAY, 2020         1109         169         -         -         195         1243         983         2674         139         476         5780           F APRIL-MAY, 2020         374         102         -         -         195         1243         985         367         1895         976         1895         90         285         4717           F APRIL-MAY, 2021         305         364         985         38         52         1169         115         412         27         339         6569           RF APRIL-MAY, 2021         305         364         985         38         52         1169         115         41         375         4489           RF APRIL-MAY, 2021         344         -         1445         -         -         -         -         -         -         -         -         -	STATES AND SOUTH OF THE STATES	TRF APRIL-MAY, 2020	664	∞		()	-	1908	•	499	26	149	3228	96.28
RF APRIL-MAY, 2020         1109         169         -         25         25         -         2602         135         631         4561           RF APRIL-MAY, 2021         88         121         -         195         1243         983         2674         139         476         5780           RF APRIL-MAY, 2021         3174         102         -         197         1243         983         2674         139         476         5780           RF APRIL-MAY, 2021         3174         102         -         -         193         976         1895         90         285         4717           RF APRIL-MAY, 2020         364         985         38         52         1169         115         412         29         58         171         418         418         418         418         418         418         418         418         418         418         418         4489           RF APRIL-MAY, 2020         5012         265         586         72         28         292         162         24         178         4489           RF APRIL-MAY, 2021         536         52         162         162         24         188         271         373 <td>HENNAI</td> <td>TRF APRIL-MAY, 2021</td> <td>1916</td> <td>153</td> <td>*</td> <td></td> <td>20</td> <td></td> <td>7</td> <td>5192</td> <td>269</td> <td>362</td> <td>2680</td> <td></td>	HENNAI	TRF APRIL-MAY, 2021	1916	153	*		20		7	5192	269	362	2680	
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RF APRIL-MAY, 2020         75         176         -         117         -         1193         976         1895         90         285         4717           RF APRIL-MAY, 2021         3174         102         -         -         83         -         -         946         68         154         3411           RF APRIL-MAY, 2020         2241         70         -         -         -         946         68         154         3411           RF APRIL-MAY, 2021         3095         364         985         38         52         1169         115         412         27         39         6569           RF APRIL-MAY, 2020         5012         265         386         72         28         292         162         249         16         489         96         681         341         412         27         39         6569         821         4489         41         3975         4489         448	O.CHIDAMBARANAR	TRF APRIL-MAY, 2021	88	121	32	33	195	1243	983	2674	139	476	5780	
RF APRIL-MAY, 2021         3174         102         -         83         -         -         1520         110         292         5171           RF APRIL-MAY, 2020         2241         70         -         -         -         -         946         68         154         3411           RF APRIL-MAY, 2020         3241         70         -         -         -         946         68         154         3411           RF APRIL-MAY, 2020         5012         265         586         72         28         292         162         249         16         155         6821           RF APRIL-MAY, 2020         5012         264         1139         18         -         142         1595         38         2         711         3975           RF APRIL-MAY, 2020         5274         164         619         55         37         390         255         117         2         730         7541           RF APRIL-MAY, 2020         527         458         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -		TRF APRIL-MAY, 2020	75	176	200	117	1	1193	926	1895	90	285	4717	22.54
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RF APRIL-MAY, 2020         657         275         -         -         -         -         7052         559         42         8026           RF APRIL-MAY, 2021         9920         1575         61         597         -         5521         13         1548         92         3564         22799           RF APRIL-MAY, 2020         8981         1083         34         505         35         3175         41         743         50         2592         17189           RF APRIL-MAY, 2020         34852         4563         12601         1006         1322         18713         8473         27630         1851         121976           RF APRIL-MAY, 2020         332325         3153         9145         1157         874         12299         7486         16813         1105         9699         92951           ARAPRIL-MAY, 2020         37.32         44.72         37.79         13.05         52.15         13.18         64.34         67.51         32.14         31.23	N.P.T.	TRF APRIL-MAY, 2021	545	458	•	40	40	0	*	11321	922	189	12513	
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RF APRIL-MAY, 2020         8981         1083         34         505         35         3175         41         743         50         2592         17189           RF APRIL-MAY, 2021         34852         4563         12601         1006         1322         18713         8473         27630         1851         12816         121976           RF APRIL-MAY, 2020         32325         3153         9145         1157         874         12299         7486         16813         1105         9699         92951           7.82         44.72         37.79         13.05         51.26         52.15         13.18         64.34         67.51         32.14         31.23	EENDAYAL	TRF APRIL-MAY, 2021	9920	1575	19	597	60	5521	13	1548	92	3564	22799	
RF APRIL-MAY, 2021         34852         4563         12601         1006         1322         18713         8473         27630         1851         12816         121976           RF APRIL-MAY, 2020         32325         3153         9145         1157         874         12299         7486         16813         1105         9699         92951           7.82         44.72         37.79         13.05         51.26         52.15         13.18         64.34         67.51         32.14         31.23		TRF APRIL-MAY, 2020	8981	1083	34	505	35	3175	41	743	50	2592	17189	32.64
RF APRIL-MAY, 2020     32325     3153     9145     1157     874     12299     7486     16813     1105     9699     92951       7.82     44.72     37.79     13.05     51.26     52.15     13.18     64.34     67.51     32.14     31.23	LL PORTS	TRF APRIL-MAY, 2021	34852	4563	12601	1006	1322	18713	8473	27630	1881	12816	121976	
7.82 44.72 37.79 13.05 51.26 52.15 13.18 64.34 67.51 32.14		TRF APRIL-MAY, 2020	32325	3153	9145	1157	874	12299	7486	16813		6696	92951	31.23
	Variation from previous y	ear	7.82	44.72	37.79	13.05	51.26	52.15	13.18	64.34	67.51	32.14	31.23	

Source: LP.A.

#### **Master of Compliances**



Mr. Vishal Kedia Founder & Director, Complykaro Services P. Ltd.

Mr. Vishal Kedia is the Founder Director of Complykaro.com. He started the company in 2014 at the back of the promulgation of The Sexual Harassment of Women at Workplace (Prevention, Prohibition & Redressal) Act, 2013. He has spoken on this subject and its implications for organizations at various public events, under the aegis of many well-known Associations / Institutions, some of which are: Institute of Company Secretaries of India (ICSI); Institute of Chartered Accountants of India (ICAI); Indian Institute of Corporate Affairs (IICA); National HRD Network (NHRDN); ASSOCHAM; PHDCCI; NASSCOM; etc. Vishal has conducted several training seminars, covering over 35000 Internal Complaints Committee (ICC) members and hundreds of employee sensitization seminars across India.

He has also conducted similar training seminars for Whistleblower Committee members of Corporates for undertaking effective investigation with regard to violation of code of conduct. Other topics, came on Information Security, Anti-Money Laundering, Rights of Persons with Disabilities, etc., which helped them build a sustainable service, nation-wide.

Vishal Kedia has been showered with a number of Awards and Commendations, from prestigious organizations:

- "Best Compliance Training Program" Award for training solutions, at The India Human Capital Summit & Awards 2016.
- "The Leading CEO of the Year" Award at the 6th Annual GreenTech HR Conference 2016 for their endeavour to prevent sexual harassment in Corporate India.
- "Compliance Consulting Firm of the Year" Award at The India Leadership Awards 2016 organised by World Leadership Federation.
- 4. "Start-up Company of the Year" Award at the HR Tech Conference | Awards 15th Asia-Pacific HRM Congress 2016
- "Global Diversity & Inclusion Leadership" Award at the 25th World HRD Congress 2017.
- 6. Empanelled by Government of India, Ministry of Women & Child Development as a resource company for providing PoSH (Prevention of Sexual Harassment) training since 2017
- Commended by Maharashtra State Commission for Women in 2017 for their exemplary work towards women empowerment through effective implementation of PoSH across institutions.
- "The Achiever's Award" in 2018 by JCI Marine Lines in recognition for his outstanding contribution for PoSH.
- "101 Top Global Diversity & Inclusion Leaders" Award at the 3rd Diversity & Inclusion Congress organised by World HRD Congress 2019

Vishal completed his post-graduation with Executive Masters in Business Administration (EMBA) from National University of Singapore and a Diploma in Business Finance from ICFAI, Hyderabad.

#### Questionnaire

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

Complykaro.com was founded in 2014, hence we have been in operation for seven years.

After interactions with various MSMEs for cost-effective solutions, it was clear that there was a strong need for compliance consultancy services.

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

#### vou have?

We offer to resolve compliance issues with cloud based solutions, hence, can be done online too. Currently, we have eight employees in Mumbai who can cover the country virtually.

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

Technology can help us deliver solutions digitally. We also do online training on cloud platform. For example, Truck drivers are constantly travelling and it is difficult for companies to do training program physically, as they are on the move. However, our program can be accessed by truck drivers, warehouse / e- logistics operators, covering the last mile, etc., who are in different parts of the country. There are tools like Zoom, Google, etc. which also help in personnel training.

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

We have clients across all sectors, like Banking, Financial Services & Insurance (BFSI), Road, Advertising, Pharma and Hospital, Manufacturing, etc... Specifically, we have worked with a number of huge brand names, some of which are given here: Reliance; HDFC; Edelweiss; Gap; SBI; JSW; NIIT; BASF; Honda; Tata; Raymond; All-Cargo; and many others.

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

We offer cost effective/training solutions for all regulatory topics. Our PoSH training solutions are available in all regional Indian languages as well.

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

I believe the Logistics Industry is poised for growth. It is a reference point for our economy. All sectors like manufacturing, pharma, etc., need logistics services, hence, it is like a barometer to the economic condition.

#### (7) How are you coping with the destabilizing effects of Covid – 19?

Covid -19 pandemic has indeed created a big problem. However, it has changed how work is done and business conducted. Now everything is based on technology platforms, hence physical contact is no longer critical.

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

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## 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"





CORPORATE OFFICE: IRC House, 846- Joshi Road, Karol Bagh, New Delhi-110 005, Phone: 011-41548000 (5 lines) • Fax: 011-41548005

Email: ircl@ircgroupglobal.com • www.ircgroupglobal.com

REGIONAL OFFICE: Chennai · Mumbai · Kolkata

JAPAN OFFICE: Mr. Yoshiharu Shimizu, Email: y.shimizu@ircgroupglobal.com, (M) +81 80 33051740

















#### **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