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Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

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

Is The Logistics Cost In India Really High ?



No Entry of Commercial Vehicles in Delhi Without RFID Tag

Page 17

Technology: The Future of Logistics

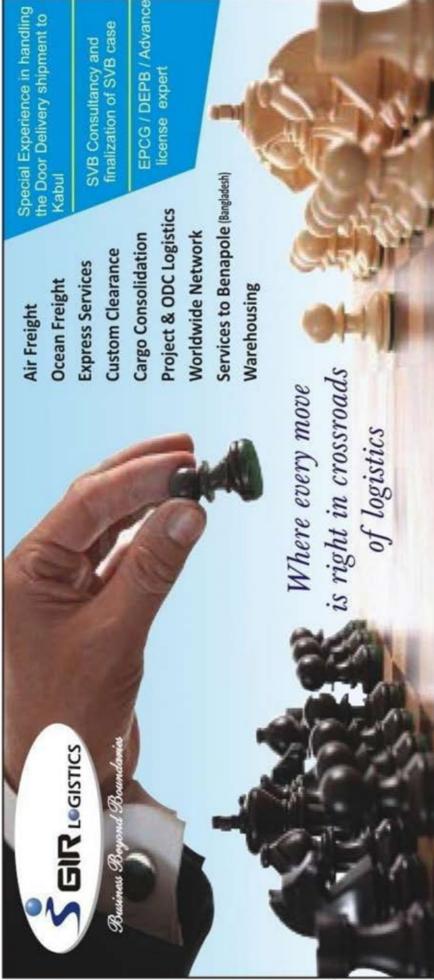
Page 20

5 Logistics Operations That Optimize Your Supply Chain Management

Page 24

Detmar Logistics to Use Hyliion Hypertruck ERX for Fleet Expansion

Page 32



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contents

Editorial

Effective People are Vital for Transportation and Logistics Cost!

06 Outlook

Logistics Costs Is Critical To Country's Economy

National Logistics Policy to Reduce Elevated Costs

Cover Story

Is The Logistics Cost In India High?

16 Press Release

AITWA Launches Legal Helpline For The Drivers In Distress

Issue

No Entry of Commercial Vehicles in Delhi Without RFID Tag

 A Report By Niti Aayog Reveals Cost-effectiveness, Cleanliness, And Optimised Freight Transport System Are The Keys For India's Growth

Technology 20

Technology: The Future of Logistics



Build Business

 5 Logistics Operations That Optimize Your Supply Chain Management

26 Government Policies & Initiatives

- Government Introduces a New Registration Mark For New Vehicles "Bharat Series (BH-series)" to Facilitate Seamless Transfer of Vehicles
- National Monetisation Plan and National Master Plan "Gati Shakti' Will Lead to Holistic and Integrated Development of Infrastructure Generating Immense Employment Opportunities
- MoRTH Minister Reiterates Commitment to Infrastructure Development Giving Due Importance to Protection of Environment and Ecology
- Nitin Gadkari Meets Automobile Manufacturers, Emphasizes on Quick Roll Out of Flex Fuel Vehicles
- Nitin Gadkari Instructs to Open One Side of Kuthiran Tunnel in Kerala
- Rs 100 Crore Sanctioned for Restoration of Roads Affected by Unprecedented Rains in Konkan and Western Maharashtra

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OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India

PUBLISHED AT M-5. Ashoka Centre, 4E/15. Jhandewalan Extr. New Delhi -110055. India.

Tel: -011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com The All India Transporters Welfare Association, as a matter of policy, disclaims its responsibility for any views expressed by the authors/employees. The views expressed in this magazine are those of the authors and do not necessarily represent the views of either the organisation to which they belonger the All India Transport Welfare Association. This magazine is strictly for private circulation only. All India Transport Welfare Association, Website: www.aitwa.org, Email: aitwaho@gmail.com, info@aitwa.org

32 Industry

 Detmar Logistics to Use Hyliion Hypertruck ERX for Fleet Expansion

VECV Sales Jumps 96% in July at 4,271 Units

Ashok Leyland Narrows Q1 Net Loss to INR 289.29 Crore

 Daimler Truck and Cummins Sign Deal for CV Engine Strategic Partnership

AB Volvo Buys Chinese Truck Business for About \$125.7 Million

Ashok Leyland to Invest Only in Plant Debottlenecking

 Meritor to Supply E-drivertrain Subsystems to Hyliion Hypertruck ERX

38 AITWA - IRTDA Data

40 **AITWA Meeting**

> · AITWA representatives met Minister for Road, Transport and Highways at His Residence

CSR - COVID 19

AITWA Became The Helping Hand In The Lockdown

AITWA Launches LotS

43 Celebi Update

 Celebi Launches RFS from BLR & MAA Airports To CELEBI DELHI CARGO TERMINAL, IGI Airport

Women In Logistics

46 Government Policies & Initiatives

> नितिन गडकरी ने सड़क दुर्घटनाएं घटाने और सड़क सुरक्षा सुधारने के लिए लोक-निजी सहयोग की अपील की

 नितिन गडकरी ने बनियादी ढांचे के विकास के लिए समयबद्ध, पारदर्शी और त्वरित निर्णय लेने के महत्व पर जोर दिया

 सड्क सुरक्षा की इलेक्ट्रॉनिक निगरानी और यातायात कानून-पालन के लिये अधिसचना

Newspaper Cutting

Parliament Session

Statistics - Air Freight

53 Statistics - Ocean Freight

Corporate Profile

Master Pilot Overcomes Turbulence

Effective People are Vital for Transportation and Logistics Cost!



Ashok Gupta

What the logistics sector has done for the Indian economy is unmatched. As a leading contributor to the economy, it not only has created jobs but also given opportunities to unskilled people. The logistics sector stands second to only the agriculture industry in terms of creating jobs. And yet, the sector is not seen respectfully; even there is immense potential to explore in the sector, the youth of today are reluctant to join transport and logistics companies.

Any guess, why? Well, we delve into the root cause of it, and Delphi's latest survey helped us to quench our thirst.

Talking about transportation business, it needs to deal with various documentation, therefore, corruption in the Regional Transport Office(RTO) is inevitable for truckers. Along with it, bribes offered to police for seamless movement (against necessarily or unnecessarily stoppages), labour cost, taxes and duties, high diesel price(which is currently nearing Rs. 100), maintenance charges and expenditure of tyre and other body parts influence transportation cost that eventually rises the logistics cost. But, manpower is on our priority list.

Demographics – opportunity across age group

It is expected that over 8 billion people will live on the earth by 2030. More than a billion additional people compared to 2010. And, more importantly, 95 per cent of this surplus population will be born in developing

and emerging markets.

While this brings a positive offering, it also fetches a negative score. True! more people means more production but as the trade grows, challenges too grow. Global trade in goods and services is projected to rise by over threefold and touch the US\$ 27 trillion figure in 2030. That's an enormous pressure. In 2010 itself, lack of drivers created difficulty for truck operators. Not only in India, 36 countries worldwide found it tough to meet the drivers' requirement number. It was in the top 10 jobs that found difficulty for an appropriate replacement. This has attributed to transportation cost and eventually logistics cost.

By 2030, 100 million children between 5 and 19 will live in emerging markets and will require better education to compete in a global economy. Already, the economic growth of several countries is outpacing talent development, eventually leading to serious skills shortages. From a futuristic point of view, transportation and logistics companies will have to encash from this slack. This means, providing inhouse training through skills development programs. If this is planned for the present too, in a proper way, logistics costs can be cut down.

Recruitment -bringing promising people on board

It will be hard to find 17 million-plus more workers in the next 10 years, especially when the logistics sector is already struggling to get workers with the requisite skills. Companies with an expansion plan will have to be successful in recruiting promising employees and developing them once they're on board. No one will disagree that effective manpower will help to bring down the logistics cost and soon as this is materialized better will be for the industry.

Further who will replace the retiring and ageing employees? Transportation and logistics companies will have to attract and recruit qualified employees. People who are unaware and have relatively low interest levels in the industries will not be like-to-like replacements. Further, educating and training may not be adequate, and it's tough to keep pace with technology. However, these will ensure that the logistics cost falls.

Compensation and Incentives – can attract prospective joiners

Perk is very crucial to attract a prospective employee. But the packages that transportation and logistics companies offer are below the firms of many other industries offer.

Traditionally the road sector pays low wages, but that's becoming a point of contention in some countries. In Ireland, trade unions are lobbying for increases in drivers' pay. In Bulgaria, trade unions say drivers have to work long hours. This violates labour law. Companies have already raised employees' salaries to fight labour shortages. The average annual salary for a logistics professional in the US has increased by 13 per cent since 2007, as per a Delphi survey.

Besides salaries, other benefit coverages are equally important. Two types of benefits that essentially increase salaries are 'variable cash

bonus' and 'expense reimbursement'. In addition, healthcare and pension plans are also vital. Better packages and benefits will help transport companies retain drivers and skilled employees, which will reduce the workload of management and will decrease logistics costs.

Career Paths – need of skills and qualification

The transport sector, which has a 65 per cent share of the total cost of logistics cost, generally has staff

who have medium or low qualifications. This will have to change if the logistics cost has to come down. Even the sector demands skilled and educated workers. Therefore, it has become important for an increasing number of transportation and logistics jobs to have a diploma or a certificate from vocational training centres or institutions for higher learning like community colleges, polytechnics and universities. These programs are not limited to just logistics professionals but also mechanics, truck drivers and ships' stewards.

The plan has already taken shape in some countries. In China, where the sector is booming, the number of schools that offer a major in logistics and the number of logistics programs has increased steadily. Today there are 284 universities offering logistics management and 58 universities providing classes in logistics engineering. There are six universities in Beijing alone offering logistics programs.

When individual tasks are aligned with corporate goals, companies achieve greater transparency. They also make sure that the actual work being done in the organisation supports evolving business needs. And when individual workers understand how their efforts contribute directly to



their success and the success of the company, they tend to be more motivated and feel a greater commitment. The feeling that their work is worthwhile and that their goals are part of a broader corporate purpose can help them deliver better results.

Diversity Management - growing together

A fundamental transformation was inevitable in the logistics and transportation sectors. Last decade, the workforce of many companies has undergone for the better! This has enabled employers to build a workforce composed of various cultures and countries. However, diversity isn't limited to the cultural background only, and men and women of all ages and social situations are now working together.

Still, men dominate transportation and logistics, but women are making progress steadily. Recent surveys suggest that globally the number of women participating in the industry is as low as 20 per cent to 30 per cent. When it comes to management positions the percentage falls even deeper, as only less than 10 per cent are women. With more women getting advanced degrees expectation is there that the number would go up substantially in the future.

As with gender diversity, cultural diversity increases the performance of

> logistics firms. For a global firm, that includes relying on local employees, whose knowledge of local market conditions or culturally sensitive issues around customer service provides an edge. Drawing on the skills of operations around the world can then help make the company as a whole more diverse. Employing candidates of these backgrounds will help companies run smoothly and therefore will cut down logistics costs.

Employer Branding-how crucial

Transportation and logistics companies must proactively manage their company brand. Otherwise, it is most unlikely that job seekers see these industries as potential career options. Organizations must understand that their images are very much vital to attract the best employees and stay profitable. Wages and workload are important, but they only come into play once a candidate has applied for a job.

Employer branding, besides increasing the attractiveness of companies to potential new joiners, also strengthens retention, motivation, satisfaction and the identification of employees with the company. However, the PwC study 'Millenials at work' reveals that 7 per cent of the respondents would not want to work in the transportation and logistics industry solely based on its image. From salary to insurance, bonus to over duty allowance, play a vital role in decision making. Building the company's image is very vital. Skilled people would like to join an organization of repute. Their effectiveness will bring down the logistics cost.

- x -

Logistics Costs Is Critical To Country's Economy

Mahendra Arya, National President, AITWA

o one can claim that the logistics and infrastructure sectors are not the two major key drivers for the Indian economy. However, the scenario was not the same until November 2017 and only the infrastructure sector enjoyed focus from the government of India. The logistics operations were just sailing, taking a backseat.

Like the previous governments, the BJP-led government also did not give importance to the transport and logistics sector, initially. But things started to change gradually and the new government started to allocate more annual budget for road infrastructure development. Owing to this, India jumped 19 places in World Bank's Logistics Performance Index (LPI) 2016, to rank 35th amongst 160 countries.

However, similar support is not offered for logistics' taxes and duties, which eventually have resulted in high logistics costs. Business is sinking and trade is happening at a slow pace. Of late, high logistics cost has been a concern to the \$215 billion industry.

Currently, the logistics cost of India is standing at a whopping 14 per cent of the country's gross domestic product (GDP), far more than the US and Europe, which ranges between 8-10 per cent. Or at least that is presented to the people of the country. But, why the difference is so much? The major difference is the huge pile of tax load

on prices of processed crude. If we ignore the government taxes and duties we get a whole new picture of it. With a cost of 7-8 per cent of GDP, India's logistics cost is perhaps one of the lowest. The report submitted by Economic Survey 2017-18 also suggested the same remark and predicted that a 10 per cent decrease in indirect logistics cost could lead to export growth of 5-8 per cent.

Even in the crisis, the good news is that the world's one of the largest industries is expected to surpass the current growth rate which is marching ahead at a CAGR of 10.5 per cent. Moreover, the government is planning to soon introduce a proposal on the National Logistics Policy that focuses on reducing elevated costs. This policy will aim at bringing down the cost from the current 13-14 per cent to about 8 per cent over five years. It has been years that the high logistic cost is b l a m e d f o r e r o d i n g t h e competitiveness of Indian exporters.

Counting on the factors that are attributing to the increase in logistics cost, we learn that three main aspects decide the logistics cost. Transportation cost, warehousing costs and others. However, the transportation cost is the ultimate factor that impacts the logistics equation more.

Transportation is a sector that requires various documents on daily basis. Truckers are often in a hurry and this lead to offer bribes to officials at the



Regional Transport Office (RTO) and police. The police also ask for bribes at necessary or unnecessary stoppages in the pretext of offering seamless movement. The labour cost, taxes and duties, ever-increasing diesel price (which is currently nearing Rs. 100), maintenance charges and expenditure of tyres and other body parts also influence transportation cost that eventually rises the logistics cost.

Though these extra costs are not added to the expenditure of a transport company, the customers are the ultimate suffers. But this affects business badly, as no customer wants to go beyond their budget or pay more than they have been offering, resulting in low business.

There are various ways for the government to cut down the logistics cost.

Cost of fuel: Presently, 60-65 per cent of the logistics cost is of fuel. This is more than half of the logistics cost. Because the logistics cost moves up along with the fuel cost goes up, a check is required at the government's end. In the past few years, the fuel price has gone up 'unreasonably' which not even in our neighbouring countries have experienced. If the taxes (excise duty and VAT – which varies from state to state) is reduced the transportation cost will come down, and eventually the logistics cost.

Toll tax: The standard of roads must be world-class to move safer, faster, and for a seamless movement. But that does not mean a vehicle pay a large amount on toll taxes. Why there should be 26 toll plazas in the Gurugram-Mumbai corridor, which is 1400 km long and a commuter needs to pay around Rs. 7800 (normal carrier

vehicle @ Rs. 5.5/ km)? And, the toll tax increases with the size of the vehicle. Around 12 per cent of total logistics cost is attributed to toll cost.

Asset/Vehicle cost: An 8. 25 per cent vehicle cost is also added to the logistics cost. And, if we add the bribes paid for getting the documents from RTO, the logistics cost goes up even

higher. Further, 28 per cent GST on vehicle cost means the logistic cost is inflated, and with the introduction of scrappage policy, it further increases as with lesser life of the vehicle more cost per km.

Tyre cost: The tyres of a vehicle have lives. They can serve a vehicle for certain kilometres and after that, the vehicle requires another set of tyres to keep moving. It adds 6.5 per cent of the total logistics cost. The government's move to levy a hefty 28 per cent GST on tyres is unreasonable.

Government clearance: About 1.25 per cent of the total logistics cost falls under this category. This includes the charges levied by governments (state and central), motor vehicle tax, motor permit, passing, traffic fee etc.

Maintenance cost: A maintenance cost is included while preparing the transportation cost. This is related to the body parts of a vehicle and the service charged attached to it. This also adds to the logistics cost. That is also burdened with 28% GST.

Higher rate of interest to get the loan: A buyer needs to pay a high rate

salary and other benefits paid to every individual working in the system. The expenses incurred for maintaining the documents is also included.

Overall expenses: Then there is a segment called, overall expense. This is only 5 per cent of the total

> transportation cost. This includes the cost of the driver.

Also, the seamless movement of goods across all modes o f transportation is vital or else it will add to the logistics cost. Therefore. choosing the right inter-modal transport system is critical. With a 65 per cent market share, though roadways enjoy a major share of

freight movement, it remains the costliest mode of transportation.

The railways, tipped to be the cheapest mode of transportation, carry a decent 26 per cent freight. But railways are not connected to every corner of the country, so, there is limited room for growth.

The government has identified 10 major rivers for waterways and are planning and strategizing to add 101 more rivers to the list. Will it reduce the logistics costs by at least 2 per cent then? Well, only time will let us know about its effectiveness.

Another aspect that can reduce the logistics cost is appointing skilled manpower, integrated IT infrastructure, coordination amongst various logistics stakeholders and ministries to improve the logistics sector.



A buyer needs to pay a high rate of interest but gets a very low and slow return. Reducing the rate of interest is also one of the factors to reduce logistic costs

of interest but gets a very low and slow return. Reducing the rate of interest is also one of the factors to reduce logistic costs.

Human resource (HR): HR has a share of 6.5 per cent of the total logistics costs, as so many people are involved in the system. It includes the

National Logistics Policy to Reduce Elevated Costs

he current logistics cost of India is standing at a staggering 14 per cent of GDP. However, the same ranges between 8-10 per cent in the US and Europe. Moreover, the report submitted by Economic Survey 2017-18 predicted that a 10% decrease in indirect logistics cost could lead to export growth of 5-8%.

India, being one of the largest supply chain and logistics sectors globally; the logistics industry of \$215 billion is expected to surpass the current growth rate which is marching ahead at a CAGR of 10.5 per cent.

The government is soon planning to introduce a proposal on the National Logistics Policy that will aim at reducing the elevated costs. For long, the high logistic cost is blamed for eroding the competitiveness of Indian exporters, from the current 13-14% of the country's gross domestic product (GDP) to about 8% over five years.

The step will be considered as the game-changer, as a 2016 HSBC report had suggested that domestic bottlenecks, including elevated logistics costs, accounted for half of the slowdown in the country's exports. A draft is already been conceived two years ago that is intended to reduce logistics costs to 10% of GDP by 2022. However, the government now plans to set a more ambitious target to bring down the cost to the global average of about 8% of GDP.

The logistics sector in India is still very complex. With over 20 government agencies having a say under various ministries, 40 partnering government agencies and 37 export promotion councils it looks like an industry without an organized channel. They deal with 500 certifications covering 10,000 commodities, officials had said when they embarked on firming up the

policy.

The sector is the second-largest jobcreating industry, after agriculture, and offers work to 12 million people. Besides, it supports 200 shipping agencies, 36 logistic services, 129 inland container depots, 50 IT ecosystems and banks and insurance agencies. In addition, 81 authorities and 500 certificates are required for exports or imports. Understanding the complexities, the government decided to have a separate division for logistics under the commerce ministry in 2019. The full-fledged logistics department is expected to ensure greater synergy between various Central government departments, agencies, private players

The full-fledged
logistics department
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various Central
government departments,
agencies, private players
and states, so that, it
can further ensure that
issues that inflate
logistics costs are
swiftly resolved

and states, so that, it can further ensure that issues that inflate logistics costs are swiftly resolved. This in return is projected to help the Indian exporters regain their competitive edge in the global markets.

The government is keenly observing every move in the logistics sector at least since 2017. The chairman of the Prime Minister's Economic Advisory Council has assessed that as much as 70% of the delays (both in exports and imports across Delhi and Mumbai) were on the account of port or border



S. D. Goyal General Secretary, AITWA

handling processes. The basic issue for this is the multiplicity and complexity of the overall procedures at ports.

This has prompted the government to take up the challenges and work towards reducing structural bottlenecks. Apart from the move to cut a complex maze of trade documentation and other initiatives in recent years, some relief on the logistics front has come after the stabilisation of the goods and services tax (GST) regime. Without a doubt, it has cut down the complexities generated by the multitude of indirect taxes that slowed trade but also benefitted the logistics sector by facilitating faster conversion of informal logistics setups to formal setups and increasing the speed of movement of freight at inter-state borders due to dismantling of check

Of late, India's rank has improved in the World Bank's ease of doing business index. From 126th rank in 2015, India has bettered the rank and improved to 68th in 2020. With this long stride 'Trading across the border' (in which logistics play a key role) will be very smooth. As India has achieved its goal in one of three parameters, the prospects will also open for trading and hence the logistics sector.















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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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Is The Logistics Cost In India High?

The expenses incurred with moving products, from sourcing raw materials to delivering customer orders and every step in between, are called logistics costs. It includes the cumulative amount spent on transportation, warehousing and labour and other inventories. The cost gets distributed throughout the retail supply chain and is paid to trucking companies, third-party logistics service providers, shipping carriers, freight brokers, and a variety of other vendors.

Currently, the present logistics market scenario is not in its best shape. Costing has been a major factor to ruin the competitiveness of goods and also destabilizing the financial equation of each individual. The existing logistics cost of India stands at around 14 per cent of gross

The existing logistics cost of India stands at around 14 per cent of gross domestic product (GDP), which is between 8-10 per cent in the US and Europe. This is a concern, even the government knows it

domestic product (GDP), which is between 8-10 per cent in the US and Europe. This is a concern, even the government knows it. If the government taxes are overlooked the transportation cost in India is one of the lowest across the globe.

Currently, India is one of the largest supply chain and logistics sectors globally; the logistics industry of \$215 billion is expected to surpass the present growth rate which is marching ahead at a CAGR of 10.5 per cent. But this can happen only when the logistics cost is cut down.

The government, foreseeing the future consequences, is planning to introduce a proposal on the National Logistics Policy. The proposal will aim to reduce the elevated cost and bring it down to 8 per cent of the country's GDP in over five years, to boost the growth of logistics. The Economic Survey 2017-18 also predicted





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something similar and stated that a 10 per cent decrease in indirect logistics cost could lead to export growth of 5-8 per cent.

There is no hidden fact that indirect cost on transportation is impacting the logistics equation. After all, transportation cost is one of the largest buckets within the supply chain and include getting inventory from the manufacturer to your warehouse and then to the customers.

With transportation being the main influencer, truckers' requirements of logistics cost.

This has affected the logistics business, as the additional cost imposed or the increased cost is collected from the consumers. Eventually, this affects the business badly, as no customer wants to go beyond their budget or pay more than they have been offering.

The key contributor to high logistics costs in India:

Cost of Fuel: Believe it or not, presently, 60-65 per cent of the logistics cost is of fuel. When the fuel

Believe it or not, presently, 60-65 per cent of the logistics cost is of fuel. When the fuel price goes up, the logistics cost also moves up. But, why is the fuel price 'unreasonably' high in India and not even in our neighbouring countries? Isn't it because the taxes (excise duty and VAT which varies from state to state) that citizens pay along with it is very hefty? For instance, a vehicle running 80000 km at an average of 4km per litre spends 20000 litres per year at the cost of around Rs. 880000. But the notable thing is that the price of one-litre diesel to dealers (excluding VAT and excise) is just half what an end-user end up paying



various documents and to get them by bribes have also increased the logistics cost. Also, it has led to corruption. Officials at Regional Transport Office (RTO) and police have been taking bribes from truckers to not delay the process.

They, also, have been charging extra bucks (bribes) for a seamless movement against necessarily or unnecessarily stoppages. Labour costs, taxes and duties, high diesel price (which is currently nearing Rs. 100), maintenance charges and cost of tyres and other body parts have contributed towards transportation cost, which ultimately raises the

price goes up, the logistics cost also moves up. But, why is the fuel price 'unreasonably' high in India and not even in our neighbouring countries? Isn't it because the taxes (excise duty and VAT - which varies from state to state) that citizens pay along with it is very hefty? For instance, a vehicle running 80000 km at an average of 4km per litre spends 20000 litres per year at the cost of around Rs. 880000. But the notable thing is that the price of one-litre diesel to dealers (excluding VAT and excise) is just half what an end-user end up paying. The government should not levy such a hefty tax on fuel, which eventually

"Believe you can and you're halfway there." - Theodore Roosevelt

adds to the logistics cost.

Toll Tax: Quality roads are necessary for a faster, safer and hassle-free drive. But does that mean a commuter spends a large amount on toll taxes? For

instance, the Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/ km. And, the toll tax increases with the size of the vehicle. So, a lot of money is charged that is payable by only the consumer. Further, the time wasted on the due course is another disadvantage for commuters. Around 12 per cent of total logistics cost is attributed to toll cost.

Asset/Vehicle Cost: While calculating the logistics cost, an 8. 25 per cent vehicle maintenance cost is also added. And, when the bribes paid for getting the paperwork done is added, the logistics cost increases. 28 per cent GST on vehicle cost means asset cost gets higher and logistics cost is inflated. Further, with scrappage policy, it even gets increased, as a vehicle with lesser life charges more cost per km.

Tyre Cost: The tyres of a vehicle once fixed cannot go on and on for ages, they have lives too. They serve a vehicle for certain kilometres and after that, the vehicle requires another set of tyres to keep moving. It attributes 6.5 per cent of the total logistics cost. The government levy a hefty 28 per cent GST on tyres, which is eye-popping, unreasonable.

Human Resource (HR): So many people are involved in the system, right from uploading to unloading, from starting the vehicle to maintaining the documents. Their salary and other benefits also fall under logistics costs. HR has a share of 6.5 per cent of the total logistics costs.

Overall Expenses: The overall



The overall expense of a vehicle is 5 per cent of the total logistics cost. This includes the cost of the driver as well, from his salary to other benefits, food to other expenses

expense of a vehicle is 5 per cent of the total logistics cost. This includes the cost of the driver as well, from his salary to other benefits, food to other expenses.

Government Clearance: This includes the charges levied by governments (state and central), motor vehicle tax, motor permit, passing, traffic fee etc. About 1.25 per cent is charged against this segment.

Maintenance cost: The logistics cost also adds a maintenance charge for the vehicle, which is Rs.10,000 per month and 18 per cent GST implied to it.

Higher rate of interest to get the loan: A buyer needs to pay a high rate of interest to buy a vehicle but gets a very low and slow return instead. This

which means that the return is low and slow. Further, the seamless movement of goods across all modes of transportation is vital or else it will add to the logistics cost. Similarly, choosing the right inter-modal transport system is also crucial. Going by the current scenario, roadways have the major share of freight

movement. With a 65

per cent market share, it

leads but then it is the

costliest mode of

is because there is no

fixed or steady income.

transportation.

The railways, on the other hand, carry 26 per cent freight. It is believed that increasing the use of rail can significantly reduce the cost of logistics in India. But, the reality is that there is limited room for growth given the prevalence of short-haul movement of goods in India.

However, the government has identified 10 major rivers for waterways and are planning and strategizing to add 101 more rivers to the list. According to the Minister of Road Transport and Highways, Nitin Gadkari, the waterways will reduce logistics costs by at least 2 per cent. But time will only reveal its effectiveness.

But, perhaps there will be no voice challenging this idea that skilled manpower, integrated IT infrastructure with a single-window system, coordination amongst various logistics stakeholders and ministries can help to develop a standard logistics sector and reduce the logistics cost.

The second-largest job platform will have even more opportunities to offer once these kinds of loopholes are rectified. The government has realized the gravity of the situation and therefore has created a logistics division under a special secretary-ranked officer in the Ministry of Commerce and Industry. The main focus of the new division is to promote logistics services in the country as an integrated holistic unified approach.

Infrastructural development to reduce the logistics cost-

The condition of national highways has improved in multi-folds but the condition of state highways are still average or below average. Cargo freights face a lot of challenges while making delivery possible. Wear and tear to vehicles is for sure and the speed of delivery also gets delayed. This adds to the logistics cost.

The national highways in India do not have a crane facility, which is a must to clear the mess from any unwanted road accident or event. Further, it can help to save a lot of time, which otherwise is also attributing to logistics costs.

The Goods and Services Tax (GST)-A unified tariff structure is required for the logistics sector to reduce complexities in multi-modal transactions. Further, asking for 28 per cent GST for a tyre is too much. The logistics service providers do not bear the brunt from their pocket and eventually add to the logistics cost.

Multiple states, multiple regulations

- The labour laws of each state is different from one another. Be it is related to warehousing or agriculture logistics. This adversely impacts the delivery of logistics services.

Highway robbery – Goods carriers are never safe at any point in time, due to the defragmented nature of our highway system. Sometimes corrupt



Goods carriers are never safe at any point in time, due to the defragmented nature of our highway system. Sometimes corrupt policemen license the robbers to loot a vehicle and sometimes robbers themselves take the action. Though the vehicle and goods are generally insured, a lot of time gets wasted on lodging police complaints and other formalities. This also attributes to logistics costs

policemen license the robbers to loot a vehicle and sometimes robbers themselves take the action. Though the vehicle and goods are generally insured, a lot of time gets wasted on lodging police complaints and other formalities. This also attributes to logistics costs.

Investment is high but the return is slow- The cost of a truck is high and so is the bank interest for a loan. The only slow thing is the return on investment. As there is no fixed monthly income from a vehicle, transporters keep this in mind while placing the rate card. This adds to the logistics cost.

Logistics costs will not fall just. While nothing fruitful will happen without the government's support, the logistics players must focus on strengthening the foundation of the logistics sector. Proper planning, manpower training and choosing the right mode of transportation can help the sector achieve what it has been striving for.

From the government's perspective, it will have to boost the industry with infrastructure. This will not only add value to the logistics industry but also help to cut down the logistics cost.

— x -





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AITWA Launches

Legal Helpline For The Drivers In Distress



h e c o m m e r c i a l transporters' apex body, All India Transporters Welfare Association (AITWA), has launched the first onroad legal assistance program 'Lawyer on-the-Spot' (LotS) of the country. The program aims at providing round the clock online legal help, immediate local legal representation and education on basic rights and procedures to commercial vehicles in need. The association has tied up with legal tech platform 'Lawyered' for the program.

One of the apex industry bodies of India's road transport sector and also recognized by the Ministry of Road Transport & Highways (MoRTH) has launched this initiative to expedite the legal help to commercial vehicles in cases including accidents, thefts and seizures of commercial vehicles by officials. AITWA promises a seamless process and to provide 24x7 legal assistance to transporters in need. A customer can call on the helpline number (7669449669) and share the exact details of the incident.

"Incidents can happen to anyone, anywhere and at any time. However, it is imperative to understand that a majority of trucks get delayed due to forced stoppages or corrupt officials," said Mahendra Arya, President of AITWA in a release. "Hence, the effective and timely intervention of a trained professional who knows the ins and outs of the laws and the

"Incidents can happen to anyone, anywhere and at any time. However, it is imperative to understand that a majority of trucks get delayed due to forced stoppages or corrupt officials," said Mahendra Arya, President of AITWA in a release

authorities is required for the welfare of the Road Transport Fraternity." India's road network is considered to be the second busiest in the world and transports 980 million tonnes of cargo annually. According to AITWA, road transport is most susceptible to interferences such as forced stoppages by concerned authorities and external agents which lead to corruption and the industry loses over \$20 million annually. The loss of productivity due to these stoppages is a big concern as it potentially increases the trip costs by 40%.

According to AITWA, any commercial vehicle in distress will be able to make a call to the helpline and the drivers will get support to get connected with the local authorities on the location of the incident including the Police, RTO and Taxation departments. Also, for incidents that require on-the-spot support by a local lawyer, LotS will connect the customers to a nearby legal professional.

Himanshu Gupta, Founder & CEO of Lawyered said, "Our aim is to help the fraternity bring down huge productivity losses and minimize the impact of such incidents."

This initiative of AITWA would be a great help to transporters in need and relief the community. AITWA has always offered its best feet forward to eliminate the challenges faced by truckers.

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

- X

No Entry of Commercial Vehicles in Delhi Without RFID Tag

he South Delhi Municipal Corporation (SDMC) mandated commercial

vehicles to carry Radio Frequency Identification (RFID) tag to enter the national capital, New Delhi.

RFID tags for commercial vehicles are again being made mandatory in Delhi. No commercial vehicle will be allowed to enter Delhi without RFID tag.

Speaking to ANI, an SDMC official said, "In case of no RFID t a g o n a n y

commercial vehicle, now a provision has been made to cancel its permit. This radio frequency identification system has been installed at 13 toll plazas in Delhi. Last month also an order was issued regarding this and our team was working on these 13 toll plazas. So far, we were letting those without RFID tags leave with a warning, but from August 31, it is being strictly implemented."

SDMC has issued a notice regarding this. According to this notice, payment of toll tax or environment compensation charge can be made only through an RFID tag for any commercial vehicle entering Delhi from August 31.

"Supreme Court of India and Commission for Air Quality Management have directed for

JEGI Protection of the second of the second

SDMC has issued
a notice regarding
this. According
to this notice, payment
of toll tax or
environment
compensation charge
can be made only
through an RFID tag
for any commercial
vehicle entering
Delhi from August 31

collection of ECC and toll tax from specified commercial vehicles entering Delhi through RFID System

only. The South Delhi Municipal Corporation has equipped all 124 toll plazas with RFID System for toll tax and ECC collection. All specified commercial vehicles will have to pay toll tax and ECC through RFID System only.

Therefore all the owners/drivers/ transport unions are hereby informed that with effect from August 31, 2021 commercial vehicles will be allowed to

enter into Delhi on payment of ECC and toll tax/ECC through RFID system only. The owners/drivers of the vehicles which enter Delhi without paying toll tax through RFID System mode shall be liable to face legal action including penalty/ cancellation of the permit/registration or any other punitive action for the violation as deemed fit," reads the SDMC notice.

Notably, SDMC is the nodal agency in Delhi for RFID tags and has issued such notices in the past as well. But according to the civic body, the latest notice will be strictly enforced.

Pertinent to mention here, one can also register for RFID from the website of South Delhi Municipal Corporation.

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A Report By Niti Aayog Reveals Cost-effectiveness, Cleanliness, And Optimised Freight Transport System Are The Keys For India's Growth

oving freight to rail and optimising truck use, India can reach its goal to reduce logistics cost from 14% of GDP to 10% by 2022 and this can save up to Rs 10 lakh crore in 2022, a report revealed by government think tank Niti Aayog. "Improved rail mode share, increased logistics efficiency and clean vehicles are the building blocks for a transformative freight paradigm that is within India's reach. This freight paradigm will be cost-effective with reduced transport costs, clean with more efficient and electric vehicles. and optimized with improved mode share and operational efficiency. Implementing multi-stakeholder collaboration in a phased manner is critical to this transformation," said the Niti Aayog and RNI report titled Fast Tracking Freight in India.

As national freight activity grows about five-fold by 2050, India's freight transport ecosystem has a critical role to play in supporting India's ambitious priorities which include global competitiveness, job growth, urban and rural livelihoods, and clean air and environment.

It called for increasing the share of rail transport, optimizing ruck use, promoting use of fuel-efficient vehicles and alternative fuels.

The report said this strategy will lead to reduced logistics costs, reduced carbon emissions and improved air quality and less truck traffic on roads. India can save 10 giga tonnes of CO2, 500 kilo tonnes of particulate matter (PM) and 15 million tonnes of nitrogen oxide (NOx) caused by freight transport by 2050 while improved

mode share and efficient logistics can reduce the vehicular-freight activity by 48 percent in 2050 over a business as usual scenario.

To increase the mode share of rail transport, India can Increase the rail network capacity and raise the share of intermodal transportation.

It recommended improving existing network infrastructure by increasing axle loads, increasing train length, and enabling trains to move faster, adding new network capacity by developing specialised heavy-haul corridors and dedicated freight corridors and identifying and upgrading corridors with high potential for intermodal transport and ensuring better modal integration across rail, road, and water. The report said that rail's share in freight transportation in India has been declining since 1951. In 2020, it stood at merely 18% as compared to road's share of 71%.

"This is due to insufficient rail capacity, especially on certain high-density routes. Several factors suggest that rail could be a cost-effective and efficient alternative for a significant share of India's freight," it said.

To optimise truck use, India can improve transportation practices and warehousing practices and recommended several solutions to achieve the objective. It called for improving load matching using digital platforms and get freight on the right type of truck, depending on the use case.

Maximise vehicle productivity through efficient packaging and loading and improving the siting of warehouses using the principles of optimised network design. It recommended improving the performance of warehouses by implementing advanced digitised tools.

To promote clean, fuel-efficient vehicle technologies such as electric vehicles (EVs), India can prioritise improving fuel economy and reduce internal combustion engine vehicles' emissions, the report said.

It also backed use EVs and cleaner fuels "The following actions can support the deployment of these solutions:

- Enhance fuel consumption and emissions standards of ICE vehicles
- Promote collaboration across industry players to share experiences with technology solutions
- Implement supportive policies and pilot projects to deploy EVs and charging infrastructure
- Manufacture high-quality electric vehicles and create a robust charging infrastructure network," the report said.
- The logistics sector accounts for 5% of the country's GDP and employs 2.2 crore people.

India handles 4.6 billion tonnes of goods each year, amounting to a total annual cost of Rs 9.5 lakh crore. These goods represent a variety of domestic industries and products: 22% are agricultural goods, 39% are mining products, products, and 39% are manufacturing-related commodities.

Trucks and other vehicles handle most of the movement of these goods. Railways, coastal and inland waterways, pipelines, and airways account for the rest, the report added.

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Technology: The Future of Logistics

echnology is not only pushing the boundaries, but also changing how the world does business. These days, everything is online and right at

our fingertips for immediate access. Amazon, the pioneer of fast-paced delivery service, has made it possible to receive a package in less than an hour after placing yur order. Improved technology has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the logistics industry like trucking transportation,

international transportation (ocean and air), supply chain management, and shipment tracking. Here are the major technology advances that are changing the future of the logistics industry.

Enhanced GPS Accuracy: Long gone are the days when you printed out directions from the computer before you left the house. Now almost everyone uses GPS, whether built-in on their vehicles or on their cell phones. The accuracy of these devices has drastically increased throughout

the years, not only helping frustrated, lost drivers but also improving the supply chain. The advanced accuracy of GPS allows for increased productivity and satisfied customers,

by tracking trucks' locations and improving hauls through access to updated traffic data.

Shipment Tracking Systems: Previously, customers booked shipments, received an estimated delivery date and then were left in the dark, unless they decided to make a phone call. Today, internet and software advances allow customers access to shipping and tracking systems 24/7. Not only does this enhance the user experience, but it saves time and money for the company

as well. These systems feature shipment notifications and messages, customizable reporting, and customer accounts with information specific to the cargo destined to them. You can't

> complain when technology is allowing us to do everything from the comfort of our couches.

Internet of Things:
Did you think years
ago that you would be
able to turn on your
ceiling fan from your
smartphone? Today,
many devices are
made with built-in WiFi capabilities and
sensors, from cell
phones and ceiling
fans to cars. The easy

access to Wi-Fi and the internet connects everyone to everything, which is why it's called Internet of Things. IoT is opening up many opportunities for the supply chain, such as reducing costs and delays by avoiding risks. Sensors are built into cabs, cargo ships, trains, etc., and connect to an alarm system or dispatcher that is monitoring and tracking. These sensors process and transmit the information to the crew who then gains insight into hidden risks and knowledge. Although IoT isn't an entirely new technology, it

"You are never too old to set another goal or to dream a new dream." - C.S. Lewis



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continues to impact the future of logistics, allowing for a more accurate in-transit visibility and delivery of goods.

Radio Frequency Identification: RFID technology, which has also been in use for a few years, is a popular labor-saving way companies can track their inventory. A tag or sensor is placed on the product and radio waves are sent out. The data is then received and processed by the company. Similar to RFID tags are barcodes, but the superior speed of information delivery and data processing of RFIDs is more appealing to businesses and the way technology is moving. Today, many companies are using RFID tags in their distribution warehouses to monitor containers. Other industries are already using RFID tags, such as the apparel industry and major theme parks.

Autonomous Trucks: A world where a computer drives you from Point A to Point B or you receive a package from a flying unmanned aerial vehicle sounds like something out of a movie, but that is where we're headed. Autonomous cars are already a reality with trucks not too far behind. Embark and Uber have already made long hauls using autonomous trucks, with Tesla releasing a truck this year. While it wasn't completely driverless, with a driver in the passenger seat to monitor the computer, it is a huge step in this breakthrough technology and has the potential to increase efficiency in the delivery process.

Drones: Amazon has announced the future of packages being delivered right to doorstep by drones, called Amazon Prime Air. Drones deliveries are still a few years out due to regulatory measures and associated costs, but the thought of not having to



Amazon has announced the future of packages being delivered right to doorstep by drones, called Amazon Prime Air. Drones deliveries are still a few years out due to regulatory measures and associated costs, but the thought of not having to sit around during a four-hour time span waiting for a package is pretty appealing

sit around during a four-hour time span waiting for a package is pretty appealing.

Social Media: Who doesn't check some sort of social media platform every day? The power of social media is optimizing the logistics industry and operations as a whole. These platforms are becoming the easiest and most efficient way for companies to communicate with customers. conveying urgent information, industry news, and customer responses quickly. According to Hootsuite, 59% of Americans who have a social media account agree that customer service via social media has made it easier to get questions and concerns resolved.

To remain competitive and enhance efficiency, keeping up with the latest technology is a must. The logistics industry is benefiting immensely from the latest technology and will continue to grow as more advances are made. The breakthroughs in technology will continue to push the boundaries for years to come.

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5 Logistics Operations That Optimize Your Supply Chain Management

here are several ways to improve logistics operations, and you don't have to go at it alone. Many e-commerce businesses rely on logistics service providers to help optimize their supply chain, from inventory management to shipping orders.

Inventory management processes

Implementing inventory management software can help you better track inventory levels in real-time. The latest technology comes with built-in inventory management tools to help you optimize inventory levels, lower inventory storage costs, set automatic reorder points, and more.

Having access to live inventory management not only helps with your overall process in

managing and making sure your inventory levels are balanced but also for tax purposes at the end of the year. A tool of such perfection makes that entire process very simplified for your accountants and you.

Automated order fulfilment

Picking, packing, and shipping orders is a huge time commitment and can take you away from more important, money-making tasks. Fortunately, there are several ways to automate the order fulfilment process with a 3PL partner.

With several effective service providers, you can sync your store with our fulfilment technology and store your inventory in one or various fulfilment centres. From there, orders are automatically fulfilled from the location that's closest to the shipping destination. Once the order has been fulfilled and shipped, tracking information is automatically sent to your customer.

Monitor your dashboard daily and view the fulfilment metrics at any time, and see if orders are fulfilled accurately.



Warehouse management systems

A warehouse management system (WMS) can help you manage inventory levels and storage, improve productivity, and efficiently fulfil orders. This results in significant time savings and reduces human error by automating time-consuming logistics operations processes.

Various fulfilment centres are powered by the proprietary warehouse management system. These centres let you know what's going on inside these fulfilment centres and where your products are stored at all times.

Don't miss a single unit and sign an agreement with someone who owns the entire stack: inventory and order management system, warehouse management system, and fulfilment centres.

Real-time data and reporting

It's very difficult to find ways to improve logistics operations without access to accurate and real-time data. However, there are many services provides that offer a free data and analytics reporting tool that answers questions related to fulfilment

performance. Questions may be from shipping data, future demand forecasting needs, inventory allocation, and more.

With effective tools of service providers', you can identify how quickly orders are being fulfilled and shipped, how much inventory you need to order (and when) to meet demand, and where to store inventory geographically based on where your customers are

located.

Some analytical tools are really powerful. They help you a lot with planning inventory reorders, seeing when SKUs are going to run out, and you can even set up email notifications so that we're alerted when an SKU has less than a certain quantity left.

Knowledge about the software

Though deep knowledge is not required to operate such software certain level of expertise is expected to run a machine. This is the reason why skilled personal are required at the workplace. No doubt that once things are done effectively, the system will come to a place and reduce the cost of logistics and also improve the competitiveness.

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

Government Introduces a New Registration Mark For New Vehicles "Bharat Series (BH-series)" to Facilitate Seamless Transfer of Vehicles

overnment has taken a host of citizen centric steps to facilitate mobility. An IT based solution for vehicle registration is one

such effort. However, one of the pain points in the vehicle registration process that needed attention was reregistration of a vehicle while moving to another state.

Station relocation occurs with both Government and private sector employees. Such movements create a sense of unease in the minds of such employees with regard to transfer of registration from the parent state to another state as,

under section 47 of the Motor Vehicles Act, 1988, a person is allowed to keep the vehicle for not more than 12 months in any state other than the state where the vehicle is registered, but a new registration with the new state-registering authority has to be made within the stipulated time of 12 months.

A passenger vehicle user takes the following steps to re-register a vehicle:

- (i) No Objection Certificate from the Parent State for assignment of a new registration mark in another state.
- (ii) Assignment of new registration mark after the road tax on prorata basis is paid in the new State
- (ii) Application for refund of the road tax in the parent State on pro rata basis.This provision to get refund from the

parent State on pro rata basis is a very cumbersome process and varies from one State to another.

In order to facilitate seamless transfer of vehicles, the Ministry of Road



In order to facilitate seamless transfer of vehicles, the Ministry of Road Transport & Highwaysvide notification dated 26 Aug 2021, has introduced a new registration mark for new vehicles i.e. "Bharat series (BHseries)". Avehicle bearing this registration mark shall not require assignment of a new registration mark when the owner of the vehicle shifts from one State to another

Transport & Highwaysvide notification dated 26 Aug 2021, has introduced a new registration mark for new vehicles i.e. "Bharat series (BH-series)". Avehicle bearing this

registration mark shall not require assignment of a new registration mark when the owner of the vehicle shifts from one State to another.

Format of Bharat series (BH-series) Registration Mark-

Registration Mark Format: -YYBH #### XX

YY - Year of first registration BH-Code for Bharat Series ####- 0000 to 9999

XX-Alphabets (AA to ZZ)

(randomized)

This vehicle registration facility under "Bharat series (BH-series)" will be available on voluntary basis to Defense personnel, employees of Central Government/ State Government/ Central/ State Public Sector Undertakings and private sector companies/organizations, which have their offices in four or more States/Union territories.

The motor vehicle tax will be levied for two years or in multiple of two. This scheme will facilitate free movement of personal vehicles across States/UTs of India upon relocation to a new State/UT. After completion of the fourteenth year, the motor vehicle tax shall be levied annually which shall be half of the amount which was charged earlier for that vehicle.

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National Monetisation Plan and National Master Plan "Gati Shakti' Will Lead to Holistic and Integrated Development of Infrastructure Generating Immense Employment Opportunities

nion Minister for Road transport and Highways Nitin Gadkari has said that National Monetisation Program will build reliability and confidence in Developers and financing institutions as the identified projects are likely to be better prepared, exposure less likely to the risk given active project monitoring, management, and accountability. Addressing a virtual dialogue on 'Transforming India's Mobility' he said roads have the largest share in national monetisation plan at 26 percent with the target of one lakh sixty thousand crore rupees over 4 yrs. The minister said that the government is soon going to launch the National Master Plan of Prime Minister -'Gati Shakti'. This scheme of more than 100 lakh crores rupees for holistic and integrated infrastructure development, will create huge employment opportunities. He said this year government has increased year-on-year infrastructure Capex by 34 % to Rs. 5.54 lakh crores, such increased investment in infrastructure would revive the economy and create employment in near future.

Gadkari said Prime Minister Narendra Modi has set a vision for India to become a 5 trillion dollar economy in the next five years. He said it is our firm belief that increased investment in infrastructure would not only create demand in the economy but also it would make growth - sustainable, equitable, and inclusive. He said it is proven that due to the multiplier effect, one rupee spent on infrastructure ends up as Rs. 2.5 in the economy. He said with this context, the government has provided the utmost importance to the development of world-class infrastructure in the country.

The minister said that a comprehensive strategy has been adopted for the development of roads

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He said NHAI is
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through two modes
one is toll operate
transfer that is TOT
other is INvIT

with 100% FDI being allowed in the road sector. He said NHAI is planning to monetise roads majorly through two modes one is toll operate transfer that is TOT other is INvIT. He said since there have been good outcomes for NHAI from TOT, it will continue to progress the strategy with smaller bundles that meet the requirement of

international and domestic players.

Gadkari said agriculture is our real strength and we are intended to diversify in energy and power sector, waste to wealth and waste to energy is very important. He said government has released the report of expert committee on road map for ethanol blending in India by 2025 which discusses the gradual roll out of20 percent ethanol blending in petrol by 2025. He said we are committed to delivering vehicles with flex engines that give the users an option to run a vehicle on either 100% petrol or 100% bio-ethanol.

Talking about road fatalities Gadkari said his vision was to achieve 50% reduction in road accident deaths by 2025 and Zero fatal accidents in the country by 2030 by taking various initiatives, policy reforms, and adopting the Safe Systems. He said to curb this complex problem, Ministry is restructuring and strengthening 4E's of Road safety that is,

- Engineering (Both Road and Vehicle Engineering)
- · Enforcement
- · Education and
- Emergency Care Services

Regarding the vehicle scrappage policy the Minister said there is good response and plan is of making at least one scrapping centre in one district and in some of the districts in big cities there can be four or five centres. He said it is a win-win situation for all the stakeholders and will immensely benefit the automobile manufacturing industry.

- x -

MoRTH Minister Reiterates Commitment to Infrastructure Development Giving Due Importance to Protection of Environment and Ecology

nion Minister for Road Transport & Highways Nitin Gadkari chaired the meeting of the 9th Group

of Infrastructure Committee to address existing interministerial issues with regard to the implementation of infrastructure projects. The Minister reiterated commitment to Infrastructure development giving due importance to protection of Environment and ecology.

Jyotiraditya Scindia, Minister for Civil Aviation; Ashwini Vaishnaw, Minister for Railways, Communications,

Electronic and IT; Bhupender Yadav, Minister for MoEF&CC, Labor & Employment; Gen (Dr.) V. K. Singh (Retd.), Minister of State for RT&H & Civil Aviation and Ajay Bhatt, Minister of State for Defence & Tourism participated in the meeting.

Senior Officers from the Ministry of Road Transport and Highways (MoRTH), Ministry of Defence (MoD), Ministry of Port, Shipping and Waterways (MoPSW), Ministry of Environment, Forests and Climate Change (MoEFCC), Ministry of Railways (MoR), Ministry of Electronics and Information Technology (MeitY), Ministry of Power (MoP), Ministry of Civil Aviation (MoCA), National Highways Authority of India (NHAI), National Highways and Infrastructure Development Corporation Ltd. (NHIDCL) and representatives from



the States of Maharashtra, Punjab, Uttar Pradesh, Madhya Pradesh, Kerala and Himachal Pradesh attended the same.

Several issues had been placed on the agenda for deliberation for expediting the progress of on-going infrastructure projects by resolving the issues related to NOCs, facilitating working permissions/approvals, ensuring land allocation/transfer and release of funds.

The issues also included, pending forest and environment clearances with MoEF&CC, pending DPR approvals, issues of Logistic parks/Inter-modal station & ROB/RUB construction with M/o Railways, issue of alignment of Right

of Way (RoW) policy, issue of common ducts for fiber on highways with DoT, pending working permissions with MoD among others.

> A major issue raised in the meeting pertained to the outstanding forest clearances regarding highway and other infra projects. The concerned officers were directed to expedite the process for the same immediately. Land/ROW policies of Railways & MoRTH and making comprehensive guidelines for Environment and Forest clearance were also discussed at length. Minister of Railways underlined the importance

of new technologies and financial models for Railways' infrastructure enhancement and offered to work in close association with MoRTH on similar lines.

He further added that he would like to examine the feasibility of working out a plan to lay the railway lines along the Highways in the already acquired land in order to make the projects viable. Gadkari gave the suggestion of starting the Tree Bank like the concept of Carbon Credit.

The Ministers agreed to look into the matters raised by various agencies and resolve the same in order to expedite infrastructure projects which contribute to Nation building.

X

Nitin Gadkari Meets Automobile Manufacturers, Emphasizes on Quick Roll Out of Flex Fuel Vehicles

nion Minister of Road
Transport and Highways Nitin
Gadkari met a delegation of
CEOs from Society of India Automobile
Manufacturers (SIAM) comprising of
Private, Commercial and Two-Wheeler
Automobile Manufacturers.

The delegation presented an update of the Auto Industry's status and requested for Deferment of emission-based regulations such as BS-6 phase 2, CAFÈ Phase 2 among others such as OBD regulations for Two-Wheelers. Gadkari emphasized on the need for a quick roll-out of Flex-Fuel Vehicles (FFVs) capable of running on 100% ethanol and gasoline into the Indian auto market within a year's time, vis-à-vis successful available technologies in Brazil and USA.

The Minister congratulated the OEMs performing well on the front of vehicle-engineering and has appealed all Private Vehicle Manufacturers to compulsorily provide a minimum of 6 Airbags across all variants and segments of the vehicle, in the interest of passenger safety.

The requests of SIAM are currently under consideration and a follow-up meeting may be organised within a fortnight.

Nitin Gadkari Instructs to Open One Side of Kuthiran Tunnel in Kerala



nion Minister for Road
Transport and
Highways Nitin
Gadkari instructed to
open one side of the Kuthiran
Tunnel in Kerala in a tweet. This is
the first road tunnel in the state and
will drastically improve
connectivity to Tamil Nadu and
Karnataka. The 1.6 km long tunnel
is designed through Peechi-

Vazahani wildlife sanctuary. The road will improve connectivity to important ports and towns in North

— South Corridor without endangering wildlife.

Gadkari said under the leadership of Prime Minister Narendra Modi transformation in the infrastructure of the country is ensuring better economic opportunities to every citizen.

Rs 100 Crore Sanctioned for Restoration of Roads Affected by Unprecedented Rains in Konkan and Western Maharashtra

nion Minister for Road Transport and Highways Nitin Gadkari has said immediate steps have been taken up to restore the roads affected by unprecedented rains in Konkan and Western Maharashtra. In a tweet he said Rs 100 crore have been sanctioned in this regard which includes Rs 52 crore for temporary restoration and Rs 48 crore for permanent restoration.

The Minister said Vashishti Bridge near Chiplun on Mumbai-Goa Highway was badly damaged but was restored within 72 hours for traffic.

Gadkari said interruptions at Parshuram Ghat, Karul Ghat, Amba Ghat have also been cleared. He said temporary restoration work is already initiated and permanent restoration works will also be taken on priority.

- X -



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Detmar Logistics to Use Hyliion Hypertruck ERX for Fleet Expansion



yliion Holdings Corp., a leader in electrified powertrain solutions for Class 8 semi-trucks, has announced that Detmar Logistics LLC has executed a reservation agreement covering 300 Hypertruck ERX systems, reported ETAuto.

The agreement is part of Hyliion's latest collaboration with the Texas-based frac sand solutions provider, whose reservation marks the next step in its continued effort to fully electrify its fleet over the next five years. Detmar is actively expanding its fleet operations and sees Hyliion's Hypertruck ERX as an enabling technology to accelerate growth, Hyllion said in a release.

"We are thrilled to add another chapter to a growing relationship with a business that shares our vision for reducing carbon emissions in the commercial transportation industry. Detmar is setting the pace with their commitment to alternative fuels and their readiness to power their entire fleet with low emission solutions," Thomas Healy, founder and CEO of Hyliion, said.

The Hypertruck ERX is an electric powertrain that is recharged by an onboard natural gas generator for Class 8 commercial trucks that aims to provide lower operating costs, emissions reductions, and superior performance. Utilizing the 700-plus commercial natural gas vehicle filling stations across North America, it enables long range and quick refueling, and when fueled with renewable natural gas, can provide net-negative carbon emissions to commercial fleets.

An early adopter of electrification in the oil and gas industry, Detmar placed an initial order of 10 Hyliion Hybrid Electric units earlier this spring. The successful program and deployment—met with positive feedback from Detmar's operations team, drivers, and customers-

generated further interest in the Hypertruck ERX solution and a longer-term commercial relationship with Hyliion.

"The demand for the Hypertruck ERX is continuing to expand, especially from companies who are already operating our hybrid systems and are actively growing the size of their fleets. Hyliion's technology offers practical solutions that empower fleets to make environmentally conscious decisions, while realizing superior performance, lower operating costs and flexibility," Healy added.

"We are very excited for the opportunity to reserve a large order of Hypertruck ERX™ units and be one of the first trucking companies to define our path to full electrification in a bold way. Hyliion has been an exceptional partner as we've converted our trucks to their diesel hybrid system, and the positive feedback we've received from our customers is only matched by their interest in achieving net-negative carbon emissions with RNG. It's certainly opening new doors for our business," Matt Detmar, president and CEO of Detmar Logistics, said.

"Our drivers are also eager to get behind the wheel of this new technology. They've had an outstanding experience with the hybrid trucks and their anticipation for the Hypertruck ERX is even greater," Detmar added.

Hyliion will begin showcasing the Hypertruck ERXTM demonstration units to the Detmar team in late 2021, with trials running in 2022. The purchase and sale of the 300 Hypertruck ERX units is subject to the execution of a final agreement between Hyliion and Detmar. In April, Hyliion announced a first of its kind Hypertruck Innovation Council with leading companies that will test and provide feedback on the Hypertruck ERX, the release said.

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VECV Sales Jumps 96% in July at 4,271 Units

VE Commercial Vehicles (VECV), a Volvo Group and Eicher Motors joint venture reported a 95.6% increase in sales at 4,271 units in July 2021.

The company had sold 2,184 units in July 2020, VECV said in a statement, reported ET Auto.

Eicher branded trucks and buses

recorded total sales of 4,193 units last month as compared to 2135 units in July 2020, up 96.4%.

In the domestic market, sales of Eicher branded trucks and buses were at 3,553 units last month as against 1,734 units the same month a year ago, up 104.9%, the company said.

Exports of the Eicher brand of commercial vehicles were at 640 units in July as compared to 401 units in the same month last, a dip of 59.6%, it added.

Further, Volvo trucks posted sales of 78 units last month as compared to 49 units in July 2020, the company said.

Ashok Leyland Narrows Q1 Net Loss to INR 289.29 Crore

induja flagship Ashok
Leyland reported
narrowing of net loss to
INR 282.29 crore for the
first quarter ending June 30, 2021
mainly due to higher revenues.

The company had reported a net loss of INR 388.80 crore for the year-ago period, a BSE statement said.

Meanwhile, the company reported 353% increase in YoY quarter revenues at INR 2,951 crore in Q1 FY22 as against INR 651 crore in Q1 FY21.

Vipin Sondhi, MD & CEO, Ashok Leyland, said, "We have worked to improve our businesses and ensured a strong focus on reining in costs this quarter. Our digital-first approach is helping us expand our offerings and getting in a newer set of customers. With our robust LHD portfolio we are intensifying our global market expansion strategy, as we continue to focus on achieving our vision of being among the top 10 global CV makers," reported ET Auto.

However, the Chennai-based company highlighted that the supply of Electronic Control Units (ECUs), continues to be a concern, owing to the limited availability of semiconductors. The industry is also feeling the impact of high raw material prices, especially steel. The management continues to monitor the



However,
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especially steel

situation very closely and expects it to soften going forward, it added.

Gopal Mahadevan, Director & CFO, Ashok Leyland, added, "With our volumes picking up on account of our versatile product offerings, our robust cost initiatives have helped us improve our bottom line. Revenue from our other businesses like power solutions, defence and digital customer solutions, have also contributed increasingly, improving our revenue potential. We will continue to nurture our growth businesses, while we keep our focus on cost initiatives and converting the receivables & inventory to cash."

During the quarter under review, the company's domestic MHCV volume grew at 1,041% which is close to twice the industry growth of 562% over the same period last year. Its LCV volume for Q1 FY22 at 8,690 units is higher than Q1 FY21 by 224% (2,686 units) Export volumes (MHCV & LCV) for Q1 FY 22 at 1,437 units is higher than Q1 FY21 by 254% (405 units).

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Daimler Truck and Cummins Sign Deal for CV Engine Strategic Partnership

aimler Truck AG and the US-based engine manufacturer Cummins Inc have signed the framework agreement on their plan announced in February that they would enter into a global strategic partnership for medium-duty engines, reported ET Auto.

Under the strategic partnership, Cummins will invest in the further development of the medium-duty engine platform and its global production and delivery starting in the second half of the decade for Daimler Trucks & Buses. Daimler Truck AG will no longer invest its own funds in the further development of its medium-duty engines for the Euro-VII emissions standard, the companies said.

Cummins Inc will set up an engine production facility on the site of the Mercedes-Benz Mannheim, Germany plant for local production of mediumduty engines that meet the Euro-VII emissions standard for Daimler Trucks and Buses. Production is expected to start in the second half of the decade.

With this strategic partnership, Daimler Truck AG and Cummins will help maintain jobs at the Mannheim location. Cummins will use its existing footprint, strong production and supply chain networks in other regions to be successful in Daimler Trucks' brands, including those of Daimler Trucks North America. Cummins has continued to grow its presence and footprint across Europe as it expands its product portfolio for customers ranging from advanced diesel, natural gas, electrified power, hybrids and hydrogen fuel cell powertrains.

"We are very pleased that we were able to conclude the negotiations for a framework agreement with Cummins so quickly. The cooperation makes engine production at the Mannheim location ready for the future and strengthens our competitiveness at the same time. We will develop joint solutions, always keeping the interests of our customers, employees and the company in mind," s Martin Daum, chairman of the board of management at Daimler Truck AG and a member of the board of management at Daimler AG, said.

"We are pleased to sign this agreement as we move forward in collaboration to provide the medium-duty engine systems for Daimler Trucks and Buses in global markets. Our partnership is a terrific opportunity for both companies to be more competitive, drive global innovation, expand offerings to customers and reduce emissions. We are looking forward to working with Daimler on this and exploring other potential opportunities to grow our respective companies," Tom Linebarger, chairman and CEO, Cummins Inc, said

AB Volvo Buys Chinese Truck Business for About \$125.7 Million

AB Volvo said it had struck a deal to buy a heavy duty truck subsidiary of Jiangling Motors Corp (JMC) for about 1.1 billion Swedish crowns (\$125.7 million) to make trucks in the world's biggest vehicle market.

The acquired business includes a manufacturing site in China's northern city of Taiyuan. Volvo said it aimed to start production of its new heavy duty Volvo FH, Volvo FM and Volvo FMX trucks there at the end of next year.

The plant will have an annual production capacity of 15,000 trucks within a few years, with the potential to increase capacity further, Volvo said, reported Reuters.

Chinese Geely, which owns passenger car company Volvo Cars, also holds a stake in AB Volvo. U.S. a u t o m a k e r Ford holds a stake in JMC, which makes Ford-branded vans and sport-utility vehicles in China.

Global truck makers are planning truck

production in China due to the booming logistics services, including e-commerce, and new orders as authorities introduce increasingly tougher safety and emission regulations.



Scania, a unit under Volkswagen AG's commercial vehicle arm Traton SE, is building a wholly-owned factory in an eastern Chinese city, while a joint venture between Daimler and Foton said it would make Actros heavy duty trucks there.

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Ashok Leyland to Invest Only in Plant Debottlenecking

shok Leyland, which announced a capex of Rs 750 crore for FY22, will

invest only in plant debottlenecking as and when commercial vehicle demand picks up speed, reported TNN.

According to a top company official, the majority of investments in its plants in Hosur and Ennore in Tamil Nadu and in Andhra Pradesh "are already in place".

"We have already invested sufficiently in these plants, and we will now invest further in debottlenecking

capacity which will come if there is further rise in demand," said Ashok Leyland CFO Gopal Mahadevan.

"So we will see if it will be Rs 750 crore or not. Further capex will be growth capex in segments which are growing like the LCV segment," he added.

In light commercial vehicles, right now there's enough capacity for the Bada Dost. "However, if demand picked up speed and the requirement was more than 6000 units per month,



we will look at a ramp up of the production and that is something we are contemplating," said Mahadevan. However, the company has sufficient capacity to cater to demand in medium and heavy commercial vehicles. "We are managing our plants efficiently and bunching production days with off days but there is no plant shutdown planned," he added.

As for working capital debt, he added that the company's current net debt is Rs 4.173 crore. "We are not looking at

repaying this because we have a stable long term debt but in the short term it might increase or decrease depending on requirements of capex," added Mahadevan.

The company, which saw a sharp increase in exports over a low base, is looking to increase the share of the global business in its overall pie.

"Our traditional markets are the Middle East, Sri Lanka,

Nepal and Bangladesh and we now plan to expand into Africa, both east and west, and select markets in South East Asia," he added.

"We are aspiring to be among the global top 10 CV companies so we will grow the export markets. Currently the international business contribution is 8-9% but we are aiming at taking that much higher," he said.

Meritor to Supply E-drivertrain Subsystems to Hyliion Hypertruck ERX

eritor, Inc. the Michigan based auto component supplier announced it will provide electric drivetrain subsystems for Hyliion's Hypertruck ERX electrified powertrain for Class 8 trucks.

Hyliion's powertrain system will feature Meritor's Blue Horizon 14Xe ePowertrain integrated drive axles as the standard position propulsion and regeneration hardware on Hyliion vehicle upfits. Hypertruck ERX provides a practical, clean, long haul powertrain solution capable of operating in all-electric mode, the company said.

"Being selected as a long-term partner to power the Hypertruck ERX is extremely exciting. We pride ourselves on providing innovative technologies and this is a perfect fit for such a game-changing vehicle," said Chris Villavarayan, CEO and president of Meritor, reported ET Auto.

"Like Hyliion, Meritor is committed to

providing industry-leading, zeroemissions transportation solutions, and is a strong supply partner to deliver on this goal. Meritor's expertise in electric drivetrain technology is an exciting addition as the Hypertruck ERX moves forward along its path to commercialization," Thomas Healy, CEO of Hyliion, said.

Meritor's 14Xe ePowertrain for medium and heavy-duty commercial vehicles will be produced in Asheville and Forest City, North Carolina.

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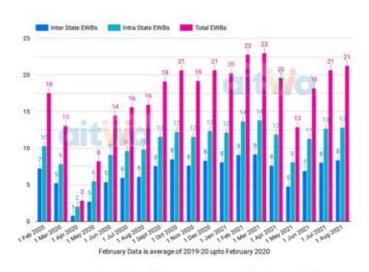


Eway Bill Dashboard

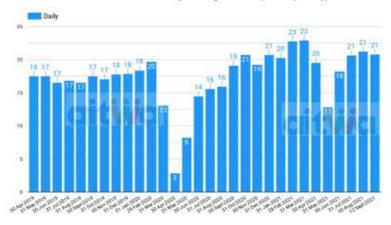


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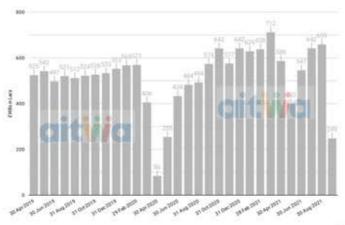
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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AITWA representatives met Minister for Road, Transport and Highways at His Residence

Various burning issues of the transport trade were shared as part of the agenda for the meeting, which was long due with the Hon'ble Transport Minister, Nitin Gadkari.

Based on our communication, they informed us that they have already initiated certain actions to ensure removal of check posts enroute which is a hurdle to trucks to cover 500-600 kms a day.

Other issues taken up were Eway Bill, 100% cashless payment for taxes/penalties/etc, access to digitized information, IT Section 44AE amongst others













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AITWA Became The Helping Hand In The Lockdown

udden lockdown imposed by the government of India due to COVID-19 situation, the entire nation came to stand still at the end of March 2020.

The trucking industry also came under the spell of this pandemic. Drivers of good carriers had to halt their vehicles exactly there where they were at that

time, just on the road-side of highways. Neither food, nor water was available, as no dhabas were open; no eateries were there to serve commuters. People found themselves alone to face this problem. At this moment of crisis All India Transporters' Welfare Association (AITWA) raised its hand and come forward to serve the stranded drivers. AITWA distributed food and

water to the starved drivers. This social work was realized with the financial help of RPG Foundation, Caustral, Ecear, Shree Ram Finance and Indian

And, it was initiated across India, in different cities. AITWA officials and members planned and executed the social event, and managed food and water distribution to the drivers.















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Celebi Launches RFS from BLR & MAA Airports To CELEBI DELHI CARGO TERMINAL, IGI Airport

elebi Delhi Cargo Terminal Management India Pvt Ltd, in collaboration with their logistics business partner M/s Shreeji Translogistics Ltd, have commenced a dedicated bonded trucking service from Bengaluru & Chennai to Celebi Delhi Cargo Terminal, IGI Airport after the successful launch at Hyderabad, Kanpur, Ludhiana, NOIDA SEZ, Pithampur SEZ1 & SEZ2, Ahmedabad, Indore and Kolkata to provide their customers an opportunity to move air cargo in an efficient, safe, process driven and cost effective manner. Bengaluru service was launched on 15th July 2021, while Chennai bonded service on 11th August 2021.

Celebi's Airline Customers can now offer services to a city to which they do not fly, meaning a geographic expansion of Airline territory. Chairman BAR (I) Cargo Committee - NR Mr. Vipul Bhalla reacted to the opening of these new Celebi bonded routes and said "Thank you for opening up options for the North India market as well as for the increased choices for our customers spread across India. Your recent additions from Bengaluru and now Chennai are very welcome additions allowing our customers alternate routing via Delhi. We wish Celebi every success with these routes ".

As per Kamesh Peri, CEO Celebi Delhi Cargo Terminal Management India, "We are happy to launch these Daily Bonded Service from Bengaluru and Chennai, which was the requirement of our Customers. Now cargo from both stations can be Custom cleared at origin and sent to Delhi Airport. In addition, we also

offer Bonded Reefer trucking from these stations. We manage every aspect of service such as formal schedule, on time performance, transparency and guarantee a quality product to our Customers. Speed, Safety and Security are the key words that identify our Air Cargo Bonded Road Feeder Service, "says Kamesh.

As per Andy Dias, Commercial Director -Celebi Group - Pan India "Multimodal Logistics has a bright future in India and bonded trucking is here to stay. This connectivity plays an important role in moving goods seamlessly and cost efficiently, supporting the continuous flow of operations optimally. It is an excellent service enhancement for our customers. "Andy added "After Bengaluru and Chennai, we plan to start bonded trucking from Jaipur and Pune".

CHA- Freight Forwarder community can now custom clear, handle duty drawback and the post shipment documents at origin. It helps in minimizing the paperwork, avoid unnecessary movements, pilferage and damage to cargo. Goods can be timely delivered maintaining the efficiency and service quality. Celebi's customers are pleased to hear of the bonded services offered by them to the trade. As per Mr Yashpal Sharma, Managing Director Skyways Group, "I must appreciate the superb activities done by Celebi on these bonded movements. This will surely facilitate much better connectivity & capacity optimization for the customers. For forwarders like us also, this will open doors for another set of solution offering ".

Mr BM Dileepa, CEO - Bonded

Trucking Shreeji Translogistics Ltd said "Shreeji is a long term partner with Celebi for any trucking requirements they wish to offer to their customers anywhere in the country and are willing to provide customized solution to make it a value proposition for all stakeholders in business". As per Dileepa, "ad hoc trucks are available upon request and we also offer first mile service to connect Celebi's bonded trucking"

Arvind Aggarwal, Senior Manager, Business Development, Çelebi Delhi Cargo Terminal Management India Pvt Ltd said "Initially, we are starting with a minimum 3.5T load service. "In the future, the full truck load service will be converted to all weight breaks shipments. "Arvind emphasized on some of the Key Features of their bonded service from Bengaluru and Chennai, which includes:

- · Minimum 3.5 T load Service.
- Assured daily departures from MAA/BLR.
- Assured daily departures from both Terminals at BLR Airport.
- BLR / MAA cargo to arrive directly to Delhi's IGI Airport.
- Minimal handling to avoid damage to shipments.
- Dedicated arrival truck dock at Celebi warehouse.
- No waiting and immediate handling at Truck docks.
- GPS enabled 24/7 real time track & trace.
- Assured same day connection on the booked flights.
- First mile trucking solution also available.
- Additional capacity arrangement at short notice.

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Women in Logistics – Ms. Zahida Mutalib



Ms. Zahida Mutalib Program Manager – Capgemini India

Ms. Zahida Mutalib is a graduate of Mumbai University and has also completed a three year course from NIIT. Belonging to a conservative family, with six siblings, where not much formal learning was encouraged, it was quite a challenge for her to get educated. She is the first graduate from her family, thanks to her father's encouragement.

Many of us go through our lives with what dice are provided by the Master designer of life on earth, with fortitude and grit and so is the case with Zahida.

"Some of you say, "Joy is greater than sorrow," and others say, "Nay, sorrow is the greater."

But I say unto you, they are inseparable.

Together they come, and when one sits alone with you at your board, remember that the other is asleep upon your bed."

Kahlil Gibran - The Prophet

Questionnaire

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

I have been in this industry for the past 20 years, after having completed 3 years Diploma course from NIIT, along with my graduation in B.Com, from Ruparel College, Mumbai. I currently work in Capgemini India.

2. How did you get inducted into this industry?

I belong to a conservative family, with six siblings, where education beyond school is not encouraged. It was difficult for me to get educated. I am the first graduate in the family, only because my father encouraged me to follow my dreams.

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

Male colleagues have been friendly to me and very encouraging. Life is what you make of it. My dedication was evident to all and having built good personal relationships, I was well accepted.

4. Do you specialize in any section of the industry?

I specialize in Project delivery and management of any technological product development for any industry.

5. What is so interesting about this sector that keeps you attracted to it?

You get to interact with people from all over the country / world and there is a lot to learn. Owing to Covid-19, everything is online now. We are presently doing Digital Transformation for TELCO.

My company has also recognized me with their Excellence in Leadership Award 2018.

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

IT industry has no inherent gender issues and I am confident of a fair treatment from my organization, but one must have the skill sets required to make a positive contribution. Learning and upgrading are the keys to growth here.

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

Achieving a healthy work-life balance requires managing our professional and personal life in sustainable ways that keep our energy flowing. Hence I maintain a to do list of my tasks to be done, prioritise them and track them to closure. At home usually cooking and organizing the house, gardening, etc., occupy my time. Moreover, teaching my school-going son takes a significant portion of my time. There is hardly any spare time left after my day's work is done.

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

IT sector is traditionally free of gender bias and companies are looking to achieve diversity and inclusiveness in their employee mix, hence there should be no fear on this account. Newcomers should not compare themselves with men, thereby creating artificial limitations / borders to their abilities. It is important to have the right "can do" attitude.

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- X -







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Kashmiri Gate		1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market		236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	1	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar		1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi		580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	:	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	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	

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नितिन गडकरी ने सड़क दुर्घटनाएं घटाने और सड़क सुरक्षा सुधारने के लिए लोक-निजी सहयोग की अपील की

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने कहा है कि लोक-निजी सहयोग और सतत प्रयासों से देश में सड़क दुर्घटनाओं को घटाने और सड़क सुरक्षा को सुधारने में सहायता मिलेगी। सड़क सुरक्षा के लिए निजी वित्त पोषण पर एक वेबिनार को संबोधित करते हुए, उन्होंने निजी क्षेत्र से सड़क सुरक्षा के प्रति सामाजिक सतर्कता, सामाजिक जागरूकता और सामाजिक उत्तरदायित्व पैदा करने में सहयोग करने और सड़क सुरक्षा से जुड़ी सभी चिंताओं को दूर करने के लिए अपने कॉरपोरेट सोशल रिस्पांसिबिलिटी सीएसआर फंड का उपयोग करने की अपील की। गडकरी ने 2025 तक सड़क दुर्घटनाओं को 50 प्रतिशत तक घटाने और 2030

तक देश में सड़क दुर्घटना से जुड़ी मौतों को शून्य करने की प्रतिबद्धता दोहराई।

मंत्री ने कहा कि सड़क दुर्घटनाएं समग्र रूप से समाज और राष्ट्र पर सामाजिक आर्थिक बोझ दबाव डालता है और निजी क्षेत्र के सभी



संस्थानों से सामाजिक जुड़ाव पैदा करने के लिए पूर्व-सक्रियता के साथ आगे आने का अनुरोध किया। उन्होंने कहा कि सामाजिक सहयोग के साथ सृजित कोष का राष्ट्रीय स्तर पर परियोजनाओं जैसे शून्य मौतें और सड़क सुरक्षा संबंधी अन्य रणनीतियों के लिए वित्त पोषण के लिए प्रभावी ढंग से उपयोग किया जाएगा।

नितिन गडकरी ने बुनियादी ढांचे के विकास के लिए समयबद्ध, पारदर्शी और त्वरित निर्णय लेने के महत्व पर जोर दिया

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने बुनियादी ढांचे के विकास के लिए समयबद्ध, पारदर्शी और त्वरित निर्णय लेने के महत्व पर जोर दिया। सीआईआई की वार्षिक बैठक को संबोधित करते हुए उन्होंने कहा कि सामूहिक टीम भावना और सभी हितधारकों के योगदान के कारण, यहां तक कि कोविड महामारी में भी अच्छे परिणाम प्राप्त किए जा सकते हैं। उन्होंने कहा कि हालांकि हमारे पास प्रति दिन 38 किलोमीटर बनाने का विश्व रिकॉर्ड है, लेकिन उनका लक्ष्य प्रति दिन 100 किलोमीटर से अधिक की दूरी तय करना है। मंत्री ने कहा कि परियोजना को तीन गुना से अधिक की डिटेल प्रोजेक्ट

रिपोर्ट (डीपीआर) बनाने का निर्णय लिया गया है।

जीपीएस आधारित ट्रैकिंग सिस्टम के बारे में बात करते हुए गडकरी ने कहा कि अंतरराष्ट्रीय कंपनियों से प्रेजेंटेशन प्राप्त हुए हैं और तीन महीने में एक ठोस नीति बनाई जाएगी। उन्होंने कहा कि अब एक साल के भीतर दिल्ली से देहरादून दो घंटे में, दिल्ली से हरिद्वार दो घंटे में, दिल्ली से चंडीगढ़ दो घंटे में और छह महीने के भीतर दिल्ली से जयपुर डेढ़ घंटे में जाना संभव होगा। मंत्री ने कहा कि नई सड़कें और हरित संपर्क बहुत महत्वपूर्ण हैं।

सड़क सुरक्षा की इलेक्ट्रॉनिक निगरानी और यातायात कानून-पालन के लिये अधिसूचना

सड़क सुरक्षा की इलेक्ट्रॉनिक निगरानी और यातायात कानून-पालन के लिये सड़क यातायात और राजमार्ग मंत्रालय ने एक अधिसूचना जीएसआर 575(ई), 11 अगस्त, 2021-नियम 167ए जारी कर दी है। नियमों के तहत यातायात कानुनों का पालन कराने के लिये इलेक्ट्रॉनिक उपकरणों का विस्तार से प्रावधान किया गया है। प्रावधानों में गति पकड़ने वाला कैमरा, सीसीटीवी कैमरा, स्पीड गन, शरीर पर धारण करने वाला कैमरा, मोटर के डैशबोर्ड पर लगाने वाला कैमरा, ऑटोमैटिक नंबर प्लेट की पहचान सम्बंधी उपकरण (एएनपीआर), वजन बताने वाली मशीन और अन्य प्रौद्योगिकियां शामिल की गई हैं। राज्य सरकारें यह सुनिश्चित करेंगी कि यातायात कानूनों का पालन कराने वाले सभी इलेक्टॉनिक उपकरणों को राष्ट्रीय राजमार्गों और राज्य राजमार्गों के अति जोखिम तथा अति व्यस्त रास्तों पर लगाया जाये। इसके अलावा कम से कम उन सभी प्रमुख शहर के महत्त्वपूर्ण चौराहों-गोल चक्करों पर इन उपकरणों को लगाया जाये, जिन शहरों की आबादी दस लाख से अधिक हो। इसमें 132 शहरों का विवरण शामिल है, जिनका ब्योरा नियमों की तालिका में देखा जा सकता है। कानून लागू कराने वाले इलेक्ट्रॉनिक उपकरणों को इस तरीके से लगाया जायेगा. जिसके कारण न तो कोई बाधा पैदा होगी, न देखने में दिक्कत होगी और न यातायात में कोई व्यवधान पड़ेगा। निम्नलिखित नियम-उल्लंघन के लिये इन इलेक्ट्रॉनिक उपकरणों का इस्तेमाल किया जा सकता है, जिनकी फुटेज में स्थान, तिथि और समय दर्ज हो। इनका उपयोग चालान जारी करने में किया जायेगा:-

- निर्धारित गति–सीमा के दायरे में वाहन नहीं चलाना (धारा 112 और 183);
- 2. अनिधकृत स्थान पर वाहन रोकना या पार्क करना (धारा 122);
- वाहन चालक और पीछे बैठी सवारी के लिये सुरक्षा का ध्यान न रखना (धारा 128);
- 4. हेलमेट न पहनना (धारा 129);
- 5. लाल-बत्ती पार करना, रुकने के संकेत का पालन न करना, वाहन चलाते समय मोबाइल फोन का इस्तेमाल करना, कानून का पालन न करते हुये अन्य वाहनों से आगे निकलना या उन्हें ओवरटेक करना, यातायात की विपरीत दिशा में वाहन चलाना, वाहन को इस तरह चलाना, जिसकी अपेक्षा एक सावधान और होशियार चालक से नहीं की जा सकती और उस होशियार चालक को यह भान हो कि ऐसा

करना खतरनाक हो सकता है (धारा 184);

- 6- निर्धारित वजन से अधिक भार लेकर गाड़ी चलाना (धारा 194 की उपधारा-1);
- 7. बिना सेफ्टी-बेल्ट के गाड़ी चलाना (धारा 194बी);
- मोटर वाहन (चालक) नियम, 2017 (धारा 177ए) के नियम 6
 अपनी लेन में गाडी चलाना) की अवहेलनाय
- 9. माल ढोने वाले वाहनों में सवारी बैठाना (धारा 66);
- 10. मोटर वाहन (चालक) नियम, 2017 (धारा 117ए) के नियम 36 (गाड़ी की नंबर प्लेट के विषय में) की अवहेलनाय ऐसे वाहन को चलाना, जिसमें माल इस तरह भरा गया हो कि वह दोनों तरफ या आगे या पीछे या ऊपर की तरफ निकला हो तथा जो निर्धारित सीमा से अधिक हो (धारा 194 की उपधारा-1ए);
- आपातकालीन वाहनों को निकलने का रास्ता देने में कोताही करना
 (धारा 194ई)।

नियम 167 के तहत जारी होने वाले सभी चालान इलेक्ट्रॉनिक स्वरूप में होंगे और यातायात नियमों का उल्लंघन होते ही वे इलेक्ट्रॉनिक निगरानी तथा कानून-पालन प्रणाली के जिरये अपने-आप तैयार हो जायेंगे। उनमें निम्नलिखित सूचना दर्ज रहेगी:

- यातायात नियम का उल्लंघन करने का ब्योरा और वाहन की नंबर प्लेट की फोटो सबूत के तौर पर दर्ज होगी।
- ii. कानून लागू कराने वाले इलेक्ट्रॉनिक उपकरण से पैमाइश।
- iii. नियम-उल्लंघन की तिथि, समय और स्थान।
- iv. अधिनियम के जिस प्रावधान का उल्लंघन किया गया है, नोटिस में उसका हवाला।
- v. भारतीय साक्ष्य अधिनियम 1872 (1872 का 1) की धारा 65बी की उपधारा (4) के अनुपालन में लिखित साक्ष्य, जिसमें-
- इलेक्ट्रॉनिक रिकॉर्ड की पहचान दर्ज होगी उसे तथा प्रस्तुत करने के तरीके का विवरण होगा,
- b. उस इलेक्ट्रॉनिक रिकॉर्ड में उल्लंघन पकड़ने वाले उपकरण का विवरण होगा, जिससे पता चलेगा कि वह इलेक्ट्रॉनिक रिकॉर्ड कंप्यूटर से स्वमेव तैयार हुआ है।
- c. राज्य सरकार की तरफ से अधिकृत अधिकारी का हस्ताक्षर रहेगा।

X

तीन वर्षों में अमेरिका जैसी होंगी देश की सड़कें : नितिन गडकरी

गुजरात के बनासकांठा स्थित दीसा में पौने चार किमी के एलिवेटेड कारिडोर का लोकार्पण करते हुए नितिन गडकरी ने वर्तमान में देशभर में हाईवे निर्माण की गति को भी अब तक का सर्वाधिक बताया।

अहमदाबाद, ७ अगस्त।

सडक परिवहन व राजमार्ग मंत्री नितिन गडकरी अगले तीन वर्षों में देशभर में अमेरिकी स्तर के राष्ट्रीय राजमार्ग (एनएच) विकसित करने का भरोसा जताया है। शनिवार को गजरात के बनासकांठा स्थित दीसा में पौने चार किमी के एलिवेटेड कारिडोर का लोकार्पण करते हुए गडकरी ने वर्तमान में देशभर में हाईवे निर्माण की गति को भी अब तक का सर्वाधिक बताया। उन्होंने कहा कि प्रधानमंत्री नरेंद्र मोदी के नेतत्व में देशभर में हाईवे निर्माण की गति बेहद तेज है। अगले तीन वर्षों में देश को अमेरिकी स्तर की सडकें मिलेंगी। गडकरी के अनुसार, एक जमाने में देश रोजाना महज दो किमी लंबाई की रफ्तार से राष्ट्रीय राजमार्गों का निर्माण कर पा रहा था। यह गति वर्तमान में 38 किमी प्रतिदिन पर पहुंच गई है। परियोजना के लोकार्पण में मौजद गजरात के मख्यमंत्री विजय

रूपाणी से उन्होंने कहा कि भारतमाला परियोजना के तहत राज्य में कई बड़े प्रोजेक्ट चल रहे हैं। उनमें भिम अधिग्रहण संबंधी बाधाओं को जल्द से जल्द खत्म किया जाए. ताकि इन्फ्रास्ट्रकर विकास को गति मिल सके।

कार्यक्रम में गडकरी ने कहा कि प्रधानमंत्री नरेंद्र मोदी के नेतत्व में राष्ट्रीय राजमार्गों का जोर-शोर से निर्माण हो रहा है। कभी दो किमी रोजाना की रफ्तार से राष्ट्रीय राजमार्ग का निर्माण हो रहा था और अब हम 38 किमी रोजाना पर पहुंच चुके हैं। मुझे पुरा विश्वास है कि अगले तीन वर्षों में देश को अमेरिकी स्टैंडर्ड की सड़कें मिलेंगी। गुजरात में भारतमाला परियोजना के तहत 25,370 करोड़ रुपये की लागत से विभिन्न परियोजनाओं के तहत 1,080 किमी सडक का निर्माण हो रहा है। भारतमाला परियोजना के तहत महाराष्ट्र, गुजरात, राजस्थान, पंजाब और हरियाणा के बाद संपूर्ण

हिमालय क्षेत्र में हाइवे का निर्माण होना है। सडक परिवहन मंत्री के अनुसार, वडोदरा से दक्षिण गजरात के किम को जोड़ने वाला 125 किमी लंबा राजमार्ग इस वर्ष दिसंबर तक परा हो जाने की उम्मीद है। इस परियोजना की लागत 8,711 करोड़ रुपये है। यह परियोजना राजस्थान, मध्य प्रदेश व गुजरात के पिछडे क्षेत्रों और आदिवासियों के लिए वरदान साबित होगी। यह परियोजना इस क्षेत्र में निवेश और कारोबार को आकर्षित करेगी. जिससे स्थानीय किसानों को फायदा होगा।

दिल्ली-मुंबई एक्सप्रेसवे का काम भी बहुत तेजी से चल रहा है। उन्होंने कहा कि अमतसर-जामनगर इकोनामिक कारिडोर पर भी काम शरू हो गया है। वहीं. 3,000 करोड़ रुपये की लागत से 109 किमी लंबाई वाला धोलेरा-अहमदाबाद एक्सप्रेसवे भी इस वर्ष परा हो जाने की उम्मीद है।

फास्टैंग से घटी एनएचएअ की आमदर्न

नई दिल्ली, 6 अगस्त।

करण (एनएचएआई) को वित्त वर्ष था वह मई में फिसलकर 11.648 करोड 2021 की पहली छमाही में हरेक फास्टैग पर आ गया। ऐसा कोरोनावायरस के पर 165 रुपये की आमदनी हुई जो कि प्रसार को रोकने के लिए अधिकांश एक वर्ष पहले के 179 रुपये के मुकाबले राज्यों की ओर से लगाए गए लॉकडाउन 8 फीसदी कम है। प्राधिकरण के राजस्व के कारण हुआ था। जुन में जब में यह कमी रेडियो आवृत्ति पहचान लॉकडाउन में ढील देने की शुरुआत हुई लिहाजा इनको लाग करने का मतलब है एनएचएआई के लिए कम राजस्व संग्रह।

इसने जनवरी से जून 2021 के दौरान 15,518.8 करोड रुपये का टोल संग्रह किया जो कि पिछले वर्ष के आंकडों के मुकाबले दोगुने से अधिक है। यह राजस्व 63.5 करोड़ वाहनों के गुजरने से हासिल हुआ है।

सडकों पर साल के आरंभ से ही भारतीय राष्ट्रीय राजमार्ग प्राधि- वाहनों की संख्या में जो इजाफा हो रहा (आरएफआईडी) अनुपालन के कारण तब गाडियों की संख्या बढ़कर 15.786 आई है। ये टैग छट के साथ आते हैं करोड़ पहुंच गई जो जनवरी के 14.856 करोड से भी अधिक है।

> जनवरी 2020 और जून 2020 के बीच कुल संग्रह 7,786.76 करोड रुपये रहा जबकि यातायात का आकार 43.5 करोड रहा।

> ट्रांसपोर्ट ऐंड लॉजिस्टिक्स के निदेशक और प्रैक्टिस लीडर जगन्नारायण पद्मनाभन ने कहा, 'प्रति फास्टैग के आधार पर संग्रह में गिरावट आई है। इसकी वजह फास्टैग की

कवरेज में विस्तार है। इससे फास्टैग की पहुंच उच्च आवृत्ति टोल सडक उपयोगकर्ताओं (ट्रक चालकों) से सामान्य उपयोगकर्ताओं तक होने का संकेत मिलता है। संकेत ये हैं कि 95 फीसदी से अधिक वाहन चालकों ने फास्टैग को अपनाया है और इसलिए भविष्य के रुझान के लिए हर महीने 150-160 प्रति फास्टैग के स्तर को एक नियम के तौर पर लिया जा सकता है।'

केंद्र सरकार ने 15 फरवरी की मध्यरात्रि से फास्टैग को अनिवार्य किया था। देश भर में इलेक्ट्रॉनिक टोल प्लाजाओं पर फास्टैग के बिना वाले वाहन से दोगुना टोल वसूला जाता है। सडक परिवहन और राजमार्ग मंत्रालय ने 1 जनवरी, 2021 से मोटर वाहनों पर फास्टैग का नियम लागु किया था।

इस व्यवस्था का मकसद डिजिटल भुगतान को बढ़ावा देना, इंतजार के समय और ईंधन खपत को घटाना और प्लाजाओं पर बाधारहित आवाजाही मुहैया कराना था।



भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय राज्य सभा

तारांकित प्रश्न सं. •216 जिसका उत्तर 09.08.2021 को दिया जाना है

'पूर्वांचल एक्सप्रेसवे की स्थिति'

216. श्री रेवती रमन सिंह:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) लखनऊ, बाराबंकी, अमेठी, सुल्तानपुर, अयोध्या, अम्बेडकर नगर, आजमगढ़, मऊ और गाजीपुर से होकर गुजरने वाले पूर्वांचल एक्सप्रेसवें की वर्तमान स्थिति क्या है;
- (ख) क्या यह सच है कि इस परियोजना को 36 माह में पूरा किया जाना था, यदि हां, तो क्या इस एक्सप्रेसवे को निर्धारित समय सीमा में पूरा कर लिया जाएगा;
- (ग) क्या यह भी सच है कि वर्तमान में इसकी लागत में अत्यधिक वृद्धि हो गई है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

(क) से (घ): एक विवरण सभा-पटल पर रखा जाता है।

'पूर्वांचल एक्सप्रेसवे की स्थिति' के संबंध में श्री रेवती रमन सिंह द्वारा पूछे गए दिनांक 09.08.2021 के राज्य सभा तारांकित प्रश्न सं. '216 के भाग (क) से (घ) के उत्तर में उल्लिखित विवरण

(क): पूर्वांचल एक्सप्रेसवे उत्तर प्रदेश सरकार के अधीन उत्तर प्रदेश एक्सप्रेसवे विकास प्राधिकरण (यूपीईआईडीए) की एक परियोजना है। यूपीईआईडीए से प्राप्त सूचना के अनुसार 31.07.2021 तक पूर्वांचल एक्सप्रेसवे का 96.04% काम पूरा हो गया है।

(ख) से (घ): परियोजना उत्तर प्रदेश राज्य सरकार के अधिकार क्षेत्र में आती है।



भारत सरकार

सड़क परिवहन और राजमार्ग मंत्रालय

राज्य सभा

तारांकित प्रश्न सं. •220

जिसका उत्तर 09.08.2021 को दिया जाना है

'मोटर यान (संशोधन) अधिनियम, 2019 का क्रियान्वयन'

+220. श्रीमती छाया वर्मा:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) मोटर यान (संशोधन) अधिनियम, 2019 को किन-किन राज्यों में लागू किया है;
- (ख) नए अधिनियम, 2019 में किस-किस जुर्माने की राशि में कितने-कितने प्रतिशत की वृद्धि की गई है;
- (ग) क्या चालकों को गुणवत्तायुक्त सड़कें और व्यवस्थित यातायात व्यवस्थाएं उपलब्ध कराई जा रही हैं;
- (घ) नए भारी-भरकम जुर्माने लगाए जाने के बाद नियमों के पालन में कितने प्रतिशत सुधार हुआ है; और
- (ड.) यदि इस संबंध में कोई सुधार नहीं हुआ है तो क्या सरकार महामारी के कारण आर्थिक तंगी को देखते हुए बढ़े हुए जुर्माने की राशि को वापस करने पर विचार करेगी?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

(क) से (ड.): एक विवरण सभा-पटल पर रखा जाता है।

'मोटर यान (संशोधन) अधिनियम, 2019 का क्रियान्वयन' के संबंध में श्रीमती छाया वर्मा द्वारा पूछे गए दिनांक 09.08.2021 के राज्य सभा तारांकित प्रश्न सं. *220 के भाग (क) से (इ.) के उत्तर में उल्लिखित विवरण

(क): मंत्रालय को किसी भी राज्य से मोटर यान (संशोधन) अधिनियम, 2019 के प्रावधानों को लागू नहीं करने की कोई सूचना नहीं मिली है।

(ख): मोटर यान अधिनियम, 1988 और मोटर यान (सं.) अधिनियम, 2019 के जुर्माने की तुलना को अनुबंध में दे रखा है।

(ग): हाल ही में संसद द्वारा पारित मोटर यान (संशोधन) अधिनियम, 2019 ने मोटर यान अधिनियम, 1988 में एक नई धारा 198क को अंत:स्थापित किया है, जो निम्नान्सार व्यवस्था करती है: -

198क सड़क डिजाइन,संनिर्माण और रख-रखाव के मानकों का अनुपालन करने में असफल रहना-

(1) सड़क के डिजाइन या संनिर्माण या रख-रखाव के सुरक्षा मानकों के लिए उत्तरदायी कोई अभिहित प्राधिकारी, संविदाकार, परामर्शी या ग्राही सड़क डिजाइन, संनिर्माण और रख-रखाव के ऐसे मानकों का अनुपालन करेगा, जो केंद्रीय सरकार दवारा समय-समय पर विहित किए जाएं।

(2) जहां उप-धारा (1) के अधीन उत्तरदायी किसी अभिहित प्राधिकारी, संविदाकार, परामर्शी या ग्राही द्वारा सड़क डिजाइन, संनिर्माण और रख-रखाव के मानकों का अनुपालन करने में असफल रहने के परिणामस्वरूप किसी व्यक्ति की मृत्यु या नि:शक्तता होती है वहां ऐसा प्राधिकारी या संविदाकार या ग्राही ऐसे जुर्माने से दंडनीय होगा, जो एक लाख रुपये तक का हो सकेगा और उसका संदाय धारा 164ख के अधीन गठित निधि में किया जाएगा। इसके अलावा, मोटर यान अधिनियम, 1988 और केंद्रीय मोटर यान नियमावली, 1989 का कार्यान्वयन राज्य सरकारों और संघ राज्य क्षेत्रों के अधिकार क्षेत्र में आता है।

(घ): मोटर यान (संशोधन) अधिनियम, 2019 के लागू होने के बाद चालानों की संख्या में वृद्धि हुई है। मोटर यान (संशोधन) अधिनियम, 2019 के लागू होने से पहले की 23 महीने की अविध के दौरान, यातायात चालानों की संख्या 1,96,58,897 थी और लागू होने के बाद, 23 महीने की इसी अविध के दौरान यातायात चालान 7,67,81,726 हैं। इस प्रकार, यातायात चालान में 291% की बढ़ोतरी हुई है। यह (i) नियमों के अनुपालन, जो मोटर यान (संशोधन) अधिनियम, 2019 के कार्यान्वयन से पहले लगभग नगण्य था, को सुनिश्चित करने के लिए कैमरा/स्पीड गन-आधारित स्वचालित उल्लंघन पहचान प्रणाली लगाने और (ii) बेहतर प्रवर्तन के कारण हुआ है।

(इ.): इस मंत्रालय के पास ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

no.	Airport	For	The Mor	nth		Period Apr	
AAA.		May	May	%		2020-21	%
000		2021	2020	Change		200000-000	Change
(A)	18 International	Airports		2000	77		ii
1	Kolkata	8861	2944		19261	4040	
2	Chennai	26222	11463	1 2	57686	16505	
3	Goa	257	15	-	815	19	
1	Srinagar	439	46		1091	46	
5	Bhubaneswar	597	64	+	1587	79	3
5	Varanasi	256	0	-	615	0	
7	Calicut	624	537	16.2	1516	1000	51.0
3	Amritsar	91	10	-	197	- 11	
)	Coimbatore	349	63	- 41	990	82	
0	Vijayawada	159	72	. 5	389	72	
2	Imphal	251	59	17.0	761 723	160	95.
3	Portblair Trichy	288 249	351 117	-17.9	586	370 117	95.
4	Tirupati	249	0	- 1	0	0	
5	Kushinagar	0	0		0	0	
6	Guwahati	1355	201		3343	363	
7	Jaipur	553	17		1582	17	
8	Trivandrum	1381	890	55.2	2795	1441	94.
ota		41932	16849	-	93937	24322	
	3 PPP Internation		ts				
9	Ahmedabad	6990	889		14416	1135	
20	Lucknow	948	147		2156	162	
21	Mangalore	221	121	82.6	507	121	
ota		8159	1157	-	17079	1418	
_	7 JV Internation				11012	4410	
_					1.00000	2/220	
22	Delhi (DIAL)	75994	26077 27392	-	152883 128290	36230 43891	
24	Mumbai (MIAL)	61858 29090	14542	-	61531	22708	
	Bangalore (BIAL)	200000000000000000000000000000000000000			DECEMBER OF STREET	1000000	
25	Hyderabad (GHIAL)	10966	4779		21577	8238	
26	Cochin(CIAL)	3751	3053	22.9	8356		71.9
27	Nagpur (MIPL)	337	0	-	1095	- 0	
28	Kannur (KIAL)	0	0	- 2	0	0	
ota		181996	75843	-	373732	115928	
_	1 ST Govt./Pvt.	INILAI					
29	Shirdi	0	0	-	0	0	
`ota	Contract to the second of the	0	0	2	0	0	
E)	10 Custom Airpo	orts					
30	Pune	1008	93	-	2156	93	
31	Patna	1170	177	- 2	3391	178	
32	Bagdogra	855	94	-	1842	96	
3	Chandigarh	541	12	1 200	1562	12	
		585					
	Visakhapatnam	372	198	87.9	861	317	
35	Indore	448	26	87.9	1314	317 35	_
36		448 81	26 31	- :	1314 312	317 35 33	
15 16	Indore Madurai Surat	448 81 428	26 31 339	-	1314 312 1203	317 35	96.
35 36 37 38	Indore Madurai Surat Aurangabad	448 81 428 26	26 31 339 0	- :	1314 312 1203 111	317 35 33 613	
15 16 17 18	Indore Madurai Surat Aurangabad Gaya	448 81 428 26 0	26 31 339 0 0	26.3	1314 312 1203 111 0	317 35 33 613 1 0	
15 16 17 18 19 ota	Indore Madurai Surat Aurangabad Gaya	448 81 428 26 0 4929	26 31 339 0	26.3	1314 312 1203 111	317 35 33 613	
15 16 17 18 19 ota	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air	448 81 428 26 0 4929 ports	26 31 339 0 0 970	26.3	1314 312 1203 111 0	317 35 33 613 1 0	
15 16 17 18 19 ota F)	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi	448 81 428 26 0 4929	26 31 339 0 0 970	26.3	1314 312 1203 111 0 12752	317 35 33 613 1 0 1378	
15 16 17 18 19 10 10	Indore Madurai Surat Aurangabad Gaya I 69 Domestic Air Ranchi Raipur	448 81 428 26 0 4929 ports 350 244	26 31 339 0 0 970	26.3	1314 312 1203 111 0 12752 901 700	317 35 33 613 1 0 1378	
35 36 37 38 39 ota F) 40	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu	448 81 428 26 0 4929 ports 350 244 80	26 31 339 0 0 970 19 45 2	26.3	1314 312 1203 111 0 12752 901 700 193	317 35 33 613 1 0 1378	96
35 36 37 38 39 ota 40 40 41	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun	448 81 428 26 0 4929 ports 350 244 80 3	26 31 339 0 0 970 19 45 2	26.3	1314 312 1203 111 0 12752 901 700 193 13	317 35 33 613 1 0 1378	
5 6 6 7 8 8 9 0 0 1 1 1 2 1 3 4	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala	448 81 428 26 0 4929 ports 350 244 80 3 148	26 31 339 0 0 970 19 45 2 1	26.3	1314 312 1203 111 0 12752 901 700 193 13 484	317 35 33 613 1 0 1378 19 45 2 1	
5 6 7 8 9 ota F) 0 1 2 3 4	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Ranchi Jammu Dehradun Agartala Gorakhpur	448 81 428 26 0 4929 ports 350 244 80 3 148	26 31 339 0 0 970 19 45 2 1 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484	317 35 33 613 1 0 1378 19 45 2 1 0 0	
5 6 7 8 9 ota F) 0 1 2 3 4 5 6	Indore Madurai Surat Aurangabad Gaya I 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91	26 31 339 0 970 19 45 2 1 1 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 5	
5 6 7 8 9 0 0 1 2 3 4 5 6	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91	26 31 339 0 970 19 45 2 1 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273	317 35 33 613 1 0 1378 1378 2 2 1 0 0 5 0	
5 6 7 8 8 9 ota F) 0 1 1 2 3 4 5 6 7 8 7 8 8 9 7 8 8 8 9 8 8 9 9 8 8 8 8 9 8 8 8 8	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1	26 31 339 0 970 970 19 45 2 1 1 0 0 0 6	26.3	1314 312 1203 1111 0 12752 901 700 193 13 484 0 273 116	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 0 0	
5 6 6 7 6 8 6 6 7 6 8 6 6 6 7 8 8 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Indore Madurai Surat Aurangabad Gaya I 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1	26 31 339 0 970 970 19 45 2 1 1 0 0 0 5 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
35 36 37 38 39 39 39 30 40 41 41 41 41 41 41 41 41 41 41 41 41 41	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87	26 31 339 0 970 970 19 45 2 1 0 0 0 6 6	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 538	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 0 0 5	
35 36 37 38 39 ota F) 040 411 42 43 44 44 45 46 47 48 49 50	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87	26 31 339 0 970 970 19 45 2 1 0 0 0 5 0 0 0 0 970 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 538	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 5 0	96.
35 36 37 38 39 ota 40 41 41 42 43 44 45 46 47 48 49 50 51	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87 0	26 31 339 0 970 970 19 45 2 1 0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 538 0	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 5 0 0 5	96.
35 36 37 38 39 ota (F) 40 41 42 43 44 45 46 47 48 49 50 51 52 53	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87 0 3 3	26 31 339 0 970 970 19 45 2 1 0 0 0 5 5 0 0 5 0 0 0 970 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 538 0 218	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 5 0 0 5 0	96.3
35 36 37 38 39 Tota (F) 40 41 42 43 44 44 45 46 47 48 49 50 50 51 52 53	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar Belgaum	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87 0 30 30 32 2	26 31 339 0 970 45 2 1 0 0 0 5 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 0 218 101	317 35 33 613 1 0 1378 45 2 1 0 0 0 5 0 0 5 0 0	96.3
334 335 336 337 338 339 Tota (F) 40 41 42 43 44 44 45 46 47 48 49 550 551 552 553	Indore Madurai Surat Aurangabad Gaya 69 Domestic Air Ranchi Ranchi Raipur Jammu Dehradun Agartala Gorakhpur Bhopal Udaipur Dibrugarh Prayagraj Leh Jodhpur Vadodara Silchar	448 81 428 26 0 4929 ports 350 244 80 3 148 0 91 1 40 0 87 0 3 3	26 31 339 0 970 970 19 45 2 1 0 0 0 5 5 0 0 5 0 0 0 970 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26.3	1314 312 1203 111 0 12752 901 700 193 13 484 0 273 1 116 0 538 0 218	317 35 33 613 1 0 1378 19 45 2 1 0 0 0 5 0 0 5 0	96.

S.	Airport		The Mor		For The	Period Apr	il To May
no.		May 2021	May 2020	% Change	2021-22	2020-21	% Change
(F)	69 Domestic Air	ports					
58	Rajkot	1	0		- 11	0	
59	Jabalpur	0	0		0	0	
60	Tuticorin Hubli	0	0	-	9	0	
62	Dimapur	27	2		64	2	
63	Gaggal (Kangra)	0	0	-	0	0	
64	Kishangarh	0	0	-	0	0	
65	Mysore	0	0	-	0	0	1 3
66	Kolhapur	0	0		- 0	0	
67	Kandla	0	0		0	- 0	-
68	Gwalior	0	0	- 5	0	0	
69	Kanpur (Chakeri)	2	0	-	29	0	
70	Kalaburgi Juhu	13	3		28	5	
71 72	Cuddapah	0	0	-	0	0	
73	Jaisalmer	0	0	-	0	0	
74	Jorhat	0	0	-	0	0	
75	Bikaner	0	0		0	0	
76	Jamnagar	0	0	-	0	0	
77	Salem	0	0	- 5	0	0	
78	Diu	0	0	-	0	0	-
79	Porbandar	0	0		0	0	
80	Adampur (Jalandhar)	0	0	-	0	0	
81	Bhuj	0	0	- 5	0	0	
82	Hindon	0	0	-	0	0	
83	Pantnagar Lakhimpur (Lilabari)	0	0	-	0	0	
85	Pakyong	0	0	-	0	0	
86	Bhavnagar	0	0	-	0	0	
87	Pathankot	0	0	-	0	0	
88	Bhuntar	0	0		0	0	
89	Ludhiana	0	0		0	0	
90	Agatti	- 11	0	- 8	18	0	
91	Jalgaon	0	0		0	0	
92	Barapani (Shillong)	0	0		0	0	
93	Bilaspur	0	0	5	0	0	
94	Tezpur	0	0	-	0	0	
95	Agra	0	0		0	0	
96 97	Baareilly Hyderabad(Begampet)		0		0	0	
98	Shimla	0	ő		0	0	
99	Khajuraho	0	0	-	0	0	
	Pondicherry	0	0		0	0	
	Bhatinda	0	0		0	0	
102	Kota	0	0		0	0	
103	Sholapur	0	0	-	0	0	
104	Keshod (Junagarh)	0	0		0	0	
	Safdarjung	0	0	-	0	0	
106	Tezu	0	0		0	0	
107	Coochbehar	0	0		0	0	
	Rupasi	0	0		0	0	
	Domestic Airports	1168	93	-	3710	95	
-	13 St.Govt. / Pvt	t Airports			100		
	Durgapur	.0	0		0	0	
	Nasik(Hal ozar)	0	0	-	1	0	
	Lengpui(aizwal)	9	15	-40.0	23	15	53
	Nanded	0	0	-	0	0	
	Jagdalpur	0	0	-	0	0	-
	Vijayanagar Bidar	0	0	-	0	0	-
	Pasighat	0	0	-	0	0	
	Hisar	0	0		0	0	
	Mundra	0	0	-	0	0	
	Pithoragarh	0	0		0	0	
120	Bangalore(Hal)	0	0	-	0	0	
	Kurnool	0	0		0	0	
	3 St.Govt. / Pvt Airports	9	15	-40.0	24	15	60.0
	Other Airports	0	0	-	0	0	
	d Total					-	
	3+C+D+E+F+G+H)	238193	94927		501234	143156	1

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

(*) TENTATIVE

(IN '000 TONNES)

ORE)	(Crude,		10000	1101	CIOTING I	Coal		Companiers	61311	Ome		10 1/11
KOLKATA Kolkata Dock System TRF APRIL-JUNE,	(Crude,	_										
ORE)	Prod., LPG/ LNG)	ridanas	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2020-21
ORE)							-	200			10 m	
SRE)	2021 52	83		82	9	*	123	2162	145	825	3333	ASACTACTOCA
)RE)	2020 56	55		42	×.		483	1724	103	503	2863	16.42
ORE)	2021 2081	1611	742	38	92	68	3401	984	48	1766	10384	
	2020 1987	879	975	42	54	437	2274	555	29	1764	8967	15.80
	2021 2133	1274	742	120	86	68	3524	3146	193	2591	13717	200
	2020 2043	934	975	84	54	437	2757	2279	132	2267	11830	15.95
	2021 8942	464	7246	44	827	1989	3666	99	3	2278	30384	
	2020 6964	291	6915	125	1054	5928	2441	55	3	1961	25734	18.07
	2021 3583	511	4419	418	460	2040	1326	2097	125	2969	17823	
	2020 4310	430	3465	406	173	1285	1271	1930	114	2184	15454	15.33
	2021 1148	27		94		5344	325	2191	114	597	9632	
	2020 1022	10	9.5	(1	3	3086	73	705	37	273	5169	86.34
	2021 2739	257	29	. 4	28	•	7	7872	408	069	11623	
TRF APRIL-JUNE, 2020	2020 1873	232		25	25	•		4103	213	1024	7282	19.65
V.O.CHIDAMBARANAR TRF APRIL-JUNE, 2021	2021 89	206	2	21	226	1805	1462	3927	202	793	8529	
TRF APRIL-JUNE, 2020	2020 120	251		253	78	1727	1479	3126	153	533	7567	12.71
COCHIN TRF APRIL-JUNE, 2021	2021 4927	153		74	46			2174	159	373	7724	
TRF APRIL-JUNE, 2020	2020 3673	117	0	94	Sid.			1551	113	294	5635	37.07
NEW MANGALORE TRF APRIL-JUNE, 2021	2021 4899	569	1440	19	62	1448	242	029	44	378	9775	
TRF APRIL-JUNE, 2020	2020 6020	427	1110	118	28	989	219	442	28	250	9299	5.12
MORMUGAO TRF APRIL-JUNE, 2021	2021 100	09	1661	11		526	1682	119	8	1139	5628	
TRF APRIL-JUNE, 2020	2020 68	19	1799	•	04.9	253	2075	26	2	1166	5456	3.15
MUMBAI TRF APRIL-JUNE, 2021	2021 8546	438	1690	42	0	1348	80	52	5	1859	14092	
TRF APRIL-JUNE, 2020	2020 8010	263	1143	139	37	480	351	22	2	1016	11461	22.96
J.N.P.T. TRF APRIL-JUNE, 2021	2021 775	728	*	6	600	C	•	16843	1364	211	18557	
TRF APRIL-JUNE, 2020	2020 923	447		1	0	-	•	10659	848	89	12097	53.40
DEENDAYAL TRF APRIL-JUNE, 2021	2021 14517	2412	115	1093	69	7535	58	2208	128	5118	33125	
TRF APRIL-JUNE, 2020	2020 13191	1765	34	887	35	3838	41	1414	96	3844	25049	32.24
ALL PORTS TRF APRIL-JUNE, 2021	2021 52398	7099	17643	1853	1897	26996	12372	41355	2753	18996	180609	
TRF APRIL-JUNE, 2020	2020 48217	5186	15441	2037	1484	17719	10707	26362	1744	14880	142033	27.16
% Variation from previous year	8.67	36.89	14.26	-9.03	27.83	52.36	15.55	56.87	57.86	27.66	27.16	

Source: LP.A.

Master Pilot Overcomes Turbulence



Capt. Preetham Philip CEO - Quikjet

Captain Preetham Philip is a keen aviator, an experienced offshore pilot and has since taken up management roles in aviation businesses. He was a founding member of Deccan Aviation - Air Deccan, India's first low cost passenger airline and has to his credit the startup of Deccan 360 cargo airlines and K-Mile, an airline in Thailand. He also established the first successful Heli pilgrimage passenger flights at the famous Vaishno Devi shrine.

He is currently the CEO of Quikjet Cargo Airlines. This entity was formed in 1976 by Cyrus Gazder, but it stayed dormant upto 2008. In 2011, Capt. Preetham Philip was brought in as CEO who inherited the task of obtaining Quikjet's Scheduled Operator's Permit for Cargo Airlines.

Quikjet is now part of the international airline group "ASL (Aircraft, Support & Leasing) Aviation Holdings", headquartered in Dublin, Ireland.

Questionnaire

(1) How long have you been in operation?

I took over as CEO of Quikjet in 2011.

We launched ATR 72-200 Freighter LCD for GTL Logistics from Kolkata in 2012 and 737-400 for Sovika in 2016.

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

Our business model is based on operating aircraft for freight consolidators who contract the whole aircraft under a blocked space agreement (BSA)

We do airport to airport transportation for any customer with assured cargo loads. We are not in retail business. However in 2017, Demonetization came and RBI subsidiary mint used our aircraft to transfer the new currency notes to all over India. At this time, ASL group of Ireland bought out the Farnair stake of 46%, which they later increased to 74% from the market.

We also maintain the records for repair and maintenance for ASL group.

We currently have offices in Bengaluru and Delhi.

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

Aviation is heavily technology driven for efficient and cost effective operations where flight balancing and revenue management services (RMS) are very critical tools, since operating margins are minimal.

(4) Who are your present clients?

Many clients, earlier, including Sovika, GTL (trucking for North East) and BRB Mudran Private Limited (a subsidiary of RBI).

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

Quikjet, as a cargo airline, is also certified to carry Dangerous Goods, like lithium batteries, etc. Apart from that, special care has to be taken for day old chicks. We also had a number of producers of baby prawns who used trucking from various farming points like Kakinada, Rajahmundry, etc., to Vishakhapatnam (Vizag) airport. We covered Vizag to Bombay by air and Bombay to Surat was again done by truck, where they were finally raised for the market. This was a long transit time for the prawns and they had a mortality rate of 25%. We reduced this to just about 1 % by extending the Vizag flight directly to Surat.

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

Although the Covid-19 pandemic impacted business, people have moved to the online way of doing business and reinvented themselves. I am, therefore, upbeat about the future of logistics in India. Earlier, there was a mental block to using online transactions and payments but now having seen the ease of online operations; most people have stuck with it as the new normal way of doing things.

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

On account of the lockdown restrictions owing to Covid-19 we had difficulty in commuting to and fro office, so work from home became the norm. Our experience has been that working from home is convenient and this success has forced a rethink and we may now look for a hybrid model of operation. We plan to continue with work from home where it can be done efficiently and reduce employees in the office, except for people mandated. We expect to save substantial costs in office rental and allied expenses like electricity, water, maintenance, etc.

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

X -

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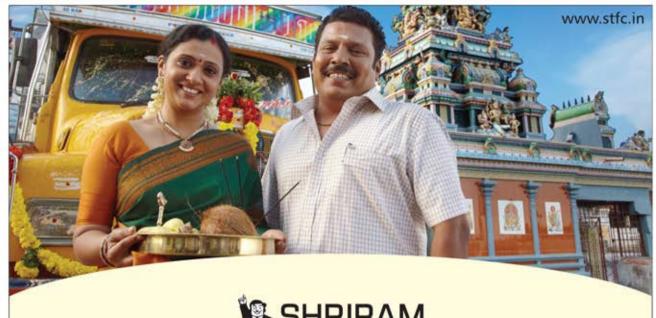














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