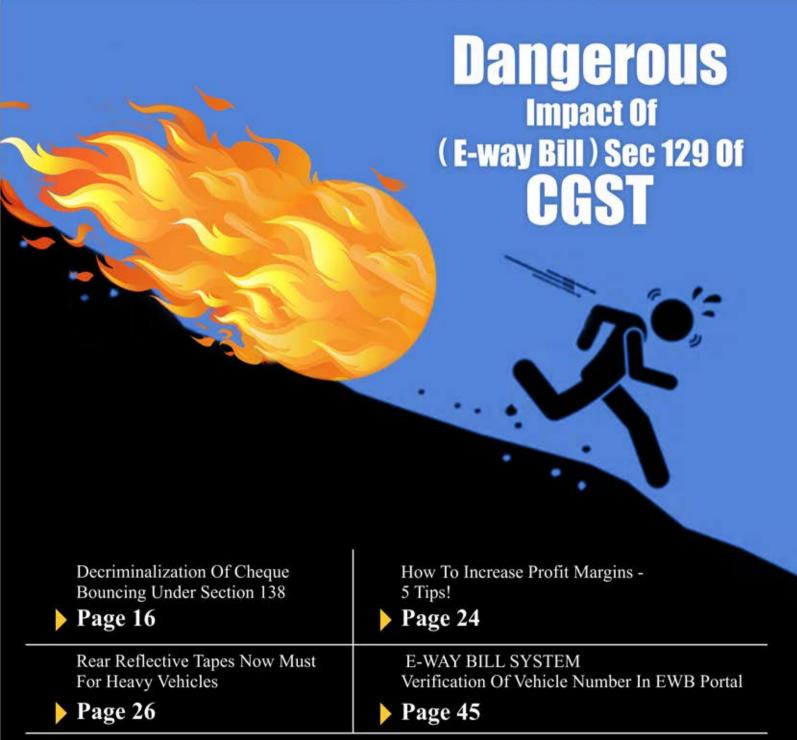
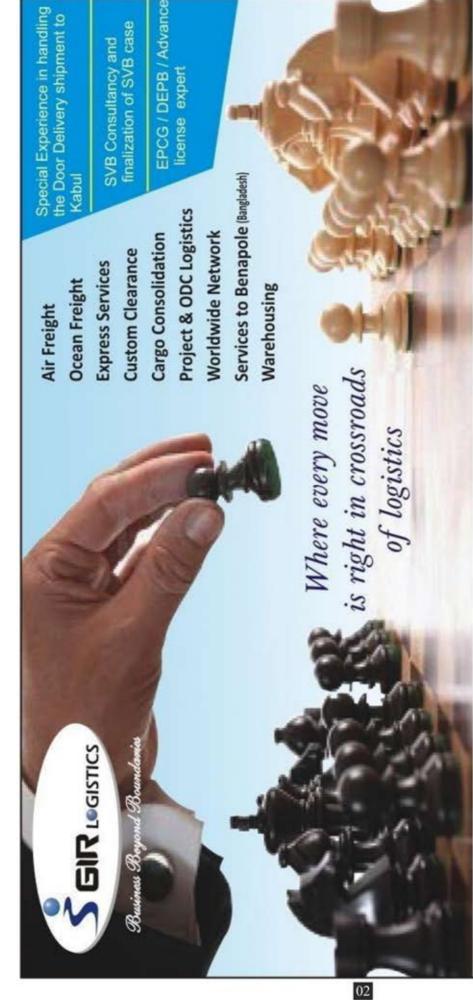
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PRINTED & PUBLISHED BY: Ashok Gupta

SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

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
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Welfare Association. This magazine is strictly for private circulation only. All India Transport Welfare
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Considering Ground Realities Is A Must Before Taking A Decision



Ashok Gupta

asn't GST designed to promote businesses and make business processes easier? Wasn't GST conceived to boost a seamless movement of goods and hassle-free trade between various states? It was. Therefore, the concept of toll plazas and check-posts were supposed to be abolished. Otherwise, how would the free movement of goods be possible?

But do the lawmakers want free movement of goods, without any control? It is very unlikely and hence provisions have been enacted in the GST law, related to e-way bills.

However, this provision has created so much confusion that not only the taxpayers are baffled but also the CBIC officers often observed while scratching their heads. Until the e-way bill is abolished or at least scraped certain rules, it will continue to be a nightmare for cores of people.

All India Transporters Welfare Association (AITWA) has raised various issues related to e-way bills under the GST regime. One of the key issues was "Why did the rule change from 100km per day to 200km per day, and that too without consultation to stakeholders?"

The government has not taken such a huge step for the first time it was been a routine of affairs. But is it a big deal to consider the ground realities before taking such a decision?

Noteworthy to mention here, many trucks have been penalised up to 108% of the value on not reaching the destination within the stipulated time frame of e-way bill rules. In one of the cases (of an AITWA member), a transporter was forced to pay a penalty of Rs. 35 lakh for the delay, when his freight charges were just Rs. 25,000. Isn't this is how the government is planning to snatch the livelihood of roads goods carriers? Isn't it clashing with its agenda? As contrary to promoting 'ease of doing business it is actually 'making doing business tough'?

It has become nearly impossible to pick up and deliver material on the same day. The reason that the transport industry follows the hub and spoke method (goods booked at different locations are moved to a central place) has added to the challenges of transporters, as the new changes in the e-way bill consider the total distance from the point to point and do not allow deviation of the route.

The unfriendliness of e-way bills towards transporters does not end here. The multiple invoices/delivery challan cannot be clubbed to generate one e-way bill. Each invoice shall be considered as one consignment to generate e-way bills. However, after generating all these EWBs, one Consolidated EWB may be prepared by the transporter for transportation purposes, if all such goods are going in one vehicle.

Further, goods are transported for a purpose other than supply and when the invoice cannot be issued, the e-way bill can be raised against any other document like delivery challan, bill of supply etc. Then, the value of such goods may have to be determined as per valuation provisions under GST.

In addition, the e-way bill once generated cannot be edited or modified. If an e-way bill is generated with wrong information it has to be cancelled and generated fresh. The cancellation is required to be done within twenty-four hours from the time of generation.

The e-way bill laws also say that e-way bill is required to be generated even in case of movement of goods within 10 km. The relaxation updating part B (vehicle details) is given only in cases of movement of goods from the place of business of consignor to the business of transporter for further movement of such goods, therefore, in all other cases, an e-way bill needs to be generated even if the distance to be covered is less than 10 km.

Though there is no need to generate an e-way bill when the goods are exempted from the tax, it is required to generate an e-way bill in case of interstate transfer of handicraft goods by a person exempted from obtaining registration. In case of interstate transfer of goods by principal to job worker, e-way bill is required to be generated irrespective of its consignment value.

In short, there are many loopholes in eway bills and the government has to frame them better. Of course, considering the ground realities!





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E-way Bill A Scar in Disguise



n E-way bill is an electronic waybill for the movement of goods to be generated on the e-way bill portal. The bill can only be generated or cancelled through SMS, Android App or on the website. When both, the consignor and the consignee have not created the e-way bill, the transporter of goods can do so by filling Part A of FORM GST EWB-01 based on information shared on the invoice/bill of supply/delivery challan given to him by the registered person. If a transporter is transporting multiple consignments in a single conveyance, they can use the form GST EWB-02 to produce a consolidated e-way bill, by providing the e-way bill numbers of each consignment.

The E-way bill was introduced by the government to promote 'ease of doing business, stop evasion of tax and seamless movement of the trucks that can increase per day mileage of trucks.

No doubt that it has bettered the transport movements and helped them move seamlessly, even though in a restricted capacity. The impractical/ draconian section 129 of the e-way bill has provisions for levying huge and unreasonable penalties, and detention and seizure of the vehicle and goods just because of minor mistakes (where there is no evasion or intention of tax evasion) is hurting the transport business hard. Therefore transporters believe section 129 of GST should be abolished or recrafted. According to them here are a few loopholes of the bill:

 A vehicle may reach the destination in time but due to Sunday/holiday or lack of space or any inevitable reason parks outside the gate of the warehouse then the GST official can get hold of the vehicle and penalize in the pretext of documents being wrong and slap a penalty of 100 per cent of goods' value plus tax. If the



Mahendra Arya National President, AITWA

consignor/ consignee come forward the penalty could be 100 per cent GST plus 100 per cent of tax value, asking the owner to pay in lakhs though the freight cost may be in thousands.

- Journey of 200 km/day The bill demands transporters to cover a journey of 200 km/day, which is not impractical but some factors come on the way to meet this. But various reasons such as accidents, traffic jams, no entry on the road, dharna padarshan, drivers' issues, and others often cause deviations in route, delay the delivery. But there is no consideration for all these and a huge penalty is imposed upon the vehicle.
- Inventory issues Various inventory issues at customer place, mechanical breakdowns causing production losses, lower demand causing higher FG inventories etc. – which can cause deferment in delivery time by which E-way bill expires.
- Validity of E-way bill An E-way bill comes with a validity period, which generally expires at the midnight. However, provision is made to extend it by 8 hours. But how does it benefit? On most occasions, finding an official is difficult who extends the validity or renew the bill. In this situation, a hefty amount (up to 200 per cent of the tax value or 100 per cent of invoice value under the CGST Act) is penalized.
- Hub and spoke model -Generally, cargo transports follow the hub and spoke model and consolidate goods at transhipment hubs for further movement. Goods are transferred to various transhipment hubs before

channelising for delivery to the consigner and in the process; the e-way bill may get expired. In such a situation also the GST department slaps a huge penalty on the transporter.

- Fatal road accidents Since the drivers would need to drive faster to prevent penalties, the E-way bill rules can lead to a fatal road accident.
- Higher and costly compliance burden - The E-way bill rules translates into a compliance burden.
 With penalties imposed in lakhs business environment is getting ruined for the transporters.
- A threat of corruption Goods are intercepted on the way and are threatened to be detained for minor / genuine instances, then officials ask for bribes for the immediate release of goods. It is not only affecting ease of doing business but hampering business, as delivering the goods on time has become impossible.

Though there are innumerable instances that expose the e-way bill, here are two that will speak enough about its loopholes.

- 1. Goods were imported at Nhava Sheva Port. GST was paid in advance at the time of clearance of cargo. The e-way bills expired due to Sunday being the next day. The tax explaining his bona fide was required to submit a tax & penalty of 100% each of tax value.
- Against the e-way bill generated, Part B was not updated and the vehicle was intercepted outside the Port and a penalty was imposed.

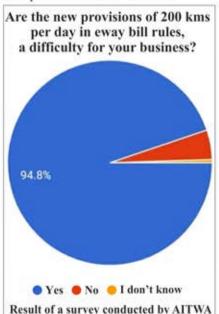
The dangerous implication of the e-way bill is not hidden to honourable high courts and on several occasions they have given verdicts in favour of transporters, suggesting irrelevance of sec 129 of GST. The government will also have to understand this and should scrap it or redraft it with inputs from transport associations.

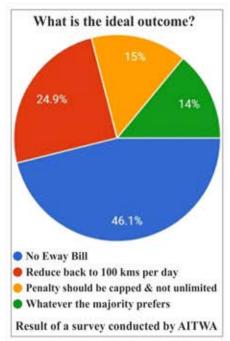
According to sec 129 of GST, any person who transports any goods or stores any goods while they are in transit is liable to detention or seizure. The transport used for carrying the goods and documents relating to such

goods is also liable to detention or seizure. These shall only be released,

- (a) on payment of the applicable tax and penalty equal to 100 per cent of the tax payable on such goods and, in case of exempted goods, on payment of an amount equal to 2 per cent of the value of goods or Rs. 25000, whichever is less, where the owner of the goods comes forward for payment of such tax and penalty;
- (b) on payment of the applicable tax and penalty equal to 50 per cent of the value of the goods reduced by the tax amount paid thereon and, in case of exempted goods, on payment of an amount equal to 5 per cent of the value of goods or Rs. 25000, whichever is less, where the owner of the goods does not come forward for payment of such tax and penalty;
- (c) upon furnishing a security equivalent to the amount payable under clause (a) or clause (b) in such form and manner as may be prescribed.

To evaluate what transporters think about E-way bills, the All India Transporters' Welfare Association (AITWA) surveyed across the country. And, discovered that 94.8 per cent of truck owners believe that the E-way bills have made 'ease of doing business' tough as the rules are making transport businesses non-viable.





It is no secret that the Road Goods Carrier industry is filled with an unskilled or average skilled workforce. Also, their educational qualification is relatively on the bottom side. So, there is always a chance of errors while filling up the E-way form. But does that mean the penalties imposed due to clerical errors /route deviation/ expiry of E-way bill/etc. have to be hefty?

Moreover, transporters are mere delivery agents, making them party to issues of shipper or receiver is incomprehensible. So, the law of imposing a penalty of 'invoice value + twice the tax' to transporters itself is wrong. Further, the transporters face lots of harassment at the hands of GST officers, legal issues, professional fees and losses due to vehicle detention. Such incidents not only affect the goodwill and trust of service providers and customers but also result in loss of business and customers.

To say the least, the transporters have become the soft target for the government now. It not only levies penalties on small and medium businesses but also late filing or late delivery! The government is not open to understanding that delays by hours to update e-way bills can cause a transporter his entire business. And the sufferance of transporters will not reduce until the government and finance ministry try to understand the gravity of the problems and come up with a solution quickly.

Road Transport & GST Implementation

ark Twain the American author, is credited with saying 'you are entitled to your own opinions, but not to your own facts'.

The landmark launch of GST was a watershed moment in our country. The government is justifiably happy that it has streamlined the irrational, variable taxation structure prevalent earlier of 17 indirect taxes + 23 types of cess and brought it more in line with first world countries, with the slogan One Nation — One Tax (but though it is an improvement, we know that this objective is still a work in progress).

The following is a statement from a government department.

Impact Post GST

1. Documentation requirement

- * VAT forms no longer needed
- * Gujarat and Karnataka have continued the requirement to fill modified forms

2. Border Check-posts

* 22 states have already removed check-posts

3. OCTROI

* Elimination of OCTROI collection has led to decongestion in cities such as Mumbai

Many offenses possible in road transportation

No doubt GST is a progressive move and in many ways a desirable improvement over the earlier regime, but is the implementation as equitable and desirable? The transporters clearly have valid complaints / issues based on practical experience.

To illustrate, the following is a list of offenses compiled by Asian Development Bank (ADB). Do the Transporters complain about most of the offenses / violations mentioned here? Not at all. Their issue is only

with a few of the GST related ones and that too, on interpretation.

GST AND PRODUCT MARKET OFFENSES

- Misdeclaration Mismatch between declaration and invoice • Travelling without E-waybill • Product market
- · Controlled Product (e.g., forest)
- Regulated Product (e.g., hazardous goods / alcohol for human consumption)

CARGO-RELATED OFFENSES (Over-dimensioned / Overloaded /

Dangerous)

- Cargo carried more than 11 feet high
- Overloading
 Oversized load
- Unsafe carriage of goods Loading on tail board

DRIVING-RELATED OFFENSES

- Driving under influence of alcohol or other intoxicants • Driving when physically or emotionally unfit
 Driving without seatbelt • Driving by a minor or allowing a minor to drive
- Driving by person not licensed
 Disobeying traffic police in uniform
- Use of horn in silence or No-Horn zone • Use of shrill or loud horns

VAHAN-RELATED OFFENSES

 Driving without a valid auto insurance • Driving without a valid permit • Driving without valid vehicle fitness certificate • Pollution-undercontrol certificate not updated
 • Vehicle without registration certificate • Driving without carrying a valid driving license

MINOR VEHICLE-RELATED OFFENSES

 Vehicle is not painted in required colour and design format • Vehicle is without wiper • Vehicle has missing or damaged side mirror • Vehicle does not have functioning horn • Vehicle does not have fixed silencer • Vehicle is emitting noise (silencer or muffler



Abhishek A Gupta National Joint Secretary, AITWA

emitting noise) • Vehicle is emitting pollution or noxious exhaust • Rear number plate is not illuminated • Vehicle is without seatbelt • Vehicle has dark or tinted glasses • Driving with two fuel tanks • Driving above speed limit • Overtaking hazardously

- Overtaking from the wrong side
 Taking improper U-Turn
 Not
- driving in proper lane Failure to slow down at junctions or intersections • Signal jumping • Failure to give
- proper signal Not complying with signals • Violating traffic lines • Not keeping to left side of the road • Not
- carrying on left of traffic island

 Driving on footpath Stopping at
- pedestrian crossing or crossing a Stop Line (Zebra Cross) • Driving against one-way flow • Reversing without due caution and care • Not taking adequate
- care while taking a "Turn"
 Leaving a vehicle with untended
- engine Violating NO ENTRY
 Improper use of headlights or
- tail-lights Using a high beam when it is not needed • Parking on pedestrian crossing or traffic island • Parking in a manner to cause obstruction to people
- or traffic Parking on a bridge • Parking in a NO PARKING zone
- Parking within 15 meters on either side of a bus stop
 Abandoning a site of accident without due care

TRAFFIC AND ON-ROAD OFFENSES/VIOLATIONS

Requirements and Offenses by Regulatory Touch Points

(Source: ADB study)

Section 129 of CGST 2017

Section 129 of Central Goods and

Services Act (CGST) 2017 - Detention, seizure and release of goods and conveyances in transit. on payment of the applicable tax and penalty equal to one hundred per cent of the tax payable on such goods and in case of exempted goods, on payment of an amount equal to two per cent.

On the surface, this may appear reasonable, but who suffers the most in this situation. It is the transporter and the driving staff, who are just the contracted carriers, whose vehicle is seized along with the goods. For no serious fault of the transporters they are held responsible and deprived of their source of income, until resolution.

Even in the case of misdeclaration, it must be realised that the Invoice and E-way bill Part A is filled by the consignors. Part B is filled by the transporters but the poor, hardly literate drivers are terrorised for it. In most of these cases though the tax has been paid, but minor clerical errors on one page of the documents, (like small variations of date, pin code number, document number, quantity in pieces, etc.,) are viewed as major violations and penalty is charged as per Sec. 129 above. These kind of errors are the ones which are not really anyone's wilful fault, like roadblocks on the highway, detours caused by a bridge becoming non-operational, etc., causing unforeseen delay. This may lead to the E-way bill becoming invalid after midnight and need revalidation by the following 8 am. There have been many cases where even this small mercy / grace time is not granted to the driver before penalty is charged, instead of treating them as clerical errors and charging them nominal penalties. Livelihoods are

threatened by callous attitudes of enforcement agencies, which reminds one of the notorious Inspector raj.

Road Transport-Lifeline of our Trade

The total road network in India is 5.4 million kilometres (kms), out of which approximately 100,000 km, or 1.8%, comprises national highways that represent the major arterial roads connecting the critical economic nodes of the country. State highways account for around 2.9% of the total road network. Goods movement by road is India's most important mode of domestic cargo transport with a 65 % share. Additionally, domestic air and rail movement also have a road component (door-to-door) in the first mile and last mile of their journeys. International freight also has a significant road component connecting the hinterland to gateway ports and airports. However, road freight in the country is also plagued by inefficiencies leading to lower average speeds, under-utilization of vehicles, higher pollution per unit of cargo transported, and higher transit times compared to regional and international benchmarks. While some of these inefficiencies are the result of infrastructure bottlenecks related to roads and the transit of cargo vehicles within large urban and industrial clusters, significant on road hurdles arise due to regulatory issues.

Basics of GST documentation

The GST E-waybill is essentially a declaration of goods being carried in a vehicle, along with details of the consignor and consignee, origin and destination of these goods, and the transporter is responsible for this transport of goods. E-waybill's advantage lies in the fact that it captures all data of interest to the regulator vis-à-vis the goods being carried, and the transporter carrying it.

Inspector Raj revisited

Generally, the driver and the assistant / helper have barely functional literacy with little in-depth knowledge of the documents they possess and the regulations that exist. The interpretations of regulations vary across the states, and in the absence of complete system integration, they tend to fall prey to unregulated brokers and unscrupulous officials. Field officers of various enforcement agencies, functioning in silos, are permitted to stop the goods trucks and given discretionary powers for checking at multiple points along the way, slowing down traffic and increasing the burden of compliance. Thinking aloud, what else was the inspector raj about?

Solutions need a change of mindset

On-road inspection of road transport / freight in transit is done by several agencies such as tax, transport, police, excise and forest officials, leading to unscheduled stoppages and delays that add to operational transaction costs. Moreover, while the GST E-waybill created a single digital declaration document, and introduced some process improvements, it was not backed by a proper system-driven risk assessment framework for enforcement on ground, where vehicles are flagged down and their documents are inspected.

The key to any smart enforcement design is having access to credible information in advance that helps decision-making for the enforcers on field. However, this is also still a work in progress.

The primary shift has to be in the mindset. The premise has to be that Transporters are, by and large, honest and not crooks, out to beat the system, in any which way. Further, we need trained Inspectors who understand the road transportation system and the variations in travel routes forced on vehicles, owing to vagaries of the traffic, the inclement weather, the sheer uncertainties of human behaviour/needs, etc.

This will create a climate of trust between the enforcement agencies and the transportation people to build a strong, constructive ecosystem.



Dangerous Impact Of (E-way Bill) Sec 129 Of CGST

n E-way bill is an electronically generated bill for the movement of goods. This bill is generated on the E-way Bill portal and a unique E-way bill number (EBN) is generated and the same is made available to the supplier, transporter and recipient.

This bill enables tracking of the movement of goods from one state to another and also monitor tax evasion if any. The limit to generate an e-way bill is for the movement of goods from one place to another of more than Rs. 50, 000. The E-way bill can be raised by either the consignor or consignee as a registered person or even a transporter of goods can generate the E-way bill.

Every registered person who causes movement of goods of consignment value exceeding Rs. 50,000 — (i)

Every registered person who causes movement of goods of consignment value exceeding Rs. 50,000 (i) About a supply; or (ii) For reasons other than supply; or (iii) Due to inward supply from an unregistered person shall, before the commencement of such movement, be required to generate an E-Way bill

About a supply; or (ii) For reasons other than supply; or (iii) Due to inward supply from an unregistered person shall, before the commencement of such movement, be required to generate an E-Way bill.

The person in charge of a conveyance carrying any consignment of goods of value exceeding Rs. 50,000/- should carry a copy of document viz., invoice/bill of supply/ delivery challan/ bill of entry and a valid e-way bill in physical or electronic form for verification. The EWB contains the entire details of the consignment like Name, Address and GSTIN consignor and consignee. It also has the details of commodity consigned, quantity consigned and value consigned. The details of the movement of goods are also mentioned in the e-way bill.

An EWB contains two parts - Part A to be furnished by the registered person who is causing movement of goods of consignment value exceeding INR



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50,000/- and Part B (transport details) is to be furnished by the transporter. Where the goods are transported by a registered person, whether as consignor or recipient, the said person shall have to generate the EWB (by furnishing information in Part A on the common portal). Where the EWB is not generated by the registered person and the goods are handed over to the transporter for transportation of goods by road, the registered person shall furnish the information relating to the transporter on the common portal and the e-way bill shall be generated by the transporter on the said portal based on the information furnished by the registered person in Part A of FORM GSTEWB-01.

In short, EWB is to be generated by the consignor or consignee himself (if the transportation is being done in own/hired conveyance or by railways or by air or by vessel) or the transporter (if the goods are handed over to a transporter for transportation by road). Where neither the consignor nor consignee generates the EWB and the value of goods is more than INR 50,000/- it shall be the responsibility of the transporter to generate it. In case

the goods to be transported are supplied through an e-commerce operator, the information in Part A may be furnished by such an ecommerce operator.

A few practical challenges

- 1. Multiple invoices/delivery challan cannot be clubbed to generate one e-way bill. Each invoice shall be considered as one consignment to generate e-way bills. However, after generating all these EWBs, one Consolidated EWB may be prepared by the transporter for transportation purposes, if all such goods are going in one vehicle.
- Each invoice/delivery challan shall be considered as one consignment and therefore for each invoice, one e-way bill has to be generated irrespective of the same or different consignors or consignees.
- 3. Where goods are transported for a purpose other than supply, where the invoice cannot be issued, the e-way bill can be raised against any other document like delivery challan, bill of supply etc. The value of such goods may have to be determined as per valuation provisions under GST.
- 4. There was confusion about the

transportation of goods through courier agencies but for the movement of goods, courier agencies may be regarded as the transporter of the goods. Therefore, an e-way bill would be applicable even for movement of goods as courier provided consignment value exceeds INR 50,000/-. There could be different business practices followed in the case of courier industries that need to be suitably considered for generating an e-way bill.

The e-way bill once generated cannot be edited or modified. In such a



Pradeep Singal Chairman, AITWA

The e-way bill once generated cannot be edited or modified. In such a situation, an e-way bill generated with wrong information has to be cancelled and generated fresh. The cancellation is required to be done within twenty-four hours from the time of generation

"Things work out best for those who make the best of how things work out." - John Wooden

situation, an e-way bill generated with wrong information has to be cancelled and generated fresh. The cancellation is required to be done within twenty-four hours from the time of generation.

6. The e-way bill once generated cannot be deleted. However, it can be cancelled by the generator within 24 hours of generation. If it has been verified by any proper officer within 24 hours, then it cannot be cancelled. Further, the e-way bill can be cancelled if either goods are not transported or are not transported as per the details furnished in the e-way

bill. 7. The responsibility is cast on the registered person who causes the movement of goods. Hence, the primary liability to raise the E-way bill is on the consignor. However, if the consignor fails to generate the e-way bill, it may be generated by the transporter also. In case of the supply of goods by an unregistered person to a registered person, the liability to generate e-way bill is on the recipient. 8. No EWB is required for the movement of goods up to a distance of 20 Km from the place of business of consignor to a weighbridge for weighment or from the weighbridge back to the place of business of consignor, within the same State, subject to the condition that the movement of goods is accompanied by a delivery challan issued under Rule 55. Once the movement is terminated and goods are received back in the factory, then an invoice can be raised and another e-way bill needs to be generated for the movement of goods for sale to the customer.

9. E-way bill is required to be generated even in case of movement of goods within 10 km. The relaxation updating part B (vehicle details) is given only in cases of movement of goods from the place of business of

consignor to the business of transporter for further movement of such goods, therefore, in all other cases, an e-way bill needs to be generated even if the distance to be covered is less than 10 km.

10. There is no need to generate an e-way bill when the goods are exempted from the tax but in case of inter-state transfer of handicraft goods by a person exempted from obtaining registration is required to generate an e-way bill. In case of inter-state transfer of goods by principal to job worker, E-way bill is required to be generated irrespective of its consignment value.

Certain judgement on seizure and penalty

Ever since the introduction of the eway bill rules, stakeholders have been debating issues relating to compliance. Following judicial decisions may be useful in case of disputes.

Case 1:

M. R. Traders vs. Assistant State Tax Officer ALEXANDER THOMAS, J. WP (C) NO. 2713 OF 2020(L) (JANUARY 31, 2020)

Minor differences in address cannot be ground for detention and penalty

ISSUE

Competent Authority had detained goods of assessee under transport as well as vehicle on ground that addresses shown in the invoice was different from the address shown in E-Way bill He further issued on the assessee a notice under section 129(3) specifying the amount of tax and penalty payable for release of goods and vehicle.

Decision

It was held that the address shown in the invoice is different from the address shown in the E-Way bill etc. is only a clerical mistake and is not a serious mistake which should justify the detention and penalty proceedings and It is ordered that the vehicle and goods detained shall be immediately released by the 1st respondent to the petitioner on his furnishing bank guarantee for the amounts.

Case 2:

Godrej Consumer Products Ltd. vs. ACST & E-Cum Proper Officer Circle Baddi ROHIT CHAUHAN ORDER NOS. 2986-91 (FEBRUARY 11, 2020)

Typographic errors in the E-way bill can be treated as minor Errors and cannot become the reason for interception.

ISSUE

Due to a typographic error, while generating an e-way bill, the petitioner mentioned approx. distance between Puducherry to Himachal Pradesh as 20 Kilometers instead of 2000 Kilometers, as a result of which, a validity of one day had been calculated by the E-Way bill portal instead of twenty days. On the very next day interception of consignment happened before reaching the destination, and a penalty equal to the tax amount was imposed.

Decision

As per the decision of Hon'ble Kerala High Court, it appears that the mistake in entering distance in the E-Way bill is a typographic error and may be treated as a minor one. Therefore, the appeal of the appellant is accepted and the order of the Assistant Commissioner State Taxes & Excise-Cum proper officer Baddi Circle-II is set aside and the penalty of Rs. 500/under SGST and Rs. 500/- under CGST u/s 125 of CGST/HPGST Act. 2017 is imposed on the Appellant in accordance to CBIC Circular No. 64/38/2018-GST, dated 14th September.

Case 3:

Umiya Enterprise vs. Assistant

State Tax Officer ALEXANDER THOMAS, J.W.P. (C). NO. 1141 OF 2020(P) (JANUARY 31, 2020)

Wrongly Charging CGST and SGST in E-way bill instead of IGST cannot justify the detention.

ISSUE

Competent Authority had detained goods of the assessee in transit from one State to another State as well as vehicle on ground that no IGST was collected in tax invoice and passed order demanding tax and penalty

Decision

The assessee submitted that in the tax invoice the element of tax happened to be wrongly shown as CGST and SGST at the rate of 9 per cent as against IGST of 18 per cent. This was an inadvertent mistake committed by the new accountant of the supplier. But in the E-Way bill, the tax had been correctly declared as IGST Rs. 1.20 lakhs. It is ordered that the goods and vehicle shall be released forthwith by the 1st respondent to the petitioner, on his executing a simple bond and without insisting on the petitioner furnishing a bank guarantee for the demanded value. Thereafter the 1st respondent will take necessary action to comply with the other directions for the finalization of the adjudication proceedings.

Case 4:

VSL Alloys (India) Pvt. Ltd. vs. State of U.P. And Another (APRIL 13, 2018)

Non-Generation of Part B of EWB cannot be a ground for the interception

ISSUE

Is detention and seizure warranted where the transport was under proper documentation and only vehicle details were not noted in Part-B of the e-way bill?

Decision

It was held that merely non-



mentioning of the vehicle no. in Part-B cannot be a ground for seizure of the goods, the order of seizure is illegal and once the petitioner has placed the material and evidence concerning its claim, it was obligatory on the part of the authorities to consider and pass an appropriate reasoned order. In this case, no reasons are assigned nor any discussion is mentioned in the impugned order of seizure and notice of penalty. The seizure and show cause notice was quashed and the goods/vehicle were directed to be released.

Case 5:

Akash Traders [2018] 94 taxmann.com 309 (Allahabad High Court) dated 08.01.2018

The difference in shape and size of goods cannot be the reason for the seizure.

ISSUE

The petitioner was carrying popular woods in his vehicle, which is subject to detention. The tax had been paid and EWB was also been issued and produced before authorities. The only ground for seizing the goods is that the sizes of the wood planks were unequal. No penalty order was passed

Decision

The Hon'ble High Court of Allahabad ordered the release of goods, conveyance and documents by providing security equal to the value of goods shown in the invoice. The security required to be furnished was directed to be in a form other than cash or bank guarantee.

Conclusion

The e-way bill provisions aim to remove the ills of the erstwhile waybill system prevailing under VAT in different states, which was a major contributor to the bottlenecks at the check posts. Moreover, different states prescribed different e-way bill rules which made compliance difficult. The e-way bill provisions under GST have brought in a uniform e-way bill rule applicable throughout the country. The physical interface has paved way for the digital interface and facilitated the faster movement of goods. It is bound to improve the turnaround time of vehicles and help the logistics industry by increasing the average distances travelled, reducing the travel time as well as costs.

(Source: GBCA & Associates LLP Chartered Accounts)

E-Way Bill And Unintentional Errors

EWay Bill is an electronic way bill that can be created on the E-way Bills Portal for the movement of goods. An e-way bill can be created on ewaybillgst.gov.in. In the absence of an e-way bill, a GST registered person cannot move goods with a value above Rs. 50,000 (Single Invoice/bill/delivery challan) in any vehicle. Alternatively, an Eway bill may be produced or cancelled through an SMS, Android App, or API site-tosite interface. A unique E-way Bills Number (EBN) is assigned to each E-way Bills and is available to the provider, receiver, and carrier.

Earlier even unintended errors in E-way Bills accompanying Tax Invoices, resulted in the items being held and severe penalties being imposed. Mistakes in vehicle numbers, delivery addresses, and invoice and E-way Bill dates, among other things, are regular blunders, but the Department regarded such mismatches, discrepancies, and unintended mistakes as a technique for GST avoidance. As a result, the GST Department not only seized or detained the items in transit, but also levied severe fines. Several similar instances have reached the High Courts, which have unanimously decided that in the case of inadvertent/clerical/typographical errors in E-way Bills, neither detention of goods nor sanctions are justifiable.

Creating eWay Bill is tough for less educated and non-tech savvy business people who end up committing unintentional blunders. In some cases, the statement of the vehicle number in the E-way charge is incorrect. All situations where the E-way bill's distance is inaccurate owing to a typographical error, resulting in the validity period expiring, shall be recognised as a small error covered by the stated kindly circular, and no penalty or tax should be levied. There are also instances where the invoice number is mistakenly mentioned incorrectly, there should be no penalty or tax assessed unless there is proof that it was done on purpose in order to avoid paying taxes.

Small inaccuracies in an E-way Bill cannot result in a penalty if taxes have been paid appropriately

If the erroneous value of items is entered in E-way Bills invoices, no penalty can be imposed as long as the tax amount paid is right. The big relief can be used in any case where items are held because of a minor error on an E-way bill, such as a zero missing from the value of goods, even though the tax has been paid correctly. Courts and the Department of Logistics, both are of the view that, if a human error which can be seen by the naked eyes is detected, such errors cannot be capitalised for penalisation. Issues consisting of genuine human error should be dealt practically at the lower level itself rather than business forced to make Court visits to get Justice. In other words, typing mistakes on E-way Bill where full and correct tax has been paid should not lead to detention of goods along with levy of penalty by the officers. The Government should issue clear instructions on this to the Tax Department so that businesses are not

troubled by minor silly mistakes.

How to manage E-Way Bills related issues?

Businesses have benefited with the GST regime so far because of the government's proactive approach to addressing their issues. The authorities have responded quickly to popular outrage with a succession of notices, explanations, news statements, and FAQs. Especially into the matters that consisted of detention of products and penalty imposition as a result of unintended mistakes. In compliance with the GST Circular and a multiplicity of binding cases, officials depend only on unintended errors.

While the processes for generating E-way Bills on the Government Portal are still stabilising, there are several places where companies anticipate the Government to take a second look and this is where "LotS (Lawyered on the Spot) " comes into picture. The foremost apex body of India's Road Transport Sector, AITWA (All India Transporters Welfare Association) has launched India's first on-road legal assistance program "Lawyer on-the-Spot" (LotS) to constantly work to improve and handle the potential pitfalls of the transporters.

LoTS is an initiative to promote trust in society and address major problems across India with its dedicated service in providing quality assurance, guidance, and 24-hour legal aid to transporters in need.

Visit us at

"http://www.aitwa.org/home/lawyero nthespot" OR call us at 7-669-449-669 to know more and tell us what matters to you.

Decriminalization Of Cheque Bouncing Under Section 138

he government of india's had invited suggestions / views/ opinions from general public during the covid 19 for decriminalisation of the criminal offence of Cheque bouncing under section 138 of negotiable instruments act and I feel it's a need of hour for ease of doing business in india for inviting multinational companies to invest and create employments and it will also support in over all development in the changed scenario after covid-19.

As we all know that indian courts are clogged with more than 3 crores cases which includes approx.40 lacs cases of Cheque bouncing under section 138 of negotiable instruments act pending in various courts and this also includes approx.17 lacs cases in which either court summons are not issued or hearing not yet started.

We need to understand that almost 100 to 200 cases are posted on the board of the each and every court for hearing in the criminal cases and every day hundreds of advocate alongwith complainants and Respondents attend the court and after covid-19 it may not be advisable to continue the same practice as it can spread the infection.

Further, it's humanly impossible for the hon. Judges to do hearing in all the cases and not giving equal opportunity to complainants and Respondents will be gross injustice with the effected one and therefore in 95% cases either court will adjourn the matter or Complainants or Respondents will file adjournment application through advocates and therefore sofar not even hearing in 10 % cases out of 40 lacs pending cases are concluded or order have been passed in the cheque bouncing cases under section 138 of negotiable instruments act.

It's also important to mention that approx. 70% cases are filed by the banks / nbfc / micro financers,15% cases are filed by private money lenders

and rest of the 15% are filed by the small/medium traders and individuals.

We all know that this act has been grossly misused by the banks/nbfc/micro financers and also by the private money lenders who do not hold money lending license but running parallel banking illegally and lending money at very high rate of intrest between @24% to 48% per annum.

The banks/nbfc/ micro financers have filed the cheque bouncing cases against borrower's inspite of repossessing the vehicles or home funded by them forcefully through recovery agents inspite of Reserve bank of india guidelines/ restrictions on using any kind of force for recovery.

The lender banks also bring the orders for repossession of homes from CMM COURT under one the sided SARFAESI act where rules are just to protect the banks or lenders and borrowers do not have any say.

The lenders sale the repossessed vehicles/home in the open market through brokers/online auctions manipulating the sale price and thereafter cheque bouncing cases have been filed against the borrowers with the blank cheques duly signed and given as security along with blank loan application forms signed and handed over to the lenders and they are supposed to handover copy of the loan agreement to the borrower but they avoid and fill the forms only when disputes arises to recover the loss on sale as a tool to exploit / arm twisting /black mailing tactics by their recovery agents knowing well that most of the borrowers don't have any legal knowledge or capacity to safeguard their intrest in the court or scared of stigma attached with a person appearing in a criminal court and also appearing for the bail.

It has been also noted that in most of the cases complainants intentionally implicate the wife and other family members and all the directors of the borrower's company irrespective of family members, professional or additional directors not involved in a day to day business affairs and are also not the signatory to the cheques in question to harass them or to embrace them inspite of various rulings of hon.high courts and hon.supreme court that cheque bouncing cases can be filed under section 138 negotiable instruments act against the signatory of the cheques only and not the other family members and directors.

Further, in most of the cheque bouncing cases complainants banks/ nbfc/ micro financers/ private money lenders hide the following facts in the affidavit:-

1) They have repossessed the vehicles and/or home financed by them and sold in the open market and cheque bouncing case have been filed by them is for the recovery of the loss on sale against the blank cheques duly signed and given as security by the borrowers are filled with amount and date on the cheques after the assets were repossessed and sold and presented the cheque in the bank and on bouncing of the cheques, criminal cases under section 138 of negotiable instrument act have been filed.

As stated above inspite of complainants knowing well that under section 255 (i) of Cr.P.C. Respondent is not quilty for the cheque bouncing without consideration and hence no offence under section 138 of negotiable instruments act can be attracted against the Respondents but complainants file cheque bouncing cases against borrower's instead of filing civil case to harass the borrowers.

- 2a) The private money lenders who are generally running illegal parallel banking without licence also lend in cash against blank cheques duly signed alongwith hundi/promissory notes apart from other collateral security such as ornaments/property etc and charge huge intrest and in case of default of few installment they not only forfeit all the collateral security but also file cheque bouncing cases against borrower's.
- b) The complainants doesn't disclose that they have filed cheque bouncing cases not only in different cities but also in different states inspite of various court rulings instead of filing cases in the courts in the same area where complainants has house or office and

home branch of his bank account to harass the borrowers.

c) The complainants have filed cheque bouncing cases of huge amounts claimed to be financed in cash inspite of knowing well that there is a restrictions as per the income tax act on having cash transaction of more than rs.2 lacs in a year with any single entity.

There are several rulings of hon. high courts and hon.supreme court in the section 138, 118 (a) and 139 of negotiable instruments act mandates that the complainants need to explain as leading evidence that if in case they have financed in cash, have financial capacity and source of funding in the books of accounts and if the complainants/lender fails to satisfy his financial capacity as per the books of accounts, the hon. court can dismiss the case and the Respondent is acquitted.

- 3) It's a well known fact that professionals or cfo or ceo are the authorised signatory in the bank accounts of the corporates or mid size companies and HON. NCLT have passed many orders for the change of the management or liquidation of the companies under IBC ACT-2016 but criminal cases of Cheque bouncing under section 138 of negotiable instruments act against the company and its professionals and directors are continued without their having any say in the new management or in front of liquidator. They have to face the trial in their personal capacity and incurr the legal cost, which is unjustified under the circumstances.
- 4) It has been also observed that the complainants banks/ nbfc/ micro financers and private money lenders are filing hundreds of Cheque bouncing cases under section 138 of negotiable instruments act against borrower's in a particular courts where they have say at all levels and can take whatever orders they wants and borrowers are at their mercy and will not understand these flow in the legal systems.
- 5a) Lenders prefer to file arbitration proceedings against borrowers in case of disputes or defaults and hand over the matter to the arbitrator who is either preferred or on their payrolls, knowing well that arbitration orders will be in their favour and also well aware of the facts that hon, courts give cognizance to the arbitration orders but small and

medium business houses or individuals will not know the implication of this clause or orders.

- 5b) Though lenders are aware of the restrictions on appointing an arbitrator to handle morethan 3 cases of single entity and they or their appointed arbitrator are supposed to give declaration but either they fail to give declaration or take the matters in their junior name.
- 6) Large size lenders are operating from different cities/ towns/ states apart from their head office but wherever they will be lending through network of branches but they will get all applications signed with their registered office address and pay stamp duty either in place where stamp duty are less or in town / city where their head office is located instead of where the transaction had taken place is illegal and if protested hon.courts may dismiss the case but borrowers are not aware of the facts and whenever borrowers fail or any dispute arise lenders will file the case at particular courts in the town where they paid stamp duty or where their head office registered and where they have say at all levels.
- 7) As per Bombay money lending act 1946 and maharashtra money lending act 2014 and as amended from time to time :- Money-lender not to carry business of money-lending except for area under licence and except in accordance with terms of licence. Money-lending without licence is a punishable act. No money-lender shall carry on the business of money-lending except in the area for which he has been granted a licence and except in accordance with the terms and conditions of such licence. Whereas as stated above private money lenders are running parallel banking business funding in cash and through Bank without licence and without fear and also illegal cases are filed for recovery to harass the borrowers , if transactions are failed.
- 8) It has been noticed that whenever borrowers are fail to repay EMI of home loan / automobile loans / credit cards or other loans BANKS / NBFC/ MICRO FINANCERS AND PRIVATE MONEY LENDERS increase their lending rates as a penal intrest to the extent of 3-4 times of normal rates charged as per the loan agreement

without realizing that if borrowers can't pay or service the simple rate of intrest under the circumstances how he or she may be in a position to pay such a high rate of intrest and they are well aware that once the borrowers is fail he or she can't over come from such a situation ever and therefore they will repossessed the assets and sale it in auction or otherwise to recover their money.

If hon.court takes a cognigence of the above facts or flows and ask all the complainants to file affidevit that they have not violated the law or not hide the facts or have not misdeclared the facts, I m sure 50 to 60 % cases of Cheque bouncing will either get withdrawn or dismissed.

I M not against the BANKS/ NBFC / MICRO FINANCERS lending money and recovering their due payments, I m against the process adopted by the lenders for recovery on defaults against the RBI guidelines. Therefore, "Petitioners cannot be right always and Respondents cannot be wrong always" and it's justified to decriminalisation of the offence of Cheque bouncing under section 138 of negotiable instruments instead of dragging the grossly misused law and making the life of Individuals, Business man and Industrialist difficult and putting them in defaulters list and restrict them banking facility by this way we are loosing the talent who were full of great ideas and have capability to bounce back.

I hope the above suggestion/information will help the small borrowers to be cautious while borrowing to know the facts and their rights and safe guard their intrest and in case of defaults they need to understand that the lenders are not adopting illegal methods for recovery and also it may help to government of India and RBI to take a decision to remove the shortcomings in the cheque bouncing offense in the Negotiable instruments act under section 138 or decriminalize the cheque bouncing offense.

About Author: Mr.Ramesh R.Agarwal, is a mumbai based entrepreneur who is credited with many articles on current topics published in newspapers. Also, he has forwarded his suggestions to the Govt. of India on the topic discussed in the article. All the points rasied are his personal views and is neither legal opinions and nor is against any particular person or entity.

Daimler's Trucks, Luxury Cars To Go Their Separate Ways



hareholders in Daimler AG, maker of Mercedes-Benz luxury cars, approved the spinoff of the company's truck division, a move intended to let the world's largest maker of trucks react faster to change and focus on the new low-emission technologies transforming the automotive industry. The voting at an online shareholder meeting also means that Stuttgart-based Daimler will rename itself as Mercedes-Benz Group AG as of Feb. 1, 2022.

Daimler CEO Ola Kallenius said that "by unlocking the full potential of both companies, we are establishing two undisputed innovation leaders who will set the pace in the transformation of their industries," reported AP.

One reason for the spinoff is that the luxury cars and trucks are pursuing different technological approaches to developing zero local emission vehicles, with Mercedes-Benz focusing on battery-powered cars while the truck business is developing

hydrogen powered vehicles for longhaul transport. The move is intended to let the separate companies make faster, more independent decisions in a rapidly shifting environment and serve distinct customer bases.

The company says luxury cars and big trucks are fundamentally different businesses. The Mercedes-Benz car division sells a luxury product to well-heeled consumers, while the truck division sells big-ticket goods to businesses focused on the return on their investment. Splitting the two businesses will, Daimler hopes, reduce what it calls a conglomerate discount - meaning the two companies would be worth more separately than they are together.

Daimler Truck is testing the GenH2 long-haul truck which uses liquid hydrogen to generate electric power from a fuel cell; the vehicle could be ready for use by 2027 if the hydrogen fuel infrastructure is ready. Hydrogen trucks will be needed because increasing numbers of electric

vehicles put more pressure on the electricity grid as tougher emission standards in Europe aimed at fighting climate change mandate larger numbers of electric cars. "Europe needs a hydrogen economy," said Daimler Truck CEO Martin Daum.

Daimler Truck includes Freightliner trucks made in Cleveland, North Carolina, Mt. Holly, North Carolina and Santiago Tianguistenco, Mexico, as well as its North American headquarters and styling and test centers in Portland, Oregon.

The spinoff was approved by 99.9% of represented capital, and the renaming by 99.9%, with 56.4% of share capital represented at the meeting.

Shareholders in Daimler are to get one share in Daimler Truck Holding AG for every two shares they hold, giving them 65% of the new company. Daimler will keep a minority interest of 35%. The company expects that the listing will take place later this year on the Frankfurt Stock Exchange.

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UK Extends Truck Driver Visa Program As Fuel Crisis Persists

he British government has extended an emergency visa program for truck drivers as fuel shortages showed few signs of abating, particularly in London and the southeast of England, reported AP.

In an announcement, the Conservative government said temporary visas for nearly 5,000 foreign truck drivers it hopes to recruit would run until the end of February instead of expire on Christmas Eve as originally planned.

The short duration of the program announced last week drew widespread criticism for not being attractive enough to entice foreign drivers.

The government said 300 fuel drivers would be able to come to the U.K. from overseas "immediately" and stay through March. Some 4,700 other visas intended for foreign food truck drivers will last from late October to the end of February.

In another move intended to ease the pressure at the pumps, around 200 military personnel, including 100 drivers, will be deployed to help to relieve fuel supply shortages that have caused empty pumps and long lines at filling stations.

The government says the situation already was improving.

"U.K. forecourt stock levels are trending up, deliveries of fuel to forecourts are above normal levels, and fuel demand is stabilizing," Business Secretary Kwasi Kwarteng said. "It's important to stress there is no national shortage of fuel in the U.K., and people should continue to buy fuel as normal."

However, the Petrol Retailers Association, which represents independent filling stations, warned that fuel supplies remain a problem and could be getting worse in places.

"In London and the southeast, and



possibly parts of eastern England, if anything, it had got worse," the group's chairman, Brian Madderson, told BBC radio.

Madderson welcomed the deployment of military drivers next week but warned it would have a limited impact.

"This isn't going to be the major panacea," he said. "It's a large help, but in terms of the volume, they are not going to be able to carry that much."

Opposition parties are urging Prime Minister Boris Johnson to recall parliament next week to address the wider situation of labor shortages and disruptions to supply chains.

In recent months, many companies have reported shortages, including fast-food chains KFC, McDonald's and Nando's. Supermarket shelves have also looked barren, and fears have grown that they will not be stocked as usual in the run-up to Christmas.

In an attempt to stave off a shortage of Christmas turkeys, the government also announced that a total of 5,500 foreign poultry workers will be allowed into the U.K. from late October and to stay until the end of

the year.

Johnson's pro-Brexit government is keen to downplay talk that the driver shortage is a result of Britain's departure from the European Union.

However, when the country left the economic orbit of the EU at the start of this year, one of the bloc's main tenets ceased to apply - the freedom of people to move within the EU to find work. With Brexit, many tens of thousands of drivers left the U.K. to go back to their homes in the EU, further pressuring an industry already facing long-term staffing issues.

The coronavirus pandemic has exacerbated the problem, prompting thousands of EU drivers to return to their home countries. The U.K.'s series of lockdowns also led to difficulties in training and testing new domestic drivers to replace those who left.

In addition, the pandemic accelerated the number of British drivers choosing to retire. Relatively low pay, changes in the way truck drivers' incomes are taxed and a paucity of facilities - toilets and showers, for example - have also diminished the job's appeal to younger workers.

Daimler Trucks Production Below Demand Due To Chip Shortage



aimler Trucks CEO
Martin Daum said the
truckmaker, set to spinoff from Daimler in
December, will continue to sell fewer
vehicles than it could have in the
coming year as chip shortages hamper
production.

"We will certainly be delivering less than we could have sold, and that also applies to next year," he said at a roundtable, reported Reuters, echoing recent warnings from competitors like Traton that profits could fall in the second half due to supply chain issues. "It's a fight over every chip," Daum said

While passenger vehicle producers such as BMW or Daimler can increase prices to offset chip losses, While passenger vehicle producers such as BMW or Daimler can increase prices to offset chip losses, truckmakers do not have this flexibility, he said

truckmakers do not have this flexibility, he said.

Still, the company has committed to a 15% fixed-cost reduction from 2019 levels by 2025, and cuts are "well underway", he said. A concrete update will be provided at the company's Capital Markets Day on Nov. 11.

Daimler Trucks & Buses, which prior to the pandemic reaped annual profits of around 2 billion euros (\$2.3 billion), is set to become the world's largest

Daimler Trucks & Buses, which prior to the pandemic reaped annual profits of around 2 billion euros (\$2.3 billion), is set to become the world's largest truckmaker once the spin-off from Daimler - approved by shareholders - is complete

truckmaker once the spin-off from Daimler - approved by shareholders is complete.

Between chip troubles and lacking infrastructure for the hydrogen and electric trucks it is betting on for 60% of its revenues by 2030, the newly spun-off firm is entering a challenging market.

Its latest results show profit margins lagging behind competitors such as Traton's Scania and Volvo Group's Volvo Trucks.

The truckmaker will start production of its first electric truck series, eActros, in Germany this week. High production costs mean the price is roughly three times that of a diesel equivalent.

"As battery prices fall, we will certainly pass this on to our clients. But how quickly this will happen, I can't say," Daum said, adding that CO2 pricing was urgently needed to disincentivise the production of fossil fuel-burning cars.

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Volvo Trucks Receives Order For 100 E-Trucks From DFDS

urther, Volvo Trucks has received an order for 100 Volvo FM Electric trucks from DFDS, Northern Europe's largest shipping and logistics company. The deal is the largest commercial order to date for Volvo electric trucks, and one of the largest

ever for heavy electric trucks worldwide, the automaker said in a release, reported ET Auto.

"This is a major milestone in our commitment to fossil f u e l - f r e e transportation and I am very proud of the partnership we have with DFDS. Together we are showing the world that electrified heavy truck transport is a viable solution already today. I

believe this will encourage many more customers to confidently take the first step in their own electrification journey," Roger Alm, president Volvo Trucks, said.

First deliveries of the Volvo FM Electric to DFDS will start in the fourth quarter of 2022 and continue throughout 2023, Volvo trucks said. The trucks will be used for both short and long transport in the DFDS logistics system in Europe, it added.

"At DFDS, we're determined to reduce CO2 emissions and create a sustainable supply chain solution for our customers. We know how important electrification is to reach our CO2 reduction targets. Placing the

largest e-truck order to date at Volvo, we put action behind our ambition to reach 45% CO2 reduction target by 2030," Niklas Andersson, executive vice president and head of logistics division at DFDS, said.

The FM Electric can carry a weight of 44 tonnes (gross combination weight) the distance can be extended. The vehicles can be charged both via overnight depot charging (each truck comes with an AC charger) and via high power charging on route (DC charging). DFDS has chosen a financing solution provided by Volvo Financial Services.

Breakthrough for electric trucks in Europe

According to the company the electrification trend in the heavy truck market is accelerating. In Europe, a few hundred trucks above 16 tonnes have been registered so far this year. Of these, approximately 40% are Volvo electric trucks.

"Our clear aim is to drive the electric truck transformation and our

market-leading position shows that we are definitely on the right track. Our target for 2030 is that half of our global truck deliveries will be electric. We are pleased to see that growing interest among our customers is starting to be reflected in firm orders, not least by this impressive order from DFDS," Alm said.

Volvo Trucks started serial production of electric trucks in 2019, one of the very first truck brands to do so. The product range now includes six electric truck models – the Volvo FH, Volvo FM, Volvo FMX, Volvo FE, Volvo FL and the Volvo VNR, sold in North America.



The FM Electric can carry a weight of 44 tonnes (gross combination weight) and has a range of up to 300 km. With a topup charging session during lunch the distance can be extended

and has a range of up to 300 km. With a top-up charging session during lunch

European Climate Group Says EU Needs Tougher Truck CO2 Targets



he European Union needs to dramatically toughen up CO2 targets for truckmakers to spur a shift to zero-emission models as current goals do not provide the incentive to do so, said European campaign group Transport and Environment (T&E), reported Reuters.

In a study entitled "Easy Ride: why the EU truck CO2 targets are unfit for the 2020s," the climate group found that improvements in aerodynamics and fuel efficiency meant that truckmakers are able to meet the EU's 2025 CO2 targets while only having to make only a few zero-emission long-haul trucks.

The study also found that most truckmakers have already made voluntary commitments for electric vehicle sales that go beyond The study also found that most truckmakers have already made voluntary commitments for electric vehicle sales that go beyond EU requirements

EU requirements.

"Truckmakers are clearly able to decarbonise quicker," T&E's acting freight director Lucien Mathieu said in a statement. "It's time to make them."

Under current EU rules, truckmakers have a voluntary target for zeroemission vehicles to make up 2% of sales from 2025 onwards. The EU is expected to revise that target. Based on truckmaker's voluntary commitments, T&E estimates zeroemission trucks will make up 7% of sales in 2025 and 43% in 2030.

T&E said this shows the EU can set a realistic "but more ambitious" target that at least 30% of sales should be zero-emission trucks by 2028.

The study also found that Swedish truckmaker Scania, part of Volkswagen AG's commercial vehicle arm Traton SE, is a market leader: with CO2 emissions 5.3% lower below the average for the most common type of long-haul truck thanks largely to aerodynamics.

Renault and Iveco, the truck and bus business of Italian-American CNH Industrial, are both laggards, T&E said, with emissions 2.6% and 2.4% above the average respectively.

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"Success is walking from failure to failure with no loss of enthusiasm." -Winston Churchill



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How To Increase Profit Margins - 5 Tips!

n India, the trucking business is quite competitive. One in the business needs to fight for his/her share of the market profit. However, increasing the market share is not impossible ane one can quickly increase the profit margins by making a few changes here and there.

The following tips can be handy in achieving this and to raise one's profits, and take his/her business to the next level.

Streamlining operations is a must

By optimizing and streamlining trucking operations, you can maximize your profits. Invest in management software that will reduce your workload. For instance, if you spend long hours entering the same information into separate software systems, you are losing money.

By understanding how your time and resources

are being spent, you can increase the money made per hour. Invest in software that makes invoicing easier and increase your bookings.

One way to increase your profit margins is by ensuring the trucks are not overloaded. By using truck scales you can always ensure the trucks are loaded within the weight limits. This helps in avoiding overweight fines, which may eat up a good chunk of your profits.

Remember your strengths and enhance them

Don't try to do everything on your own. When you stretch the employees across all the business tasks, it will affect the business's productivity and profits. Focus on your company's core competencies. This will help you be the best in what you do and stand out from the competitors.

Outsource all the other tasks. It may seem scary to subcontract some responsibilities and it will cost you money, but the ROI will be great. You will have enhanced efficiency, reduced stress and day-to-day operations will be smoother.

However, do not outsource tasks that require you to have direct contact with



the customers. Ensure all those tasks are conducted in-house. This way you will strengthen your customer relationship and control the brand message. And that will lead to greater profits.

Always stay updated with the latest industry trends

The trucking industry experiences newer innovations and changes frequently. This makes it necessary to stay updated at all times. Encourage your staff to learn and expand their skills. Ensure that everyone in the company is updated with new trends in the transportation and logistics industry. When the knowledge and skill set of the employees increase, their commitment to work and confidence will also increase. This

quality will reflect in saved expenses in the long run.

Save a lot by buying fuel from the right place

The largest expense for trucking companies is fuel. If you don't use the right fuel-buying strategy, you will lose a lot of money. Generally, many owners tend to buy their fuel incorrectly. Most think that the cheapest pump price will offer the cheapest fuel. However, this is a

wrong approach where may you end up losing money.

The problem lies in taxes. Regular drivers have to pay the fuel taxes in the state they purchase the fuel. However, truckers have to pay taxes based on the fuel used as they drive through different states. It doesn't matter where they bought the fuel originally. Due to this tax issue, you should buy fuel at the cheapest base price, no

matter what the cost of the pump price is.

Build relationships with customers who provide value

An easy way to secure cash flow is to work with the customers who provide value to your business. If you have an established customer base, show them you appreciate their business with you. Even small acts like communicating with them regularly will do the trick. Send them a card on a special occasion, visit them or call them to convey your appreciation.

You don't have to do shake the entire organization to see large profits. Small steps like regular truck maintenance and the above-mentioned tips will reap great dividends.

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

Rear Reflective Tapes Now Must For Heavy Vehicles

o avoid accidents at night, especially during foggy or hazy weather, MP transport commissioner has issued instructions to all RTOs, which state that commercial vehicles which do not have the standard quality restrospective tapes — which are stuck on the back and front of vehicles and glow at night — will not be given fitness certificates.

To check that the restrospective tapes conform to the AIS norms, the process is being computerised by the department. An SOP for the same has been issued.

Restrospective or reflective tapes are stuck on the front and back of the four-wheelers so as to make them visible from far away. These retrospective tapes are generally red in colour — have a long wavelength and can thus be seen from a large distance.

"The certificate of reflector tape installed on the vehicle by the authorized dealers of the manufacturers will be generated and printed through the portal itself. On the certificate, detailed information of the reflector tape installed on the vehicle such as length, width, colour, year of manufacture of the tape, code, manufacturer, name of the vehicle and details of the vehicle like vehicle registration number, chassis number, engine number, vehicle category, body type of vehicle will be mentioned," said transport commissioner Mukesh Jain, reported ET Auto.

The said certificate will always be available on the portal which can be



The said certificate
will always be
available on the
portal which can be
verified at any time,
QR will also be
printed on the
certificate which can
be scanned and
verified

verified at any time, QR will also be printed on the certificate which can be scanned and verified. "Before issuing the fitness certificate of the vehicle, it will be mandatory for the concerned RTO to verify the reflector tape / rear marking plate fixation certificate through the portal. Only after that the fitness certificate can be issued," Jain added.

At the time of vehicle checking, the enforcement staff or police will be able to check the veracity of the certificate by checking the QR code on the certificate and through the portal, through this process it is possible to install non-standard level reflectors/reflective tape / rear marking plate on any vehicle which will definitely reduce vehicle accidents, said.

For this, only experienced manufacturers of reflectors / reflective tapes / rear marking plates approved by the authorized agency under rule 126 of the Central Motor Vehicles Rules 1989 will be registered by the transport department.

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Ashok Leyland Launches ICV 'ecomet STAR' With Additional Features

ommercial vehicle maker
Ashok Leyland launched
its all-new intermediate
commercial vehicle

(ICV) ecomet STAR with additional features to cater to 11T to 16T GVW ICV segment. The vehicle provides higher fluid efficiency, better tyre life, longer service intervals and overall lower maintenance cost with enhanced Turnaround Time (TAT), the company said in a statement, reported PTI.

With such features, ecomet STAR offers the best-in-class Total Cost of Ownership (TCO) for the fleet owners, it said.

"We have launched the ecomet BSVI in the ICV segment last year with i-GEN6 technology and this has been very well received by our customers. The ICV segment is seeing a spurt in demand due to the opening of the economy. To meet the evolving customer needs, we continue to expand our product portfolio," said Sanjay Saraswat, President - MHCV, Ashok Leyland.

The ecomet STAR is a differentiated product which reduces the TAT for the logistics sector and has features that improve driver safety, he said, adding it delivers a better TAT for the fleet owner, thereby resulting in best-inclass TCO.

"This new product will further strengthen our portfolio and help us in our journey to achieve our vision of being among the top 10 CV maker globally," he added. According to the company, the latest version of the i-Gen6 technology 150 HP engine powered vehicle is available in 11T, 12T,14T and 16T



According to the company, the latest version of the i-Gen6 technology 150 HP engine powered vehicle is available in 11T, 12T,14T and 16T GVW haulage segment and 5-6 cum tipper segment with 6-speed overdrive gearbox and optimised gear ratios options to suit all haulage and tipper applications

GVW haulage segment and 5 -6 cum tipper segment with 6-speed overdrive gearbox and optimised gear ratios options to suit all haulage and tipper

applications.

Besides, it comes with spacious day and sleeper cabins with host of digital solutions such as i-Alert (advanced telematics) and remote as well as diagnostics. ecomet STAR is offered with four years/ 4-lakh km warranty, the company said, adding customers have over 3,000 touch points for ease of access to sales and aftersales support, all supported by 24x7 customer assistance Uptime Solution Centre and extensive Service Mandi network.

Further, Hinduja Group flagship Ashok Leyland reported 12% growth in domestic vehicle sales in September, 2021 at 8,787 units.

The company had sold 7,835 units in the domestic market in the same month last year, Ashok Leyland said in a regulatory filing, reported ETAuto.

Total vehicle sales were at 9533 units in September as against 8,332 units in the year-ago period, registering a growth of 14%.

Medium and heavy commercial vehicle (M&HCV) sales in the domestic market were up 39% at 4,529 units last month as compared to 3,268 units in the year-ago month, it added.

Light commercial vehicle sales stood at 4,258 units last month compared to 4,567 units in September 2020, down 7%, the company said.

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12000

Cargo Ships



6

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Tata Motors Unveils 21 New Commercial Vehicles Across All Segments

ata Motors , India's largest commercial vehicle (CV) manufacturer, launched a comprehensive range of 21 new products and variants. Segmentwise, the company has introduced seven vehicle in Medium & Heavy Commercial Vehicles (M&HCV) segment, five in Intermediate & Light Commercial Vehicle category for ecommerce servicing, four for last mile delivery in small commercial vehicles segment and five products in passenger commercial vehicles segment including one electric bus.

Designed and engineered to cater to the evolving needs of cargo and people transport across segments and applications, these state-of-the-art vehicles further enhance Tata Motors' established 'Power of 6' benefit proposition to address specific usage and applications while delivering higher productivity and lower total cost of ownership (TCO), the company said in a release.

Girish Wagh, executive director, Tata Motors, said, "The 21 feature-rich vehicles that we introduce today are designed to fulfill the evolving needs of the Indian economy and its growing demand for efficient transportation. Every aspect of these vehicles has been purposefully augmented to cater to the varied duty cycles as well as special applications. Incorporating the latest advances in technology, refined powertrains and upgrades in comfort and convenience, our vehicles are ideal to fulfill the customer need of high vehicle utilisation for more revenue with lower costs for more profits," reported ET Auto.

The new M&HCV range will cater to a comprehensive range of goods movement – market load, agriculture, cement, iron & steel, container,



vehicle carrier, petroleum, chemical, water tankers, LPG, FMCG, white

The new M&HCV range will cater to a comprehensive range of goods movement market load, agriculture, cement, iron & steel, container, vehicle carrier, petroleum, chemical, water tankers, LPG, FMCG, white goods, perishables, construction, mining, municipal applications with many fully-built body options of load bodies, tippers, tankers, bulkers and trailers

goods, perishables, construction, mining, municipal applications with many fully-built body options of load bodies, tippers, tankers, bulkers and trailers. Given below are the details of the new launches in this segment:

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527-km-long National Highway Worth Rs 4,075 Crore Inaugurated In Ahmednagar District Of Maharashtra

nion Road Transport and Highway Minister Nitin Gadkari inaugurated National Highway projects totalling a length of 527 km, worth Rs 4,075 crore at Ahmednagar district in Maharashtra. Bhumipoojan and dedication of these projects to the

nation was held in a programme organized at Kedgaon in Ahmednagar by the National Highways Authority of India (NHAI). Gadkari said, water, electricity, transportation and communication are important aspects for development of the country. In order to eradicate poverty, hunger and unemployment in the country as well as for the welfare of the villagers, poor, labourers and farmers, more employment should

be created in these sectors, he added.

Speaking on the occasion, Gadkari threw light on the importance of converting sugar into ethanol. He said that ethanol production could save the country's fuel. There is a need to run vehicles on electricity and ethanol on the lines of Brazil, he stated. "Our country produced 4.65 billion litres of ethanol last year and we need 16.5 billion litres of ethanol. So the Central Government will take up as much ethanol as is produced," he said. "Ethanol is a better and cheaper green fuel than petrol. All vehicles in the country should run on 100% ethanol," stated Gadkari.

"We are importing crude oil and natural gas worth Rs 12 lakh crores in our country. The Government of India has allowed ethanol pumps. So, all sugar mills should start ethanol pumps in their area", added the Minister. He added that the country needs 240 lakh tonnes of sugar, while last year 310

lakh tonnes of sugar was produced. This additional sugar of 70 lakh tonnes should be converted into ethanol, said the Minister. He also said that the Government of India is ready to enter into an Ethanol Purchase Agreement for five years, like the power purchase agreement. "If ethanol is produced in

The Government of India has allowed ethanol pumps. So, all sugar mills should start ethanol pumps in their area", added the Minister. He added that the country needs 240 lakh tonnes of sugar, while last year 310 lakh tonnes of sugar was produced

the near future, imports will come down and farmers will earn Rs 5 lakh crore out of Rs 12 lakh crore being spent for import of crude oil. Sugarcane will fetch good prices and farmers will no longer remain poor," he said. The Central Government has given permission to produce ethanol not only from sugarcane but also from rice, maize and other grains, informed the Minister.

The Minister also stated that the Centre is ready to set up logistics parks, industrial clusters and transport towns wherever land is provided by the state government. He said, development has taken place in

> Western Maharashtra due to sugar industry and milk production.

The 527 Km road development projects in Ahmednagar district will be implemented through the Ministry of Road Transport and Highways, National Highways Authority of India and Public Works Department, Government of Maharashtra. These projects include: 1) Fourlaning of Ahmednagar-Karmala-Tembhurni

section of NH-516A at an expense of Rs 2,013 crore, Upgradation of Savali Bihar to Ahmednagar Bypass Section of NH-160 at a cost of Rs. 496 crore, Strengthening of Ahmednagar and Bhingar city portion of NH-61 (old NH-222) at a cost of Rs 35 crore, Upgradation of Adhalgaon to Jamkhed section of NH 548D at a cost of Rs. 400 crore and fourteen projects under Central Road Infrastructure Fund worth Rs 85 crore.

The digitaries present on the occasion included Member of Parliament (Rajya Sabha) Sharad Pawar, MP (Shirdi Lok Sabha Constituency) Sadashiv Lokhande, MP (Ahmednagar Lok Sabha Constituency) Dr. Sujay Vikhe Patil and Rural Development and Labour Minister in the Govt. of Maharashtra and Ahmednagar's Guardian Minister Hasan Mushrif among others.

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MoRTH: New Highways Project Will Increase Connectivity In Nashik



"At present almost all district headquarters in Maharashtra are connected to the National Highway. Due to the new highway projects, the connectivity of Nashik will increase." Union Minister Nitin Gadkari stated this while virtually inaugurating several highway projects in Nashik. The minister inaugurated and laid foundation stone of about 206 Km long NH projects worth nearly Rs. 1,678 crore in Nashik, Maharashtra in the presence of Union Minister of State for Panchayati Raj, Kapil Moreshwar Patil and Union Minister of State for Health & Family Welfare Dr. Bharati Pravin Pawar.

The Minister also mentioned that the Greenfield Expressway project from Surat-Nashik-Ahmednagar-Solapur to Chennai has been approved by the Union Ministry of Roads, Transport and Highways under Project Phase-1 to India. "Nashik-Mumbai highway would be repaired and renovated at a cost of Rs 5,000 crore," he announced. He also announced that six lanes of 20 km route from Pimprisado to Gonde and elevated corridor from Nashik Road to Dwarka would be constructed.

Union Minister of State for Panchayati Raj Kapil Moreshwar Patil appreciated the continuous works of Gadkari. "The country is witnessing a holistic approach to development through the efforts of Union Minister Nitin Gadkari," he added.

Union Minister of State for Health & Family Welfare Dr. Bharati Pravin Pawar said that, "The expansion of national highways has made the transportation in remote tribal areas much easier and has connected remote areas to the city."

Salient Feature of NH Projects:

Surat-Nashik-Ahmednagar-Solapur to Chennai Greenfield Expressway Project

This is an access control route and after completion of the project the distance between Surat to Solapur will be reduced to 95 kms and the distance to travel from Surat to Chennai will be reduced to about 200 kms. The project is expected to be completed in 3 years. This project will save a lot of fuel and will also reduce the travel time. Also, as expressways pass through rural a r e a s , m o r e e m p l o y m e n t opportunities will be generated.

Pimprisado to Gonde road to have six

lanes

The distance from Pimpri-Chinchwad to Gonde is 20 km. After the six lanes, Nashik residents will travel to Mumbai by six lanes road. The estimated cost will be Rs 600 crore. It includes 10 underpasses, 3 robes and a service road. The project will provide fast and secure connectivity to Mumbai. It will save valuable time and fuel. Along with the overall development of the area, new industries and job creation will be provided by Gonde MIDC. Will lead to expansion and employment growth. Nashik Road to Dwarka Chowk will be elevated corridor

Nashik Road to Dwarka Chowk is a part of Nashik-Pune (R.M. No. 50) and recently has been included in the Bharatmala project. Due to this project, the traffic congestion at Vdarka Chowk will be eliminated and the journey from Nashik Road to Dwarka will be done in half time. With the resolution of traffic congestion at Dwarka Chowk, the series of accidents will be broken and the journey will be pleasant, safe and easy.

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Government: Focus On Adoption Of Alternative Fuels Which Will Be Import Substitute, Cost-Effective, Pollution-Free, And Indigenous

nion Minister for Road Transport and Highways Nitin Gadkari has emphasized the adoption

of alternative fuels which will be import substitute, cost-effective, pollutionfree, and indigenous and discouraged the use of petrol or diesel as a fuel. Addressing 'Indian Sugar Mills Association (ISMA)' Conference on 'Alternative fuel- Road ahead' he said that biggest benefit of Bioethanol as alternative fuel is that it is a clean fuel with very low greenhouse gas emissions. He said the additional income that is generated is directly diverted to the farmers,

which empowers the rural and backward economy.

Gadkari said looking at the ethanol production capacity and its adoptability as a fuel, the government has redesigned and launched the E-20 fuel program which will ensure the use of bio-ethanol in 20% blend with Petrol by 2025 in India. He said government has also calculated that to achieve 20% ethanol blending, the country will require around 10 billion litres of ethanol by 2025. He said currently, the sugar industry contributes to 90% of ethanol demand as a blended fuel in the country.

Gadkari said he keeps on doing research to find ways to increase ethanol production with available resources and one such proposal is to add 15% to 20% sugar into B-Heavy Molasses. He said this will have

95 98 OIL BIO

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sugar into B-Heavy
Molasses

multiple benefits as it will utilise an excess stock of around 45 to 60 Lakh Metric Tonnes of Sugar and will improve the ethanol recovery by 30%

> due to better quality of raw material.

On similar lines, the Minister said production of C-Heavy Molasses from sugar can be discouraged which will standardise the production of B-Heavy Molasses and will permanently lead to lesser production of sugar by 1.5% per Metric Tonne of Sugarcane.

Gadkari said all of these steps will increase the production of ethanol and

can lead to a scenario where excess availability of ethanol in one state can be transported to ethanol-deficient states such as the North-East and Jammu-Kashmir and Ladakh. He said Bio-ethanol can also be a sustainable fuel for aviation purpose as it can provide 80% savings on greenhouse gas emissions and can be blended up to 50% with conventional jet fuels without any modification.

He said that it is already been tested and approved by the Indian air force. He said with the rollout of flex-fuel vehicles on 100% bio-ethanol, the demand for ethanol will immediately jump by 4 to 5 times.

"If you are not willing to risk the usual you will have to settle for the ordinary." - Jim Rohn

Government Emphasizes On Reduction Of Logistic Costs Below 10 Percent



nion Minister for Road
Transport and Highways
Nitin Gadkari emphasized
on reduction of logistic
costs below 10% for making retail
market more competitive and boosting
economic growth.

Addressing the inaugural session of M&M & IIM Ahmedabad MPOWER Series he said the government is focusing on integrated infrastructure development through the announcement of the National Infra Pipeline and Gati-Shakti programs. He said it has been planned to construct 25,000 kilometers of National highways within the next 2 years.

The Minister said under the National Infrastructure pipeline program, a roadmap of 2,800 projects has been planned with a length of over 1 lakh kilometers. He said flagship Bharatmala pariyojana has planned

The Minister said under the National Infrastructure pipeline program, a roadmap of 2,800 projects has been planned with a length of over 1 lakh kilometers. He said flagship Bharatmala pariyojana has planned development of 34,800 km of highways connecting major urban and economic centers throughout the nation

development of 34,800 km of highways connecting major urban and economic centers throughout the nation.

Gadkari said with so many upcoming new alternative fuels such as Ethanol, LNG, Bio-CNG, Electric, Hydrogen, the transport sector in India is standing at a very important junction. He said whatever policies we design and adopt right now will pave the way for the next 30-40 years. He said we must be open to new technologies as over-regulation can sometimes kill emerging technologies at a very young age.

The Minister said what we need is a motivated push for technologies which have a positive impact on the ecology and environment. He said we can use our knowledge in management fields to constantly work and improve the economic viability of such technologies. He said that we are moving ahead with blending ethanol with petrol and even Flex Engines, which can run on both 100% ethanol or 100% petrol.

Gadkari said earlier people were reluctant of using or shifting to electric vehicles and had some reservations but today India is breaking records for sale of electric 2 wheelers and the similar patterns will be followed for four wheelers too.

Earlier in December 2019, Som Prakash, Minister of State for Commerce and Industry, stated that India aims to bring down logistics cost to below 10 per cent of the GDP from about 14 per cent at present to increase the competitiveness of the manufacturing sector. He said, "Currently, the logistics cost in India is 30-40 per cent higher than the global benchmarked logistics cost. Therefore it is a big challenge for the government to reduce it. The aim is to reduce it to 10% of the GDP or less."

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PM Gati Shakti-National Master Plan For Multi Modal Connectivity

he two-day event to mark the launch of ambitious "PM Gati Shakti - National Master Plan (NMP)" for multi-modal connectivity. The event was launched by Prime Minister Narendra Modi.

While inaugurating the event, the Prime Minister stressed that the people of India, Indian industry, Indian business, Indian manufacturers, Indian farmers are at the centre of the Gati Shakti campaign. It will give new energy to the present and future generations of India to build the India of the 21st century and will remove the obstacles in their path, he pointed out.

The Prime Minister

highlighted the need for holistic and integrated development across departments to create next generation infrastructure by fostering 'will for progress, work for progress, wealth for progress, plan for progress and preference for progress'.

In his concluding remarks, Secretary MoRTH Giridhar Aramane said ease of living should be facilitated by whatever Government is doing. Giving the example of Metro rail, he said unless the Metro station has access to residential colony, the common man will not be able to use it. Stressing upon the need for unified thinking in planning of each infrastructure project, Aramane said. "While planning / conceptualizing itself, the unity has to come into the thinking of various Ministries and Departments. That's a crucial point which Hon'ble Prime Minister underlined for which he made us available a digital platform, which can provide as an integrative way of conceptualizing and planning various infrastructure projects."

Breakout sessions were held on the theme of "Strengthening the National Master Plan", which saw engagement with more than 50 representatives

Breakout sessions were held on the theme of "Strengthening the National Master Plan", which saw engagement with more than 50 representatives from the industry, including eminent personalities such as Chairman SBI Dinesh Kumar Khara, MD APM Terminal Pipavav Jakob Friis Sorensen and President NHBF Vinod Kumar Agarwal

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from the industry, including eminent personalities such as Chairman SBI Dinesh Kumar Khara, MD APM Terminal Pipavav Jakob Friis Sorensen and President NHBF Vinod Kumar Agarwal. The event

commenced with a presentation by Additional Secretary (Highways) Amit Kumar Ghosh. The presentation delved deep into 3 sub-themes: "Developing an institutional framework for planning", "KPI Design and monitoring progress" and "Stakeholder engagement and benefits for citizens".

In his presentation, Ghosh covered learnings from Indian and global examples on the 3 subthemes and potential

frameworks for solutions. This was followed by group discussions on the three themes. Joint Secretary (Logistics) MoRTH Suman Prasad Singh and Joint Secretary & MD NHIDCL Mahmood Ahmed were key discussants during the group discussion. These discussions were moderated by Prakash Gaur, CEO NHLML, R.K. Pandey and Manoj Kumar, both Members of National Highway Authority of India (NHAI). Various suggestions were received on all 3 sub-themes and are being analyzed by the Ministry for implementation.

Speaking at a breakout session on "Stakeholder engagement and benefits for citizens", AS (Highways) MoRTH Amit Kumar Ghosh said structured and well-coordinated engagement process is required to address needs of stakeholders. To avoid missing out key stakeholders on the ground, a careful mapping needs to be conducted for every project going forward," he said.



Concessions, Incentives And Disincentives Pertaining To Vehicle Scrapping Policy



n the Vehicle Scrapping Policy, it is proposed to have a system of incentives and disincentives to nudge vehicle owners to discard old and polluting vehicles, which have higher maintenance and fuel consumption costs.

In this regard, the Ministry of Road Transport and Highways has issued a GSR Notification, 714(E) dated 04.10.2021 in the Gazette of India, which shall come into force from the 1st day of April, 2022. Details are as below:

As an incentive, there will be waiver
of the fee for issue of certificate of
registration for a new vehicle,
purchased against the authority of the
Certificate of Deposit (CoD) issued by

- a Registered Vehicle Scrapping Facility for a vehicle being scrapped.
- As regards disincentives, there will be:
- o Increase in the fee for conducting fitness test and renewal of fitness certificate for motor vehicles more than 15 years old,
- o Increase in the fitness certification fee for transport vehicles more than 15 years old, and
- o Increase in the renewal of registration fee for personal vehicles (non transport vehicles) more than 15 years old.

The Ministry of Road Transport & Highways has issued a GSR Notification 720(E) dated 05.10.2021,

in the Gazette of India, which shall come into force from the 1st day of April, 2022.

As an incentive for scrapping, concession is stipulated in the motor vehicle tax for a vehicle registered against submission of "Certificate of Deposit", which is issued by a Registered Vehicle Scrapping Facility. This concession is as below:

- upto twenty five per cent, in case of non-transport (personal) vehicles, and
- upto fifteen per cent, in case of transport (commercial) vehicles

The concession shall be available upto eight years, in case of transport

The concession shall be available upto eight years, in case of transport vehicles, and upto fifteen years, in case of non-transport vehicles

vehicles, and upto fifteen years, in case of non-transport vehicles.

Notably, the launch of India's vehicle scrapping policy or the 'Voluntary Vehicle-Fleet Modernisation Programme' seeks to usher in a new age of what it means to own and use an automobile in India. It was unveiled in Parliament in March 2021 by Road Transport & Highways Minister Nitin Gadkari.

The policy dictates that all automobiles over a certain age should be off the roads in the interest of better pollution control and safety, which new vehicles ensure. Commercial vehicles over 15 years old and personal vehicles over 20 years old are marked for scrapping — it doesn't matter if they run on diesel or petrol — if they fail an automated fitness test. These will be deregistered; the owner can choose to scrap them, but cannot use them on the road.

- X -



सी.जी.-डी.एल.-अ.-06102021-230189 CG-DL-E-06102021-230189

वसाधारण EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i) PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित PUBLISHED BY AUTHORITY

सं. 578] No. 578] नई दिल्ली, बुधवार, अक्तूबर 6, 2021/ आश्विन 14, 1943 NEW DELHI, WEDNESDAY, OCTOBER 6, 2021/ ASVINA 14, 1943

सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 5 अक्तूबर, 2021

सा.का.नि. 720(अ).— कंद्रीय मोटर यान नियम, 1989, का और संशोधन करने के लिए प्रारुप नियम, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 212 की उप-धारा (1) द्वारा अधिनामार, भारत के राजपत्र, अमाधारण, भाग 2, खंड 3, उपखंड (i) तारीख 29 मार्च, 2021 में भारत सरकार के सड़क परिवहन और राजमार्ग मंत्रालय की अधिमुजना संख्यांक सा.का.नि. 220 (अ), तारीख 26 मार्च, 2021 द्वारा प्रकालित किए गए थे, जिसमें ऐसे सभी व्यक्तियों से, जिनकी उससे प्रभावित होने की संभावना थी, उस तारीख से तीस दिन की अवधि समाप्ति से पूर्व,जिसमें उक्त अधिमुजना में अंतर्विष्ट राजपत्र की प्रतियां, आक्षेपों या सुझावों को आमंत्रित करने के लिए जनता को उपलब्ध करा दी गई थीं;

और उक्त राजपत्र की प्रतियाँ जिसमें उक्त अधिमूचना प्रकाशित की गई थीं, 29 मार्च, 2021 को जनता को उपलब्ध करा दी गई थीं :

और उक्त प्रारूप नियमों के संबंध में आपत्तियां एवं मुझाब पर केंद्रीय सरकार द्वारा सम्यक रूप से विचार किया गया है :

अत: अब, केंद्रीय सरकार, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 64 के ग्रंड (क), ग्रंड (घ) और ग्रंड (त) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केंद्रीय मोटर यान नियम, 1989, का और संशोधन करने के लिए निम्निशिवन नियम बनाती हैं, अर्थात:-

- संक्षिप्त नाम और प्रारंभ (1) इन नियमों का संक्षिप्त नाम केन्द्रीय मोटर यान (24वां संशोधन) नियम,
 2021 है।
 - (2) ये नियम 1 अप्रेल 2022 से प्रबुल होंगे।
- केंद्रीय मोटर यान नियम, 1989, नियम 51 के पश्चान् निम्नलिखित उप-नियम अंत:स्थापित किया जाएगा, अर्थात:-

"51क. मोटर बाहन कर में रियायत - यदि बाहन "निक्षेप प्रमाण पत्र" प्रस्तुत करने के लिए रजिस्ट्रीकृत है, तो मोटर बाहन कर में रियायन अर्थात :-

- (i) गैर-परिवहन बाहनों के मामले में पञ्चीस प्रतिशत तक; और
- (ii) परिवहन वाहनों के मामले में पंद्रह प्रतिशत तक होगी;

परंतु यह रियायन परिवहन बाहनों के मामले में आठ वर्ष तक और गैर परिवहन बाहनों के मामले में पंद्रह वर्ष तक उपलब्ध होगी और परिवहन बाहनों के मोटर बान पर आठ वर्ष पश्चान और गैर परिवहन बाहनों के मामले में पंद्रह वर्ष पश्चान कर में कोई रियायन नहीं होगी।

स्पष्टीकरण 1:- इस नियम के प्रयोजनार्थ, दोनों मामलों में, इन अवधियों की गणना पहले रजिस्ट्रीकरण की तारीख से की जाएगी।

स्पष्टीकरण 2:- इस नियम के प्रयोजनार्थ, "निक्षेप प्रमाण पत्र" पद का वही अर्थ होगा जो मोटर यान (बाहन स्क्रैपिंग सुविधा रजिस्टीकरण और कृत्य) नियम 2021 के नियम 3 के खंड (ग) के उपखंड (1) में उसे अभिहित किया गया है।"।

[फा. सं. आरटी-23013/7/2021-टी]

अमित बरदान, संयुक्त सचिव

टिप्पण : मूल नियम भारत के राजपत्र, असाधारण, भाग II, खड 3, उप खंड (i) में अधिसूचना संख्या सा. का. ति. 590(अ), तारीख 2 जून, 1989 द्वारा प्रकालित किए गए थे और अंतिम अधिसूचना संख्या सा.का. ति 714 (अ), तारीख 4 अक्टूबर, 2021 द्वारा मंशोधित किए गए थे।

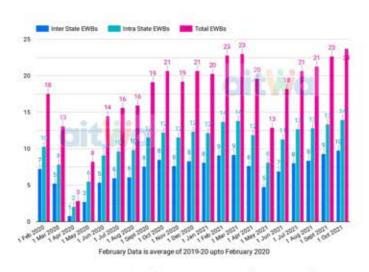


Eway Bill Dashboard

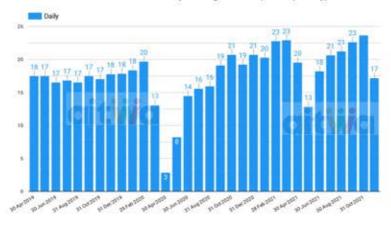


Last updated on 17th November 2021 | Data upto 14th November 2021

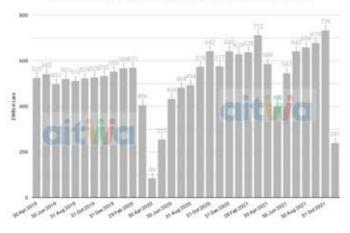
Number of daily EWBs generated across different types (in lacs per day) - Monthly



Total number of daily EWBs generated (in lacs per day)



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E-WAY BILL SYSTEM

Verification Of Vehicle Number In EWB Portal



Frequently Asked Questions

1. What is verification of vehicle number in EWB Portal?

Ans: E-Way bill has been integrated with Vahan System of Transport Department. Vehicle number entered in e-way bill will now be verified with the Vahan System. If Vehicle no. is not available in the Vahan system user will get 'Alert Message' about the non-availability of vehicle number in vahan database. However, later, such vehicle numbers will not be allowed for the generation of e-way bill.

2. Why am I getting alert message when I enter vehicle number in E-way Bill?

Ans: The vehicle number entered in the EWB is not available in Vahan Database, you are requested to check and update the vehicle registration with your concerned Regional Transport Office (RTO), otherwise after sometime this vehicle number will not be allowed for e-way bill generation.

3. When I enter Vehicle number, I get a message that Vehicle is

registered in more than one RTO, what should I do?

Ans: This message indicates that the Vehicle details are found in more than one RTOs. You need to approach your RTO and request for updation of the office. Once the details are updated this message will not appear again. Not doing so, later it will be treated as Vehicle no. is not existent and may not be allowed for e-waybill generation.

4. In spite of having a Valid RC of my Vehicle, I am getting alert message from e-waybill portal. What can I do?

Ans: In case, Vehicle number entered in the e-waybill is registered and system still showing 'Alert Message' it is suggested to reach to your concerned RTO. Once the vehicle details are updated in Vahan system, the status in e-Waybill system will subsequently get updated.

5. How do I check my vehicle number is available in Vahan system?

Ans: Vahan System provides a nationwide search over the digitized data of Registered Vehicles. You can always check your vehicle number in Vahan system below;

https://vahan.nic.in/nrservices/faces/ user/searchstatus.xhtml

6. I am unable to find my vehicle details on Vahan. How to get vehicle details added to the Vahan System?

Ans: You need to visit your RTO with original RC and other documents and get the details updated in the Vahan Database.

7. I am moving vehicles with Temporary Registration. Will these Vehicle numbers be allowed for ewaybill registration.

Ans: If the Vehicle number is with temporary registration, the details are not verified and enter the temporary number starting with TR.

8. Details of my Vehicle number are shown in Vahan website, however, in e-way bill portal it shows not available. What should I do?

Ans: You can contact the E-way bill Helpdesk and submit your grievance. Specify the Vehicle number which is there in Vahan system but not available in e-way bill portal.

- x —

Women in Logistics - Tigist Eshetu



Mrs. Tigist Eshetu Regional Director, Indian Sub-Continent Ethiopian Airlines

Mrs. Tigist Eshetu was appointed as Ethiopian Airlines' (ET) Regional Director-Indian Sub-Continent from December 23, 2019 and is stationed in Mumbai. She joined ET on May 18, 2000 and has served the Airline in various positions such as Operations, Cargo, Manager Pricing and Area Manager Zambia.

She is a School of Marketing graduate, has a Diploma in Accounting from Addis Ababa Commercial College, a Bachelor of Arts Degree in Management and Public Administration from Addis Ababa University and a Master's in Business Administration from Lincoln University, USA.

Questionnaire

1. How many years have you been with the Cargo industry and how do

you find the journey until now?

I have been with the cargo industry for over the last two decades. The cargo business is a dynamic area filled with considerable competition and pragmatic experience.

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

Following my graduation from School of Marketing, I was assigned to work as a junior agent in the ET cargo department. Since then, I have been involved in the cargo handling business in different responsibilities with Ethiopian Airlines.

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

I have been fortunate and received several positive feedbacks and constructive suggestions from male colleagues, which was instrumental towards enhancing my technical, as well as leadership skills.

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

Yes, particularly on the export of flowers and vegetables export from Zambia to Europe and medical supplies to Africa and the rest of the world, from India.

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

There are backward and forward linkage effects on both the exporting and importing countries on employment, income generation, public health and associated productivity gains.

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

In Ethiopian Airlines, the company in which I have been working for the past 20 plus years, promotion of gender balance is a key corporate target, hence women have been taking full responsibilities in all areas of the service delivery, including running dedicated women only flights annually. The future for gender equality looks quite promising in such an environment.

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

I like to go for regular walks, which helps me to unwind. I also relax by keeping myself updated with the latest in global, economic and financial news during my spare time.

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

I strongly encourage young graduates and professionals, especially women, to be bold enough to take-up responsibilities and accept associated challenges, as this is the pathway for achieving success in the aviation industry.

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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	÷	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	į.	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	0	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli		Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	***	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	2	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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सरकार ने 15 साल पुराने वाहनों के रजिस्ट्रेशन रिन्यूअल फीस आठ गुना बढ़ाई, अब इतना देना होगा शुल्क



15 साल पुराने वाहनों के रजिस्ट्रेशन के रिन्यूअल को लेकर केंद्र सरकार ने बड़ा ऐलान किया है। दरअसल, केंद्र सरकार ने 15 साल पुरानी गाड़ियों के नई रजिस्ट्रेशन के लिए लगने वाली शुल्क में आठ गुना की बढ़ोत्तरी की है। केंद्र सरकार के ऐलान के मुताबिक अब अगले साल अप्रैल से पुरानी वाहनों के नए रजिस्ट्रेशन के लिए 5000 रुपये का भुगतान करना होगा, जो पुराने दाम से तकरीबन 8 गुना ज्यादा हैं। सड़क, परिवहन और राजमार्ग मंत्रालय ने सोमवार को अगले साल से नई व्यवस्था लागू करने की अधिसुचना जारी की है।

केंद्रीय सरकार द्वारा पुराने वाहनों के रिन्यूअल को लेकर जो ऐलान किया है, और रजिस्ट्रेशन के लिए आठ गुना शुल्क में बढ़ोतरी की है, वह नया नियम राष्ट्रीय वाहन कबाड़ नीति का हिस्सा है। इस अधिसूचना के अनुसार 15 साल से अधिक पुराने वाहनों के फिटनेस प्रमाण पत्र के रिन्यूअल के लिए अब पहले के मुकाबले आठ गुना ज्यादा फीस देनी होगी। एबीपी न्यूज की रिपोर्ट के अनुसार पुराने वाहनों के रिन्यूअल को लेकर सरकार द्वारा बनाए गए नए नियम के अधिसूचना के अनुसार 15 साल पुरानी कार के पंजीकरण के रिन्यूअल के लिए 600 के जगह 5,000, बाइक के लिए 300 के जगह 1,000, बस या ट्रक के 1,500 रुपये के जगह 12,500 रुपये का शुल्क देना होगा।

दिल्ली-एनसीआर में रहने वाले वाहन मालिकों पर केंद्रीय सरकार द्वारा बनाए गए यह नया नियम लागू नहीं होगा। दरअसल, दिल्ली में 10 साल से ज्यादा पुराने डीजल और 15 साल पुराने पेट्रोल वाहनों पर पहले से ही रोक लगी है।

इसके अलावा सरकार द्वारा बनाए गए इन नियमों में रजिस्ट्रेशन कार्ड स्मार्ट कार्ड के जैसा होगा जिसके लिए 200 रुपये का अतिरिक्त शुल्क चुकाना होगा। सरकार द्वारा बनाए गए यह नियम 1 अप्रैल 2022 से लागू हो जाएंगे।

X

पांच सौ मल्टी माडल टर्मिनल पर तकरीबन 50 हजार करोड़ रुपये की लागत आने का अनुमान

नई दिल्ली, 15 अक्टूबर।

प्रधानमंत्री गितशक्ति योजना के तहत भारतीय रेलवे अगले पांच वर्षों में पांच सौ मल्टी माडल टिर्मिनल बनाएगा। इस योजना पर तकरीबन 50 हजार करोड़ रुपये की लागत आने का अनुमान है। ऐसे टिर्मिनलों के माध्यम से लाजिस्टिक (पिरवहन) लागत को कम करने में मदद मिलेगी। इसकी घोषणा करते हुए रेल मंत्री अश्विनी वैष्णव ने कहा कि सड़क से होने वाली हैवी कार्गों की ढुलाई को रेलवे तक लाना इसका लक्ष्य है। स्टील, कोयला, लाइम स्टोन, सीमेंट व बाक्साइट जैसी बड़ी जिसों की ढुलाई को आसान बनाने में इससे सहायता मिलेगी।

मल्टी माडल कनेक्टिविटी ही गतिशक्ति योजना का मूल मंत्र

वैष्णव ने कहा कि नए यात्री रेलवे स्टेशन भी ऐसे बनाए जाएंगे जो बस, मेट्रो व अन्य साधनों से जुड़े होंगे। मल्टी माडल कनेक्टिविटी ही गतिशक्ति योजना का मूल मंत्र है। गतिशक्ति योजना के इन मल्टी माडल टर्मिनल में सड़क, रेल, जलमार्ग, संचार और पावर के बीच समन्वय बनेगा। इसमें सबका योगदान रहेगा। एक सवाल के ज्वाब में वैष्णव ने कहा कि अगले तीन वर्षों के भीतर 200 टर्मिनल काम करना शुरू कर सकते हैं। इन्हें बनाने में प्रति टर्मिनल सौ करोड़ रुपये का खर्च आएगा। चयनित टर्मिनलों के लिए जगह चिह्नित कर ली गई है। इन्हें एयर कार्गों से रेल टर्मिनल तक जोड़ने के लिए डेडीकेटेड सड़क का निर्माण किया जाएगा।

2024-25 तक तैयार कर लिए जाएंगे चिह्नित टर्मिनल

रेल मंत्री कहा कि इससे रेलवे की ढुलाई को गति देने में मदद मिलेगी। भारत में फिलहाल कुल लाजिस्टिक लागत 13 फीसद है, जिसे घटाने की कोशिश की जाएगी। इसमें कटौती से विकास को गति मिलेगी।

वर्ष 2024-25 तक चिह्नित टिमिनल तैयार कर लिए जाएंगे।
गतिशक्ति योजना को समयबद्ध तरीके से पूरा करने के लिए दैनिक
आधार पर निगरानी की जाएगी। रेलवे के अलग से पार्सल कार्गो भी
बनाए जाएंगे। इससे विभिन्न मंत्रालयों, विभागों और एजेंसियों के बीच
कारगर समन्वय बनेगा।

गड़करी के आदेश से बदल जाएगा गाड़ी का इंजन, जानिए क्या होगा बदलाव

नई दिल्ली, 30 सितम्बर।

केंद्रीय परिवहन एंव राजमार्ग मंत्री नितिन गडकरी पर्यावरण को बचाने के लिए हर संभव प्रयास कर रहे हैं। मंत्री ने पहले भी कई ऐसे अहम फैसले लिए हैं, जिससे पर्यावरण को दूषित होने से बचाने में सहयोग हुए हैं। इसी क्रम में गडकरी फ्लेक्स इंजन बनाने की योजना बना रहे हैं जो भारत में अनिवार्य रूप से एक से अधिक ईंधन पर चल सकते हैं। केंद्रीय सड़क परिवहन एंव राजमार्ग मंत्री नितिन गडकरी ने एक बयान में कहा, 'अगले तीन से चार महीने में एक आदेश जारी करेंगे। इस आदेश में सभी वाहन निर्माताओं को फ्लेक्स इंजन यानी वैकल्पिक ईंधन वाले इंजन के वाहनों के मैन्युफैक्करिंग को अनिवार्य किया जाएगा।'

आपको बता दें करीब दो साल से नितिन गडकरी कार कंपनियों से फ्लेक्स इंजन बनाने की अपील कर रहे थे, लेकिन इसे अनिवार्य नहीं किया गया था। अब पहली बार इस तरह के इंजन के लिए आदेश जारी किया जाएगा। वहीं एक बार जब इस आदेश को जारी किया जाएगा तो, कार कंपनियों को इस आदेश का पालन करना अनिवार्य हो जाएगा। यह आदेश ठीक वैसे ही काम करेगा, जैसा कि इससे पहले बीएस6 इंजन के वाले आदेश के साथ हुआ था।

जानिएक्या होता है फ्लेक्स इंजन

भारत में फिलहाल 20 परसेंट इथेनॉल के मिश्रण की इजाजत है। फ्लेक्स इंजन वो इंजन होते हैं जिसमें पेट्रोल और इथेनॉल या मेथनॉल के मिश्रण का भी प्रयोग किया जा सकता है। नए आदेश में अगर इथेनॉल की मात्रा बढ़ाई जाती है, तो कार कंपनियों को अपने इंजन में बदलाव करना जरूरी पड़ जाएगा। इसलिए उन्हें इंजन में भी जरूरी मॉडिफिकेशन करना होगा। यही वजह है कि नितिन गडकरी कार कंपनियों से इंजन में बदलाव करने को कह रहे हैं।

वैसे ऑटो इंडस्ट्री केवल अकेला ऐसा क्षेत्र नहीं है, जो वैकल्पिक ईंधन के उपयोग पर जोर दे रहा है। मेथनॉल भी रसोई गैस का विकल्प है और इससे पहले नीति आयोग मेथनॉल के इस्तेमाल को बढ़ावा देने की बात कर चुका है। नीति आयोग के सदस्य वीके सारस्वत ने पहले ईंधन के रूप में मेथनॉल के विकास के लिए लगभग 5,000 करोड़ रुपये के निवेश का विचार रखा था। भारतीय मानक ब्यूरो ने 2017 में मेथनॉल को ईंधन के रूप में प्रमाणित किया था। खैर अभी इस दिशा में जारी है, अभी भी इसे पूरा करना एक सपना जैसा है।



GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-2381 ANSWERED ON- 09/08/2021

SCHEME REPLACING PRESENT TOLL COLLECTION SYSTEM

2381. DR. SUBRAMANIAN SWAMY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether it is a fact that there is a new scheme being prepared by the Ministry to do away with the present toll collection system which creates bottlenecks on the Highways;
- (b) the salient features of this new venture; and
- (c) the full details thereof and the schedule of implementation?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) In order to make tolling efficient and to ensure seamless movement of traffic Electronic Toll Collection (ETC) system using passive Radio Frequency Identification (RFID) technology, has been implemented on Pan India basis. To promote fee payment through digital mode and provide for seamless passage through fee plazas, Government has declared all lanes of fee plazas on National Highways as "FASTag lane of the fee plaza" w.e.f. midnight of 15th/16th February 2021. After declaration of all lanes as FASTag lanes, the overall FASTag penetration has reached approximately 96%.

Improvement in technology for collection of user fee is a continuous process and Government is actively pursuing the developments in this field.

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TOTAL FREIGHT (INT'L+DOM.)

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

S.	Airport	For	The Mon	Freight (Period Apr	il To July	
no.	Amport	July	July	%	2021-22	2020-21	1 %	
		2021	2020	Change			Change	
(A)	18 International	Airports						
1	Kolkata	11077	9182	20,6	39915	22318	78.8	
2	Chennai	30245	20337	48.7	114435	53485	3	
3	Goa	341	162	-	1367	317	,	
4	Srinagar	657	599	9.7	2784	645		
5	Bhubaneswar	802	511	56.9	2997	945		
6	Varanasi	298	205	45.4	1171	288	-	
7	Calicut	636	870	-26.9	2689	2870	-6.3	
8	Amritsar	125	69	81.2	459	125		
9	Coimbatore	621	458	35.6	1983	851		
10	Vijayawada	227	227	0.0	787	528	49.1	
11	Imphal	627	222		1810	450		
12	Portblair	352	432	-18.5	1472	1121	31.3	
13	Trichy	351	136		1287	453		
14	Tirupati	.0	0	+	0	0	- 3	
15	Kushinagar	0	0		0	. 0		
16	Guwahati	1763	911	93.5	6386	2349	- 3	
17	Jaipur	1147	879	30.5	3477	1456	,	
18	Trivandrum	1484	1745	-15.0	5582	4603	21.3	
Tota		50753	36945	37.4	188601	92804	103.2	
	3 PPP Internation			-				
19	Ahmedabad	7464	7501	-0.5	29319	11838		
20	Lucknow	556	871	-36.2	3583	1707		
21	Mangalore	301	265	13.6	1014	587	72.7	
Tota		8321	8637	-3.7	33916	14132	14.1	
_	A STREET, STRE			-5./	33910	14132		
-	7 JV Internation	ai Airport						
22	Delhi (DIAL)	75499	60246	25.3	300863	145087		
23	Mumbai (MIAL)	62764	42142	48.9	252025	124937		
24	Bangalore (BIAL)	34619	25053	38.2	126568	71408	77.2	
25	Hyderabad (GHIAL)	11709	8964	30.6	43863	24998	75.5	
26	Cochin(CIAL)	5001	3942	26.9	17129	12512	36.9	
27	Nagpur (MIPL)	639	251	-	2196	304		
28	Kannur (KIAL)	0	0	- 2	0	0		
Tota		190231	140598	35.3	742644	379246	95.8	
	1 ST Govt./Pvt.			2,010.		E728.10	2835	
29	Shirdi			- 3		- 0		
	*visions/constraint	0	0	-	0	0	-	
Tota	The second contract of	0	0		0	- 0		
(E)	10 Custom Airpo	-						
30	Patna	922	996	-7.4	3949	1978	99.6	
31	Pune	3810	1255		8412	2458	2	
32	Bagdogra	672	388	73.2	3160	821	9	
33	Chandigarh	910	433	110.2	3312	863		
34	Visakhapatnam	355	318	11.6	1539	926	66.2	
35	Indore	692	299		2465	594		
36	Madurai	96	90	6.7	468	167		
37	Surat	323	302	7.0	1779	1270	40.1	
38	Aurangabad	56	11	-	206	15	-	
39	Gaya	0	0	-	0	0	-	
Tota		7836	4092	91.5	25290	9092		
(F)	69 Domestic Air		1000					
40	Ranchi	417	438	-4.8	1658	728		
41	Raipur	582	344	69.2	1678	674		
42	Jammu	114	66	72.7	428	113		
43	Dehradun	9	00	14.1	25	8		
44	Agartala	279	120	- 1	973	249		
45		0	0		9/3	249		
	Gorakhpur	158						
46	Bhopal	158	72		543	148	,	
47	Udaipur	2	0	4.0	3	0	00.3	
48	Dibrugarh	78	82	-4.9	238	120	98.3	
49	Prayagraj	0	0	- 22.0	0	0	_	
50	Leh	129	105	22.9	753	174	-	
51	Jodhpur	0	0	-	- 0	0		
52	Vadodara	73	51	43.1	324	108		
53	Silchar	60	76	-21.1	207	130	59.2	
54	Belgaum	5	0		13	0		
55	Rajahmundry	1	0	- 5	1	.0	. 9	
			-		13	-		
56 57	Jharsuguda	4	1		34	- 1		

S.	Airport		The Mor		For The	Period Apr	il To July
no.		July 2021	July 2020	% Change	2021-22	2020-21	% Change
F)	69 Domestic Air						
58.	Rajkot	7	0		22	0	
59	Jabalpur	0	0		0	0	
60	Tuticorin	0	0		0	0	
61	Hubli	2	45	-95.6	11	45	-75.6
62	Dimapur	25 0	29	-13.8	115	47	
63	Gaggal (Kangm) Kishangarh	0	0	- 1	0	0	
65	Mysore	0	0	- 0	0	0	
66	Kolhapur	0	0		0	0	
67	Kandla	0	0	-	0	0	
68	Gwalior	0	0	-	0	0	
59	Kanpur (Chakeri)	10	0	- 2	44	0	1
70	Kalaburgi	0	0	- 1	0	0	
71	Juhu	28	- 11	. 2	69	23	
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		0	0	
78 79	Diu	0	0	-	0	0	
30	Porbandar Adampur (Jalandhar)	0	0		0	0	
31	Bhui	0	0	-	0	0	
32	Hindon	0	0	- 1	0	0	
33	Pantnagar	0	0	-	0	0	
34	Lakhimpur (Lilaberi)	0	0		0	0	
35	Pakyong	0	0	-	0	0	
36	Bhavnagar	0	0	- 5	- 0	0	
37	Pathankot	0	0	-	0	0	
38	Bhuntar	0	0	- 5	0	0	
39	Ludhiana	0	0	- 2	0	0	
90	Agatti	10	0		34	0	
)1	Jalgaon	0	0		0	0	
)2	Barapani (Shillong)	0	0		0	0	
)4	Bilaspur	0	0	- 5	0	0	
15	Tezpur Agra	0	0	-	0	0	
96	Baareilly	0	0		0	0	-
77	Hyderabad (Begampet)	0	0	-	0	0	
98	Shimla	0	0	-	0	0	
9	Khajuraho	0	0		0	0	
100	Pondicherry	0	0		0	0	
	Bhatinda	0	0		0	0	
	Kota	0	0		0	0	
103	Sholapur	0	0	- 2	0	0	
04	Keshod (Junagarh)	0	0		0	0	
	Safdarjung	0	0	-	0	0	
	Tezu	0	0		0	0	
	Coochbehar	0	0		0	0	
	Rupasi	0	0		0	0	
	9 Domestic Airports	1993	1440	38.4	7186	2568	
	13 St.Govt. / Pvt	Airports					
	Durgapur	0	0		0	0	
	Nasik(Hal ozar)	0	0	5	1	0	
11	Lengpui(aizwal)	34	32	6.3	73	65	12.
	Nanded	0	0	- 2	0	0	
	Jagdalpur	0	0	-	0	0	
	Vijayanagar	0	0	-	0	0	
	Bidar	0	0	-	0	0	
16	Pasighat	0	0		0	0	
	Hisar	0	0	-	0	0	
	Mundra	0	0	-	0	0	
20	Pithoragarh	0	0	-	0	0	
	Bangalore(Hal) Kurnool	0	0	-	0	0	
	3 St.Govt. / Pvt Airports	34	32	6.3	74	65	13.
méren	and the second second	-					
n)	Other Airports	0	0		.0	- 0	
_	d Total						

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC	P.O.L.	Other , Liquids	Iron Ore Incl. Pellets	Fertilizers			oal	Containers		1000	TOTAL	% VAR.	CAGR*(%)
	PERIOD	(Crude, Prod., LPG/ LNG)				RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs	Misc. Cargo		AGAINST 2020-21	BETWEEN 2019-20 AND 2021-22
SMP, KOLKATA		1												
Kolkata Dock System	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019		153 136 288	21	113 132 249	13		351 688 877	3621 3243 4182	242 200 286	1379 982 1537	5728 5281 7488	8.46	-12.54
Haldia Dock Complex	TRF APRIL-AUG., 2021	3727 3569	2014 1803 2145	825 1977 1516	95 64 64	178 140 118	95 468 995	5398 3768 6940	1587 1045 1346	78 55 75	3241 2787 2937	17160 15621 19590	9.85	-6.41
TOTAL: KOLKATA	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	3825 3669	2167 1939 2433	825 1977 1537	208 196 313	191 140 124	95 468 995	5749 4456 7817	5208 4288 5528	320 255 361	4620 3769 4474	22888 20902 27078	9.50	
PARADIP	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	14275 11716	759 621 728	10500 11696 8428	113 174 208	1719 1936 1419	11371 9584 11875	6331 3614 5340	93 101 77	5 6 3	3723 3309 2862	48884 42751 46963	14.35	
VISAKHAPATNAM	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	5550 6582	858 781 889	6717 7074 5766	0.000.000	640 355 159	3732 2241 3066	1929 1843 3735	3661 3327 3741	215 197 218	4902 3700 3264	28599 26942 28991	6.15	-0.68
KAMARAJAR (ENNORE)	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	1866 1712	52 37 65	1 00.0	53	100	8409 5469 8223	833 190 374	3716 1022 1186	193 53 61	1078 689 1326	15954 9119 13340	74.95	9.36
CHENNAI	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	1.00000	409 402 631	101 10	73	91 67 32		7	12697 8472 12144	658 439 629	1396 2167 2221	19255 14426 20715	33.47	-3.59
V.O. CHIDAMBARANAR	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	100000	364 421 531	-	83 410 102	277 155 297	3198 2940 2872	2477 2590 2390	6482 5944 7099	336 286 353	1539 1021 1605	14590 13680 15145	6.65	-1.85
COCHIN	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	7999 6116 9870	208 239 198		22	97 108 42			4045 3085 3627	289 222 261	529 495 564	12878 10043 14323	28.23	-5.18
NEW MANGALORE	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	10 100 20 20 20	946 854 688	2048 1997 2019	123 267 182	87 47 58	1699 1100 2117	364 219 410	1040 855 936	67 57 64	497 364 343	15212 14273 15058	6.58	0.51
MORMUGAO	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	200	83 33 116	2128 2018 669	36 11 17	1 2	781 466 659	3166 3257 3129	143 116 174	10 8 14	1872 1638 1386	8387 7648 6428	9,66	14.23
MUMBAI	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	13413	700 579 838	2742 2452 2814	1.001.50	37 54	2203 969 1843	80 601 963	95 61 137	9 6 12	3032 1843 3154	23455 20158 24981	16.36	-3.10
J.N.P.T.	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	1466	1170 852 1169			- 1		- 6	27633 19228 25894	2251 1545 2172	313 136 417	30447 21682 29118	40.43	2.26
DEENDAYAL	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020 TRF APRIL-AUG., 2019	22660	4239 3781 4251	77	1794 1734 2040	128 73 41	9908 5696 7147	113	3660 2848 2991	210 188 194	8307 6683 7204	52677 43665 51530	20.64	1.11
ALL PORTS	TRF APRIL-AUG., 2021 TRF APRIL-AUG., 2020	0.100m	11955 10539	25075 27291		3230 2918	41396 28933		68473 49347	4563 3262	31808 25814	293226 245289	19.54	
% Variation w.r.t. 2020-21	TRF APRIL-AUG., 2019	9.50	13.44	-8.12- 21510		10.69	43.08 38797		38.76	39.88	23.22 28820	19.54		3.00.00

(*) CAGR = Compound Annual Growth Rate between April to August 2019 and April to August 2021

WOMAN POWER IN THE BOARDROOM



Dr. Sharmila H. Amin Chairperson Globe Forwarding / Bertling Logistics

In the history of our magazine, Dr. Sharmila Amin, whom we featured earlier in 'Women in Logistics', is again being featured here for a second time, this time in 'Corporate Profile', as she eminently qualifies for both the columns. Her opinions as a woman and as a corporate honcho will be of value to our readers.

Questionnaire

(1) How long have you been in operation?

Globe Forwarding has been in this space since the past 10 years and Bertling since 1865.

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

Our primary business model is freight forwarding, more focused on Project cargo and turnkey setting up of such large infrastructure projects and plants. In India, Globe has five branches with 50 personnel.

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

relevant technology?

We try to integrate new and existing technologies into our operations for increased efficiency and productivity. The company's software division is using Artificial Intelligence (AI) and Machine Learning to augment our efforts. The process is ongoing and the benefits will eventually accrue to our clients and customers.

Digitization enabled us to go paperless in terms of documentation. We are also cashless in our statutory and other payments requirements.

Work from Home via systems is the new normal and we now release shipping documents through this mode to our global project sites.

(4) Who are your present clients?

Our clients and customers are from a specialized group of industries, including Oil and Gas, Global & Local EPCs – from Power Generation which includes Solar Power, Thermal Power, and Hydroelectric Power Generating Companies. Furthermore, Refineries, Fertilizer Plants, Major Manufacturers in multiple sectors and Infrastructure companies, complete the nature of our clientele.

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

We offer significant value addition in Project Cargo, esp., Oil & Gas, Renewable energy, Infra, Refinery projects, etc.

- Handling some Super ODC / OWC / HI.
- GIS Power stations in some of the remotest parts of India

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

The Indian project logistics industry is still in its nascent stages, as compared to the developed countries. The scope for growth is immense. One of the critical road blocks in efficient functioning of this sector has been the lack of adequate and state-of-the-art infrastructure plus the maturity and technical sophistication in their optimum use. However, the committed spend and continued thrust on capital

expenditure on infrastructure development by the government, will add impetus to the growth of the logistics sector, with Power (renewables like Solar, Wind, etc.), Mining, Petroleum and Infrastructure as key drivers. The government's push for "Make in India" initiative will further boost the manufacturing sector in India and therefore the Project Cargo business, as more companies look to start or boost their manufacturing bases in India.

Some figures to think about:

- India's logistics market is estimated at \$92 billion (around Rs.6 trillion today)
- The sector is expected to grow at 1-1.3 times that of GDP
- The transportation and logistics market in India grew at a compounded annual growth rate (CAGR) of 7.2% between 2009 and 2013, even though growth in the last pandemic stressed two years was only in the range of 4-5%,

(7) How did you cope with the destabilizing effects of Covid-19 pandemic?

We equipped our staff with all the necessary hardware and software to work remotely from home and respond to all global and domestic queries promptly.

Our client outreach was also enhanced to weekly updates for them via virtual meetings and trackers.

It was essential to operate from office with 10 % staff initially, as soon as we could, as this is a service industry with lot of paper work, which was not yet paperless. Today, we are working fulltime with all the staff.

We did try being connected via Zoom to be in touch / contact, but even that became difficult as a lot of internet communications were not aligned.

It is now a known fact that in the way forward we will have things virtual and paperless and we are geared to align ourselves for the same.

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X -

One Organization Multiple Solutions

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





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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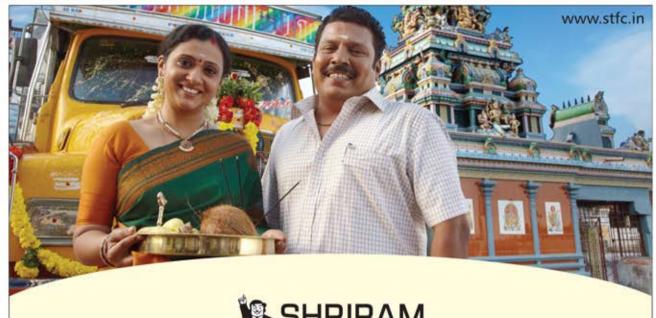














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