



परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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

Bribery At The State Borders: A Concern



Corruption in Transportation Sector-
A practical dilemma

► **Page 14**

5 Ways To Improve Customer
Experience

► **Page 24**

National Automobile Scrappage Policy is
Win-win Policy for all Stakeholders

► **Page 20**

Commercial Vehicle Volumes Set to
Pick up on Economic Revival

► **Page 31**



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contents

04 Editorial

- Can We Make A Bribe-free Nation?

06 Outlook

- Corruption Cannot Be An Option!
- Truckers Are Forced To Bribe!

10 Cover Story

- Bribery At The State Borders: A Concern

14 Industry Issue

- Corruption in Transportation Sector-A practical dilemma

16 Vote Bank Compulsions

- The Importance of Vote Banks

17 Bribery At The State Borders

- Bribery At The State Borders - Vulnerability & Apprehensions Of The State

18 Government Policies & Initiatives

- PM Lays Foundation Stone of Four Laning of Key Sections of Shri Sant Dnyaneshwar Maharaj Palkhi Marg and Shri Sant Tukaram Maharaj Palkhi Marg
- National Automobile Scrappage Policy is Win-win Policy for all Stakeholders
- Jammu Gets 25 National Highway Projects of Total Length 257 km with an Investment of Rs 11,721 Crores
- Government Sanctions Improvement and Strengthening Works of National Highways in Uttar Pradesh and Uttarakhand
- NHAI InvIT Attracts Marquee Institutional Investors

24 Build Business

- 5 Ways To Improve Customer Experience

26 Industry

- Battery, Fuel-cell Heavy Vehicles to Reduce Transport Emissions by 2.1% YOY this Decade: IEA
- UK Confirms Pledge for Zero-emission Heavy Goods Vehicle by 2040
- Ashok Leyland to Enter CNG Truck Segment in Q4; Continues to Work on Other Alternatives
- Iveco Eyes Drive into Zero Emission Trucks After Spin-off
- Daimler India to Tap Used Commercial Vehicles Biz; Partners With Shriram Automall

- Commercial Vehicle Volumes Set to Pick up on Economic Revival
- How EV Startup Rivian Compares With Tesla?
- Commercial EV Startup ELMS Cuts 2021 Production Plans, Citing Supply Chain Constraints
- British Electric Truck Startup Tevva Raises \$57 Million in Funding
- Self-driving Truck Startup Plus, Hennessy Capital Pull Merger on Regulatory Uncertainty
- Ashok Leyland Moves Towards a Green Mobility Future
- Germany's DB Schenker to Order 1,500 Electric Trucks from Sweden's Volta
- Chip Shortage to Cost Daimler Truck Billions in Revenues

40 AITWA Launches LotS

41 CSR - AITWA

- AITWA is taking care of children's schooling after the death of highway hero Vimal Tiwari

42 AITWA - IRTDA Data

44 Ethiopian Airlines Update

- Ethiopian Airlines, Boeing Sign MOU for B787 Landing Gear Exchange
- Ethiopian Partners with Industrial Development Corporation in Launching of Zambia Airways

46 Women In Logistics

48 Government Policies & Initiatives

- केंद्रीय मंत्री नितिन गडकरी ने लुटोलिम से वेरना तक चार लेन वाले मार्ग खंड का उद्घाटन किया

49 Newspaper Cutting

50 Parliament Session

52 Statistics - Air Freight

53 Statistics - Ocean Freight

54 Corporate Profile

- THE INTERNATIONAL HI-FLIER

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Can We Make A Bribe-free Nation?

Ashok Gupta



Corruption in the transport sector leads to major economic impacts. Trucks are forced to make halts in the state borders and also at the will of road transport officials and police. The delays obstruct trucks to reach their destinations on time and thus influence productivity. Due to such stoppages, the number of trips to trucks goes down by 40 per cent. The national economy is sure to get hit as 3-4 days' trip gets completed in 5-6 days.

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

Further, road transport officials and police not only put trucks on a halt but also get engrossed in ill-treatment/misbehaviour with drivers. Nearly 40 per cent of truck drivers complained of harassment by police/road traffic officials. This creates a negative impact on drivers and if the industry is facing an acute driver shortage such incidents has a lot to contribute towards it.

Also, drivers need to drive fast to make up for the loss of time and hence build a strong case of road accidents. Believe it or not, road crashes claim more lives in India than any other place in the world. In 2018, the number was over 1.5 lakh, out of which, over 15,000 victims were truck and lorry

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

Here, it is also important to mention that while corruption is practised by government officials the organized nature of the trucking operations (86 per cent consist of small entrepreneurs) is attributed to corruption. However, the question is,

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is it justified to blame the small transporters for offering bribes?

Truckers need to meet different officials for different reasons, from vehicle registration to renewal of permits, issuing of fitness certificates to facing traffic or highway police. But all these processes take a long time and at times they have to face harassment, therefore end up paying bribes. But on most occasions, officials ask for bribes, directly or indirectly. Nearly 45 per cent of fleet owners claimed this and almost 23 per cent accepted spending long hours for getting documentation done.

According to a survey conducted by

the SaveLIFE foundation across the nation found that the annual bribe amount in trucking operations is around Rs 47,852.28 crore (\$6.7 billion). This is nearly as much as the amount the government spends on setting up infrastructure in Arunachal Pradesh over five years.

The report, additionally, suggested that up to 53 per cent of truckers reported physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress and loneliness, as reported in February 2020. No doubt, stoppages have resulted in these conditions of drivers. 84 per cent of truckers surveyed do not want to recommend this job to their family or a known.

Drivers' live a very stressful and unfulfilling life, no doubt. Not only do they go through third-degree torture of police but also don't lead a respectable position in society. It's not easy to live a life with this social stigma where people always look at you down upon. All India Transporters' Welfare Association (AITWA) has reached to the government on these issues but nothing convincing is done yet. Until corruption will be uprooted from society, and in this case, road accidents are bound to happen and also the driver crisis will not be resolved. So, we request the government to find a solution to this.

X



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Corruption Cannot Be An Option!

David Cameron, former Prime Minister, UK once stated “The evil of corruption reaches into every corner of the world. It lies at the heart of the most urgent problems we face — from economic uncertainty to endemic poverty to the ever-present threat of radicalisation and extremism.” How true he was.

However, in 2020 the Corruption Perceptions Index ranked India on 86th place out of 180, reflecting a steady decline in the perception of corruption among people.

Almost every day we are thrown up the stark reality of corruption cases, harassment and extortion by law enforcers and their agents in various parts of the country. No matter how big



Corruption in India is an issue that has been affecting the economy of central, state and local government agencies in many ways. Indeed, corruption is to be blamed for stunting the economy of India. A study conducted by Transparency International in 2005 recorded that more than 62 per cent of Indians had at some point or another paid a bribe to a public official to get a job done. In 2008, another report showed that about 50 per cent of Indians had firsthand experience of paying bribes or using contacts to get services performed by public offices.

or small the event of corruption is, its impact can be witnessed in society. Ask any transporter and listen to his reaction carefully, you will always feel his inner pain. No transporter can ignore the adverse effect of corruption. Forget a regular transporter, truckers carrying essentials and goods are not privileged to take advantage of the guidelines set for seamless movement. Truckers constantly face high-handedness and harassment especially at state borders and check posts. Often truckers under the aegis of the All India Transporters' Welfare



Mahendra Arya
National President, AITWA

Association (AITWA) set the alarm of protection, stating that the situation on the ground is not ideal and that they still had to deal with extortion, corruption, misbehaviour and even FIRs.

Reports of truck drivers being misbehaved and tortured seem hard to stop coming, be it from East Indian states of Bihar and Assam or North Indian states of Punjab and Haryana. Cases of halting 300 trucks carrying fruits and vegetables worth Rs 9 crore

Reports of truck drivers being misbehaved and tortured seem hard to stop coming, be it from East Indian states of Bihar and Assam or North Indian states of Punjab and Haryana. Cases of halting 300 trucks carrying fruits and vegetables worth Rs 9 crore at the Rajasthan border and then allowing them to enter into Delhi amidst a high-voltage drama also came to the picture during COVID times

at the Rajasthan border and then allowing them to enter into Delhi amidst a high-voltage drama also came to the picture during COVID times.

In Madhya Pradesh, border check posts were activated and every truck, especially those coming from outside the state, were being extorted money in term of entry fees to the tune of Rs 2,000 to Rs 3,000.

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

Nearly 45 per cent of fleet owners claimed that authorities ask for bribes directly or indirectly and almost 23 per cent suggested spending long hours while getting documentation done. The only solution to overcome such indifferent attitude of transport department staff is to approach middlemen or touts to get their work done. As per a survey conducted by the SaveLIFE Foundation, more than half of Indian truckers have paid a bribe in the course of their work.

In India, truckers pay bribes at almost every move and the annual bribe amount in trucking operations stands at around Rs 47,852.28 crore (\$6.7 billion), as per the SaveLIFE Foundation. This figure is near to the amount the government spends on setting up infrastructure in Arunachal

Pradesh over five years.

Moreover, it is no secret that the forced stoppages on road by concerned authorities like RTO, Police, forest, GST and excise, octroi, weighing and



Moreover, it is no secret that the forced stoppages on road by concerned authorities like RTO, Police, forest, GST and excise, octroi, weighing and measuring department are for extorting money.

However, it is not only about extortion alone but also the loss in productivity due to these stoppages

measuring department are for extorting money. However, it is not only about extortion alone but also the loss in productivity due to these stoppages. It is a national concern. These meaningless stoppages create pressure on truck drivers, killing their

precious time and creating hurdles to meet the delivery deadline.

Drivers are forced to drive at higher speeds and hence increasing chances of meeting an accident. If forced delays are avoided the number of trips can go up by 40 per cent. For instance, the travel time from Delhi to Mumbai can come down to 3-4 days from 5-6 days.

In addition, such meaningless stoppages create pressure on truck drivers, killing their precious time and creating hurdles to meet the delivery deadline. A total of 4,37,396 road accident cases were registered in 2019 and around 10 per cent of truck drivers become a

victim of casualties. By curbing corruption, we will not just be able to reduce the transaction costs by 5-20 per cent but also minimize road accidents.

Further, the SaveLIFE report revealed that up to 53% of truckers reported physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress and loneliness until February 2020. Also, the drivers were in constant sleep deprivation and tiredness that this could have put their life always at risk, as a major cause of accidents.

One is left wondering why nothing is being done to curb the forced stoppages or border check posts, even after the roll-out of GST. Is it enough to cite-checking overloaded vehicles by Regional Transport Office (RTO) lobby? And, why they even don't bother to follow the central government's strict orders? Indeed, it is time for action! The government needs to be more agile and focus on resolving such challenges!

x

Truckers Are Forced To Bribe!



Ashok Goyal
Sr. Vice President, AITWA

In the last decade, India's economic progress has been remarkable. Everyone must thank the transport industry for this achievement, as it plays an unparalleled role. Today, the share of road transport in GDP is 4.66 per cent and it has become possible as 65 per cent cargo is delivered via road transports.

However, the corruption in the trucking business is holding the industry and not letting it grow further. In a report on their survey, SaveLIFE Foundation revealed that the trucking business at present is involved with Rs.47,852.28 crore bribes per year, which is very alarming.

It is believed that RTO and Police, the two key enforcement agencies, enjoy the major share. Around 88 per cent of the total bribe involved is going to them alone.

Right from getting registration to obtaining fitness certificates, enrolling on issuance to renewing interstate and national permits, truckers are required to pay bribes at every stage of their operations. A truck operator pays between Rs 211 and Rs 266 per day as a bribe at toll plazas, checkpoints, state borders or during en-route stoppages on the pretext of checking documents. And, if we calculate the total bribes paid by a single truck annually then it comes out to be Rs 79,920.

With 86 per cent small truck operators constituting this segment, corruption hurts them the most. Further, it is not about asking for bribes but the way RTO authorities and police harass these people is unimaginable. These authorities have been habitual to torture and ploy unequal means against drivers and using a third-degree method of handling routine investigations. But is it fair to treat truck drivers as petty criminals, tax evaders and the like?

In addition, police do not lodge an FIR in the first place. But, why? Why the case cannot be filed irrespective of the fact that it falls under which police station!

Don't drivers deserve a better life? They also want to lead a dignified, respected life but when they are looked down upon and had to go through the harassment of police and RTO officials even after sacrificing their family life, proper sleep, sanitation and quality food, they emotionally break down and start searching for other options as a profession. This has led to the crisis of drivers in the industry.

We all know that truck drivers form the backbone of the logistics sector. They are the most important stakeholder in ensuring smooth transportation of goods over long distances, but they still are vulnerable due to the

fragmented and informal nature of the trucking industry. The study by SaveLIFE Foundation also suggested that more than half of the respondent truck drivers are dissatisfied with their profession and 84 per cent of the respondents said they will not recommend trucking to their family members or relatives.

Two-third of the drivers feel the profession is unattractive due to the lack of security and safety on the road. They have a valid reason to think so. On average, each driver drives for about 11.9 hours a day and therefore suffers from fatigue due to long working hours. Not only that, the study exposes that truck drivers suffer from various health issues like backaches, joint/muscle pain and gastrointestinal problems.

49 per cent of the respondent drivers said they drive vehicles even if they are feeling fatigued or sleepy. This is life-threatening. Road crashes in India account for over 1.5 lakh lives, out of which, over 15,000 victims were truck and lorry drivers. And, trucks and lorries were involved in over 57,000 crashes. This was estimated in a survey conducted in 2018.

The responsibility for such an alarming figure must be taken by the transport department authorities and police also, after all, they leave no stone unturned to waste time in state borders or check posts and stoppages done deliberately.

This is a matter of concern for the transport fraternity. Indeed lives of drivers cannot be bettered if all these loopholes are not eradicated from the trucking industry.

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Group Turnover



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Strength



6000+

Vehicles/day
Managed on Road



12000

Cargo Ships
(Coastal Waters)



6

Warehouse
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12 (million sq. Ft.)

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Bribery At The State Borders: A Concern

Almost every day we read/hear about the stark reality of corruption, harassment and extortion cases. Law enforcers and their agents are behind these cases. Small or big, the impact of corruption is sharp and irreparable but unfortunately, it has become a part of society!

What is corruption

Today, corruption is very common in government as well as in private offices. It is a form of dishonesty or a criminal offence that is undertaken by a person or an organization, entrusted with a position of authority to acquire illicit benefits or abuse power for one's gain. Therefore, it has been affecting the economy of central, state, and local government agencies in many ways. Indeed, corruption is to be blamed for

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Various forms of corruption

Corruption has many faces. The prominent are being bribery, embezzlement, grafting, extortion, nepotism and favouritism, and abuse of discretion.

Bribery is the most common form of corruption. It involves some use of improper favours and gifts, exchanged for personal gains of some sort. Moreover, corruption is often found to be intertwined with embezzlement. And, it is observed that in public or private offices most people in a position of power or authority are involved in corrupt acts.

The actual reasons behind corruption are believed to be greed and selfishness. Bribery can include a range of favours like money, gifts, company shares, sexual favours, entertainment, political benefits as

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well as personal gain. One or more of such favours can inspire people to indulge in corruption and preferential treatment and also inspire them to overlook criminal activities.

Embezzlement, on the other hand, is another form of corruption. It can be seen as an act of withholding or concealing information about personal assets for illegal trading or threat. Generally, it involves people who are entrusted with the assets in question in the first place. Apart from being an act of corruption, embezzlement is also an act of financial fraud.

Grafting is another important form of corruption. It is a global form of corruption. It is also one of the most noteworthy and widespread corrupt practices in existence. Grafting refers to illegally using a politician's authority to achieve personal gains or goals. An eminent example of this would be politically influential people misdirecting public funds to meet their own selfish needs.

Another significant form of corruption is extortion. When a piece of property/ money/services is obtained forcefully or through illegal means, it is called extortion. Or, to explain it in a better way, we can say that extortion takes place by taking advantage of individuals through coercion, threats, or influence. It is very similar to blackmail.

In addition to all these, there are nepotism and favouritism, which are the oldest forms of corruption. Both of these practices involve people being favoured for a position or task due to his or her filial or familial status or ties. Further, influence peddling is another form of favouritism. In this case, one's influence is used to get work done by an authority.

The last form of corruption is an abuse of discretion, in this type the person in power uses his or her authority to bend legal proceedings.

Corruption in the road transport industry

Indian truckers pay bribes at almost

every move and the annual bribe amount in trucking operations stands at around Rs 47,852.28 crore (\$6.7 billion), as per the SaveLIFE Foundation. So, when one asks a transporter and listen to him carefully, you will always feel his inner pain. And the adverse effect of corruption can be noticed in every nook and corner of the nation. No person can deny that and no transporter can ignore its effect.

A study revealed that a truck operator pays between Rs 211 and Rs 266 per



Pradeep Singal

Chairman, AITWA

A study revealed that a truck operator pays between Rs 211 and Rs 266 per day as a bribe at toll plazas, checkpoints, state borders, or during en-route stoppages on the pretext of checking documents. And, if we calculate the total bribes paid by a single truck annually then it comes out to be Rs 79,920

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

day as a bribe at toll plazas, checkpoints, state borders, or during en-route stoppages on the pretext of checking documents. And, if we calculate the total bribes paid by a single truck annually then it comes out to be Rs 79,920. Ironically, 86 per cent of it is small truck operators, and needless to say that such corruptions hurt them the most.

Truck operators are required to bribe at every stage of their operations. Right from getting registration to obtaining fitness certificates, enrolling on issuance to renewing interstate and national permits, a trucker has to go through various stages of corruption. Nearly 45 per cent of fleet owners claimed that authorities ask for bribes directly or indirectly and almost 23 per cent suggested spending long hours while getting documentation done. The only solution to overcome such indifferent attitude of transport department staff is to approach middlemen or touts to get their work done.

Further, trucks are forced to make halts in the state borders and also at the will of road transport officials and police. The delays obstruct trucks to reach their destinations on time and thus influence productivity. Due to such stoppages, the number of trips to trucks goes down by 40 per cent. The national economy is sure to get hit as 3-4 days' trip gets completed in 5-6 days.

Not only that, drivers need to drive fast to make up for the loss of time and hence build a strong case of road accidents. Road crashes claim more lives in India than any other place in the world. In 2018, the number was over 1.5 lakh, out of which, over 15,000 victims were truck and lorry drivers. And, trucks and lorries were involved in over 57,000 crashes.

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

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Nearly 40 per cent of truck drivers complained of harassment by police/road traffic officials. This creates a negative impact on drivers and if the industry is facing an acute driver shortage such incidents has a lot to contribute towards it. But the biggest question is, how fair is it to treat truck drivers as petty criminals, tax evaders, and the like?

Moreover, police do not lodge an FIR in the first place. They provide illogical reasons to do so. It is beyond one's imagination that why a case cannot be filed irrespective of the fact that it falls under which police station!

During COVID times, not just the regular transporters but truckers carrying essential goods and commodities also had to go through harassment. They were debarred from the advantages of COVID guidelines set for seamless movement. Truckers constantly had to face high-handedness and harassment especially at state borders and check posts. All India Transporters' Welfare Association (AITWA) came to know about it and fought to deal with extortion, corruption, misbehaviour, and even FIRs.

How to end corruption

Corruption not only hinders working in an organization but also affects the economy of a country and the efficiency of various services. To stop corruption, the government must take stricter measures. Existing laws must be strictly implemented and if the need arises, new laws have to be introduced. Workplaces should be strictly monitored to prevent any unethical exchange of favours.

Until sincere efforts are not made to put an end to corruption road accidents are bound to happen and so do the issue of driver crisis will stand unresolved. This is very necessary to bring a significant change in society. And, All India Transporters' Welfare Association (AITWA) has always supported the government to resolve such issues.

We will not be able to celebrate our freedom until we are free from such evil issues. The government can give meaning to the celebration of the 75th anniversary of independence by implementing result-driven laws!

Corruption in Transportation Sector- A practical dilemma

For the past two decades, India's economic development has been spectacular. Considering that the Indian roadways handle three-quarters of all freight traffic, transportation is critical. The Indian government has made significant efforts to change the business climate and improve the ease of doing business in India. However, the on-the-ground scenario cannot be glossed over, that displays transportation as one of the sectors that is most prone to corruption. The act of corruption in the transport sector is frequent and reaches top level government officials. Corruption in the transport sector leads to major economic impacts. Thus, corruption causes large scale diseconomies and its impacts are malign to the nation.

The ugly truth of corruption is that once it takes root, it spreads across the whole system. There have been several claims of corruption in the transportation sector, such as inducements to officials for various reasons-secure driving licences without training and testing, facilitate the passage of overloaded trucks or those without valid fitness certificates, avoiding a fine for a driving violation, or even to circumvent intimidating situations, instances of corruption in the transportation sector are in vogue. Assorted acts of corruption are catered for due to lack of enough resources to stop them, as well as administrative practices that encourage such inappropriate acts just to satisfy their own greed. People seeking to transfer commodities are frequently involved in organised crime, and there is corruption even at the enforcement level in the transportation business.

Sabotaging the Nation bed- Corruption

As the number of trucks in the country grows year after year, the amount of unaccounted money that does not reach the government grows from a few crores to thousands of crores. Corrupt officials in the concerned department profit from the loss to the government treasury. With this sector's significant development, corruption has increased at a nearly comparable rate. Truckers are required to pay bribes throughout every level of their frietage. The amount of corruption in this business cannot be precisely evaluated due to the industry's unorganised character.



Starting with the lengthy documentation work like getting a permit or its renewal and other related issues involved with the purchase of a new vehicle in the offices of the transport department to moving the vehicle on the road, at each step the owner is forced to shell out money to get his work done. No surprise, if somebody refuses to pay; they are compelled to make repeated visits on one excuse or the other.

Anti-Corruption Gauges

The government should investigate the possibility of establishing a single inspection force at interstate checkpoints to issue no-objection certificates (NOC) on behalf of all departments, including transportation, police, sales tax, octroi, and other similar agencies, which are currently authorised to stop and investigate any transporter. The use of a single-window clearance would not only minimise the amount of money lost due to downtime, but it will also cut the amount of time spent physically interacting with several department authorities.

Agents and middlemen are active not just in department offices, but also on the highways. According to various reports, en-route squads are frequently not from the department, but rather are 'assigned' to collect money from truck drivers. This can be mitigated by reducing the number of checkpoints. The inspection team should keep a complete record of the vehicles they stop and inspect. The issuance of a receipt in exchange for a fine or a NOC will aid in the reduction of frequent stoppages.

Transport via e-truck the computerization of transportation agencies and their interconnection across the country will make records more standard and accessible. This will also assist to cut down on the amount of time spent at certain places. Computerized checkpoints are intended to enhance vehicle verification and truck load carrying operations. The use of electronic

weighbridges and computers to estimate penalties reduces the manual discretion of applying fines, creating difficulty and aggravation to the transporters. Minimal paperwork & documentation should be encouraged at the transport department offices, with access to all papers and prior records of the relevant vehicle and its operator on computer.

If a few individuals are entrusted with authority or knowledge that is beneficial to another entity that isn't beyond breaching the rules, corruption is likely to emerge. That entity can pay to obtain the decision, permission or approvals, or information it requires in order to make a more significant profit in the near future. The corrupt entity triumphs; the agent celebrates leaving the wider populace to suffer.

"The real cost of corruption in government, whether it is local, state, or federal, is a loss of the public trust."



To hardwire the above principles, "Lawyer on-the-Spot" (LotS) manifests itself with the aim of welfare of India's road transport fraternity at the core. Launched by the foremost apex body of India's Road Transport Sector, AITWA (All India Transporters Welfare Association) to constantly work to improve and handle the potential pitfalls of the transporters. Transport and logistics are not an easy task and we are here to help you out.

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.

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The Importance of **Vote Banks**

Zeno's paradox

This has been in existence since the fifth century BC. The Greek philosopher had proposed that in a possible sprinting contest between Achilles (great warrior and presumably the fastest runner in those times) and the slow tortoise (if given a 10% handicap at the start), notionally it is the tortoise who would always be ahead and Achilles would not be able to overtake it, under these conditions.

Mathematical proof

Since then, theorists, mathematicians, etc., have been looking for solutions to this puzzle in acceptable mathematical terms, to cite as proof of Zeno's claim.

Remember the geometry theorems in school class? Even if these were obvious to the naked eye, they needed to be mathematically proven, before we could write QED (acronym for "Thus it is proved") at the end. It was only a few years back that there were reports in the press that the mathematical model to prove Zeno's theory, had been created.

Observation / Experimental proof

To an extent a similar situation was in place when Albert Einstein's celebrated Theory of Relativity, first propounded in two papers / lectures in 1905 and 1915 and mathematically explained, was observed to be correct subsequently, over many experiments, during the rest of the century, when natural conditions made it possible.

It is with these thoughts in mind that one has to recall some calls for proof of authenticity, from some sections of our civil society for various events in the public space, even if the world at large believed them to be true.

However, in the just concluded Farmers' strike / agitation, you would have noticed that the government did not really spend time on authenticating (neither by observation nor by any hypothesis), the claims made by the

farmers about being driven to penury owing to bad laws.

After initial resistance, the government capitulated and gave in to the farmers lock, stock and barrel.

Compare this with the issues raised by Transporters for a much longer time, mainly on account of infra issues and implementation of penalties under the GST regime (not subsidies / handouts). Chakka jams, peaceful protests, representations, etc., did not move the authorities too much.

Without any doubt, the Logistics Sector plays an integral role in any supply chain. Take any industry, be it agri-products, manufacturing, engineering, healthcare, hospitality, etc., transportation companies play a key role in connecting the organizations to their clients.

The Indian Logistics sector is a fast evolving industry worth around six trillion rupees annually. Transportation by road is the primary mode of freight cargo movement in India. Nearly 65% cargo moves by road, to every nook and corner of motorable areas. Road Transport has an annual demonstrated growth potential of CAGR 7- 8 %, brought down to a little over half that during the Covid-19 pandemic.

Though major portion of the supply chain moves by road, there are a number of challenges on the route.

Road transportation proves to be quite inefficient because of poor road infrastructure, multiple check-points and congestion. In India, around 10% to 15% of product value is due to logistics costs. This is higher than the 8% to 10% in USA, major European countries, China, etc.

Roads in the remote, internal parts of the country and the hilly areas leave much to be desired and are prone to accidents and landslides.

Lack of skilled personnel in the Indian

Logistics sector is quite perturbing. The growth in the use of modern technology demands technically skilled manpower.

Another major problem is storage facility, where Cargo incurs immense damage owing to pests, leakages, etc.

Last mile delivery concepts are good mostly on paper. To ensure proper implementation, we need the appropriately skilled and compensated manpower.

The unkindest cuts

Bribes are a reality in this industry, as the alternative is to suffer extended delays, which is detrimental to their business.

Punitive penalties are levied on clerical errors in the GST regime, under section 129 of the CGST Act 2017.

Conclusion

It is not for us to speculate on the pros and cons of government decisions, but we need to reflect on the contrast in the plight of Transporters and the step-motherly treatment they have got over industry problems solutions they have been asking for a much longer period.

To my mind, the one factor that stands out in the matter mentioned is that the Kisan Union represented a significant size population, even if only from a few states, as compared to the national issue and reach of the Transporters.

The authorities need to consider the immense job creation potential of this sector, which is already the second largest employment generator.

It is high time that the powers that be look into the issues raised by the transporters sympathetically and come out with a balanced solution to ensure survival of this critically important Industry.

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Bribery At The State Borders - Vulnerability & Apprehensions Of The State

The difficulty in delivering freight swiftly within the country is typically blamed on India's highway infrastructure accompanied with administrative bottlenecks at state borders. Worse, the security checkpoints on this busy and strategically positioned stretch are a source of anxiety. Despite the significant issues provided by the cross-border movement of products and people in the context of globalisation, concern in border-related corruption is mostly restricted to customs corruption. Poor external oversight; the level of autonomy and discretionary authority border officials enjoy; high tariffs and complex regulatory frameworks that provide traders with incentives to bribe.

Bribery & Corruption is widespread on Indian routes.

Bribes are frequently paid as most transporters flout various regulations.

The Indian government has recently made significant efforts to change the business climate and improve the ease of doing business in India. The country has risen in its positions on the World Economic Forum's Global Competitiveness Index and on the World Bank's Ease of Doing Business rating. This, paired with an intensifying fight against illicit ways of acquiring money and a slew of other economic and governance changes, is helping India climb the rankings. However, the on-the-ground scenario cannot be glossed over, that displays transportation as one of the sectors that is most prone to bribery. This sector provides discretion to public officials, invites rent-seeking activities, and hides misdeeds through covert transactions. Bribery lowers the quality of transportation infrastructure. Improving the performance of public infrastructure requires strengthening effective governance. In the context of infrastructure development, a number of essential anti-corruption tactics and initiatives are worth pursuing.

The institutionalization of bribery in and beyond state borders is alarming. The bribe-taking and bribe-giving operation goes on without a hitch. Bribes are exchanged at every state border crossing, both when the truck enters and departs. The bribe-taker is frequently a

member of the Regional Transport Office, who use wooden sticks to force trucks to come to a halt. There are no questions asked, and no inspections are performed. The driver pays these individuals ranging from Rs.300 to Rs.2000 on a regular basis which contributes to a parallel black money economy disrupting the good deeds of the Government.

Transporters mainly from North East & Central India often report that they are misbehaved and tortured, according to the truckers' body which warned of disruptions & inhuman treatment. State Borders of North India create high voltage drama to let truckers inside by threatening and harassing for challans and other transportation documents including vehicle mechanics & compliances that goes beyond the prudence understanding of the drivers. The greed for quick money has blinded the corrupt and rendered the bribe takers to be insensitive to the plight of poor truckers who in line of their duty to the people of the country are maintaining the essential supply chain. In recent times, the stark reality parades with the cases of bribery, harassment and extortion by law enforcement and their agents in various parts of the country.

How to curb Bribery at the State Borders?

While it appears that the government is working on several structural reforms and putting forth initiatives to make it easier for logistic movement, it is not uncommon for projects to come to a halt due to red tapism and what may be remnants of the 'Licence Raj,' i.e. being asked for 'gifts' or illicit payments for the most basic of matters when dealing with the government's lower rungs. Given the significant likelihood of bribery in the transportation sector, it should be the responsibility of the government agencies to guarantee that enough procedures are taken to avoid, identify, and punish bribery from the beginning. Robust implementation of penalties against corrupt officials and transporters, such as debarment and sanctioning, is critical, and a rising number of transportation agencies and funders have taken this step.

Therefore, considering bribery in



transportation takes various forms, there are several countermeasures available, and all stakeholders have a role to play. Governments must guarantee that anti-corruption measures are properly implemented. Incorporating stricter anti-bribery regulations and more importantly educating the Transporters not to engage in illegal inducement/kickbacks with the Government agents and innocently consider it as a part of their routine affair. To hardwire the above principles, "Lawyer on-the-Spot" (LotS) manifests itself.

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.

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PM Lays Foundation Stone of Four Laning of Key Sections of Shri Sant Dnyaneshwar Maharaj Palkhi Marg and Shri Sant Tukaram Maharaj Palkhi Marg

P rime Minister Narendra Modi has laid the foundation stone for four laning of five sections of Shri Sant Dnyaneshwar Maharaj Palkhi Marg (NH-965) and three sections of Shri Sant Tukaram Maharaj Palkhi Marg (NH-965G) at Pandharpur in Maharashtra via video conferencing. This will facilitate the movement of Lord Vitthal's devotees coming from all over the nation and beyond to Pandharpur. In the programme, Prime Minister dedicated to the nation and laid foundation stone for 13 highway projects of total length 574 km with an estimated cost of Rs 12,294 crore. The Governor of Maharashtra Bhagat Singh Koshyari, Chief Minister of Maharashtra Uddhav Thackeray, Union Road Transport and Highways Minister Nitin Gadkari and Minister of State for Road Transport and Highways Gen. V.K. Singh were present on the occasion.

The Prime Minister said the court of Bhagavan Vitthal is equally open to everyone. "And when I say Sabka Saath-Sabka Vikas-Sabka Vishwas, the same sentiment is behind it. This spirit inspires us for the development of the country, takes everyone along, inspires us for the development of all". Reflecting on the spiritual richness of India, the Prime Minister said service to Pandharpur is the service to Narayan Hari for him. He said this is the land where the Lord resides even today for the sake of the devotees. This is the land about which Sant Namdev Ji Maharaj has said that Pandharpur is there since the world was not even created, he said.

The Prime Minister noted that the specialty of India is that from time to time, in different regions, such great personalities kept emerging and showing the direction to the country. Commenting on the social significance of the Warkari movement, the Prime Minister singled out participation of

women in the yatra with the same zeal as men as the key feature of the tradition. This is a reflection of the power of women in the country. 'Pandhari ki wari' symbolizes equality of opportunity. Warkari movement considers discrimination inauspicious and this is its great motto, said the Prime Minister.

The Prime Minister wished for three blessings from the Warkari brothers and sisters. He talked about their unabated affectionation towards him. He requested the devotees to plant trees on the Palkhi Margs. He also requested for making arrangements for drinking water along this walkway and many pots should be made available on these routes. He also desired to see Pandharpur among the cleanest pilgrimage sites in India in future.

In his welcome address, Union Road Transport and Highways Minister Gadkari said, "In Maharashtra's literature and art and culture, saints have played a big role and Pandharpur is a place that specially inspires saints. Hence, I am lucky to get a chance, as a part of the Ministry of Road Transport and Highways to build Palkhi Marg for the warkaris at Pandharpur". The Minister informed that the PM had stated in a review meeting that lakhs and crores of pilgrims visit places which are a part of our culture and heritage, and hence these places should have good roads and connectivity, be clean and especially have hygienic toilets. On the basis of these guidelines, 50 religious places around India, have been brought under the under the Bharatmala Pariyojana, stated Gadkari. "We are also trying to build roads on Manasarovar route. It will also be possible to travel to Manasarovar from India for which work is being done with full speed", he said.

"In Maharashtra, we have tried to complete roads for pilgrimage to Renukadevi temple at Mahurgad, Tulja

Bhavani temple at Tuljapur, Shree Ambabai temple at Kolhapur, Sant Eknath Maharaj birthplace a Paithan, Gajanan Maharaj temple at Shegaon and Shirdi Saibaba temple", stated Gadkari. The Minister also assured to complete the works of the road connecting Wakhari to Pandharpur, including rebuilding a railway bridge, at an estimated cost of Rs 74 crore.

Dedicated walkways for 'Palkhi' will be constructed on either side of these National Highways, providing hassle free and safe passage to devotees. An estimated cost of more than Rs. 6690 crore will be incurred for four-laning of about 221 km of Sant Dnyaneshwar Maharaj Palkhi Marg from Diveghat to Mohol in five phases across Mohol-Wakhari, Wakhari-Khudus, Khudus-Dharampuri, Dharampuri-Lonand and Lonand to Diveghat sections, while about 130 Km of Sant Tukaram Maharaj Palkhi Marg will also be four-laned in three phases from Patas to Baramati, Baramati to Indapur and Indapur to Tondale sections, for which around Rs. 4400 crore will be spent.

The highway projects also include more than 223 Km of completed and upgraded road projects, constructed with an estimated cost of over Rs. 1180 crore at different National Highways for boosting connectivity to Pandharpur. These projects include Mhaswad - Piliv - Pandharpur (NH 548E), Kurduwadi -Pandharpur (NH 965C), Pandharpur - Sangola (NH 965C), Tembhurni-Pandharpur section of NH 561A and Pandharpur - Mangalwedha - Umadi section of NH 561A.

The dignitaries present on the occasion included Union Ministers Narayan Rane, Raosaheb Danve, Ministers of State Ramdas Athawale, Kapil Patil, Dr. Bhagwat Karad, Dr. Bharati Pawar, Gen (Dr.) V.K. Singh (Retd.), Maharashtra's Deputy Chief Minister Ajit Pawar, MPs and MLAs of the state.



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National Automobile Scrappage Policy is Win-win Policy for all Stakeholders



Union Minister for Road Transport and Highways Nitin Gadkari has said that National automobile Scrappage policy is mutual win-win policy for all the stakeholders. Inaugurating the Vehicle Scrapping and Recycling Facility set up by Maruti Suzuki Toyotsu India Private Limited (MSTI) at Noida he said the policy aims at creating an ecosystem for phasing out unfit and polluting vehicles from the Indian roads and to meet this objective state-of-the-art scrapping and recycling units are needed.

The Minister said the policy will help in increasing Automobile sales, provide employment, reduce import cost, generate incremental GST revenue and help to solve the global shortage of semi conductor chip. Gadkari said policy provides an important link in creating circular economy (waste to wealth) for the country. He said three to four scrapping centres should be set up in every district.

The Ministry of Road Transport and Highways has recently launched the visionary Voluntary Vehicle-Fleet

Modernisation Program (Vehicle Scrapping Policy). This Policy is aimed at creating an ecosystem for phasing out old unsafe, polluting vehicles and replacing them with newer safe and fuel-efficient vehicles. The Ministry has also notified the Registered Vehicle Scrapping Facility (RVSF) Rules to enable setting up of modern vehicle scrapping facilities in India which can recycle the vehicles in an environment friendly manner.

The existing vehicle dismantling and recycling industry in India is unorganized and recycling of older vehicles is not done in an environment-friendly manner. This not only leads to inefficient resource management, but also non-realisation of the full value of high-strength steel alloys and recovery of valuable rare-earth metals. The existing ELV scrapping cycle has a low recovery percentage and many materials get wasted or are not properly recycled. As per unofficial industry estimates, the recovery percentage in India is about 70-75%, while global benchmarks for recovery from scrapped vehicle are in the range of 85-95%.

Since the prevailing processes in the unorganized sector for recycling/scrapping are not carried out in an environment-friendly manner, it is the endeavour of this Ministry to promote setting up of RVSF, to enable use of environmentally-friendly processes in this regard. The Vehicle Scrapping Policy thereby creates such formal business opportunity & promote scientific recycling within the scrapping industry.

The RVSF inaugurated by Minister has been set up in an area of 11,000 sqm with a capacity of handling 24,000 vehicle per year. The plant has been set up by Maruti Suzuki India Ltd in collaboration with Toyota Tshusho Group. Gadkari congratulated Maruti Suzuki and Toyota Tshoshu Group and also requested other stakeholders to come forward to create similar state-of-the-art scrapping and recycling facilities to help achieve the objectives of the Policy.

H.E. Satoshi Suzuki, Ambassador Extraordinary and Plenipotentiary, Embassy of Japan, India was also present at the inauguration function.

Jammu Gets 25 National Highway Projects of Total Length 257 km with an Investment of Rs 11,721 Crores

Union Minister for Road Transport and Highways Nitin Gadkari will lay foundation stone for 25 national highway projects of total length 257 km with an investment of Rs 11,721 crores in Jammu.

These projects will provide all weather connectivity between Jammu and Kashmir valley. These are strategically important for swift movement of defence forces along with agricultural, industrial and socio-economic progress of the region.

The projects will connect all major roads leading to various district headquarters and will help in generation of employment and self employment opportunities. The projects will involve Rehabilitation and upgradation of some sections, construction of Viaduct and tunnel and Rectification of black spots.

Addressing the gathering at Doda Gadkari said that Jammu and Kashmir has a huge tourism potential which will be strengthened through numerous projects in the coming days for boosting employment and economic development. He said these projects for which the foundation have been laid will help in the socio-economic development of the Jammu province in general and Chenab region in particular.

Gadkari said that government has framed a separate road map for the development of this region and to accelerate the development number of bridges, roads, tunnels are being constructed on war footing. He assured that the investment will be



Gadkari said that government has framed a separate road map for the development of this region and to accelerate the development number of bridges, roads, tunnels are being constructed on war footing

trippled in coming years upto 2 lakh Crore especially for Jammu & Kashmir. While talking about the

futuristic projects the Minister said that the DPR for various roads and tunnels shall be completed in the coming days.

Union Minister Dr Jitendra Singh said that this is a historic day for the Chenab region as majority of the 25 new projects which have been started are for the region.

Lt. Governor Manoj Sinha said that after 2014 especially and after abrogation of Article 370 the execution of new roads, tunnels and other basic Infrastructure has gained huge push to ensure the overall development of Jammu & Kashmir under the dynamic leadership of Narendra Modi. He said that all projects are being executed on fast-track basis and will be completed in time bound manner.

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

Government Sanctions Improvement and Strengthening Works of National Highways in Uttar Pradesh and Uttarakhand

Union Minister for Road Transport and Highways Nitin Gadkari sanctioned Widening and strengthening work of NH-334A (Purkaji – Laksar – Haridwar Road) to two-lane with paved shoulder under EPC (Engineering Procurement Construction) mode with a budget of Rs. 227.06 Crores in Uttar Pradesh. In a series of tweets Gadkari informed

about sanctioning three more projects in the state. The Minister sanctioned Widening and strengthening work of NH-330D (Sitapur to Kurain Section) to two-lane with paved shoulder under EPC mode with a budget of Rs. 505 Crores.

Development work of 6-Lane access-controlled Spur to Haridwar from Delhi – Saharanpur – Dehradun Economic corridor on Hybrid Annuity

Mode under Bharatmala Pariyojana has been sanctioned with a budget of Rs. 2095.21 Crores in Uttar Pradesh and Uttarakhand.

Improvement and upgradation work of NH-227A (Near Sikriiganj to Barhaiganj) to two-lane with paved shoulder under EPC mode has been sanctioned with a budget of Rs. 403.36 Crores.

NHAI InvIT Attracts Marquee Institutional Investors

National Highways Authority of India ("NHAI") has the largest share under the National Monetisation Pipeline. In this regard, NHAI is pleased to announce the launch of its InvIT as a mode to monetise road projects. The InvIT will initially have a portfolio of five operating toll roads with an aggregate length of 390 km, with more roads planned to be added later. These roads are located across the states of Gujarat, Karnataka, Rajasthan and Telangana. NHAI has granted new concessions of 30-years for these roads. In view of the long-term nature of the assets, the units of InvIT were placed with international and domestic institutional investors. The units have been issued under the private placement route under SEBI InvIT Regulations, 2014 at the upper valuation band of Rs. 101 per unit. The units will be listed on NSE and BSE.

NHAI InvIT attracted two international pension funds, namely Canada Pension Plan Investment Board and Ontario Teachers' Pension Plan Board, as anchor investors, who will hold 25% of the units each. The balance units were placed with a



diversified set of domestic institutional investors comprising pension funds, insurance companies, mutual funds, banks and financial institutions. NHAI has demonstrated its strong ability to attract a wide variety of sophisticated investors for the National Monetisation Pipeline.

The total enterprise value of the initial portfolio of 5 roads was pegged at Rs.8011.52 crore. NHAI InvIT is funding that through debt of Rs.2000 crore from State Bank of India, Axis Bank and Bank of Maharashtra. The balance is being funded by issuing units of Rs.6011.52 crore to international and domestic institutional investors, and NHAI as

Sponsor.

Giridhar Armane, Secretary MoRTH and NHAI Chairman said, "We are pleased that NHAI InvIT has been able to garner funds from marquee international and domestic institutional investors to support the Government of India's National Monetisation Pipeline. We welcome the two anchor investors - Canadian Pension Plan Investment Board and Ontario Teachers' Pension Plan Board, and other reputed domestic investors, into NHAI InvIT. The success of this InvIT shall go a long way in achieving Hon'ble Prime Minister's vision of developing world class infrastructure in the country."



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5 Ways To Improve Customer Experience

Transport companies keep thinking about how to stay ahead in the race of competition and also, therefore, keep changing their strategies. They study the changes in how customers buy and plan their go-to-market strategy, including a better understanding of what matters most to today's buyers.

Here are five simple steps that companies can take to improve their customer experience.

PERSONALISED MESSAGING

We know customer expectations are evolving. Even in the B2B world, every customer and prospect has specific needs. Giving customers the information they want to see will create an image of your company in a different light - as one that cares about the needs of customers. The more you attempt to understand their unique situation, the more trustworthy you will become in their eyes.

An easy way to personalize your message without writing one-on-one content is to leverage marketing automation software.

AN UP TO DATE WEBSITE WITH VALUABLE CONTENT

The communication customers have with your business plays a significant role in contributing to the overall customer experience. Part of that communication is your website, and in most cases, it is your customer's first impression of your organization. Having a website that is easy to use and communicates the information your customer is looking for is essential to creating a positive customer experience. Keep your website up to date by ensuring:

- **Site load time:** A slow load time on your site can result in a negative user experience. Slow load times can be frustrating for your users.
- **Ease of use:** Make sure the pages on your website are clean, organized and contain updated information.

- **Mobile optimized:** A report stated that 57% of all internet traffic comes from smartphones and tablets. That being said, making sure your website is optimized for mobile devices is critical.

- **Provide targeted content:** Know who your target audience is and create content accordingly. This can be done by creating buyer personas which are detailed descriptions of your target customers.

- **Provide incentives:** Provide offers or incentives like ebooks, discounts or whitepapers for your customers to establish you as a leader in the field and motivate customers to take action.

- **Be mindful of SEO best practices:** When creating content, don't just think about the customer. Think about how this content will perform on your website and follow search engine optimization (SEO) best practices to allow your content to rank well in search engine results.

CREATE A STRONG TEAM AND COMPANY CULTURE

Your employees can play a huge factor in a positive or negative customer experience. A rude or unengaged employee can be very detrimental to a business and can cause the customer to stop doing business with the company altogether. Whether you are in the office or travelling on business, every employee should reflect the company positively and respectfully. Some tips for creating a strong team and company culture include:

- **Focus on employee engagement:** If your employees have a positive outlook on the company, the positive outlook will likely radiate through their actions and engagements with customers.
- **Recruit and retain top talent:** Recruiting top talent is more difficult than it seems, especially for the transportation industry. Retention can be resolved with a smarter hiring process.

- **Become an employer of choice:** The more you work to position your company as an employer of choice, the more your company will stand out in this competitive hiring market.

ADAPT TO CHANGES IN THE INDUSTRY

It's no secret that technology in the transportation and logistics industry is evolving. Some of the advancements in technology within the industry include Telematics and GPS fleet tracking systems, ELD's (electronic logging devices) and mobile technology. Not only can these technology advancements improve the customer experience by minimizing errors and providing more transparency into deliveries, but they can also save time and money for your company as well. Along with adapting and investing in these changes within the industry, it's also important to continue to focus on your digital assets such as your website and social media channels. Waiting to invest in your digital assets can cause your company to lose important opportunities to build brand value, attract talent, create and nurture long-term client relationships and gather important information on your website visitors.

FOCUS ON CUSTOMER RETENTION AND THE COMPANY'S COMMITMENT

Customer retention refers to the actions that a company takes to retain its existing customers. A positive customer experience is a key to improving customer retention. In a competitive industry such as the transportation and logistics industry, creating loyal customers is very important. Getting their feedback is important - know what your customers liked and disliked and work towards improving them. Also, bring every employee on the same page to foresee the company's goals and objectives and to achieve the company's success and customer happiness.

CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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

Battery, Fuel-cell Heavy Vehicles to Reduce Transport Emissions by 2.1% YOY this Decade: IEA

As demand for road transportation grows, making heavy-duty vehicles like trucks and buses cleaner and more fuel-efficient is an urgent task. Currently, above 80% of heavy-duty vehicles globally are powered by diesel engines that emit high levels of particulates.

However, government policies worldwide during the outbreak of COVID-19 pandemic temporarily reduced the daily global CO₂ emissions last year. According to the International Energy Agency (IEA), the global pandemic led to decreased transport activity in 2020, reducing bus and truck CO₂ emissions by 5% from 2019.

"Although emissions are expected to rebound in 2021, for the Net Zero emissions scenario by 2050 they need to peak in the next several years and then begin to decline, averaging year-on-year decreases of 2.1% from 2021 to 2030," said IEA, reported ET Auto.

To achieve this reduction in emissions, the report added, more countries need to adopt heavy-duty fuel economy and CO₂ emissions standards as well as zero-emission vehicle mandates. The existing ones need to be made more comprehensive and stringent to spur adoption of zero-emission technologies.

Rapid electrification of buses and the deployment of hydrogen and electric medium and heavy-duty trucks, along with strategic infrastructure deployment, are needed in this decade to pave the way for large-scale battery and fuel-cell truck adoption in the 2030s, the report said.

The IEA report said that the global sales of electric buses have contracted since a high in 2016 and have

rebounded slightly from 2019 levels. In 2020, approximately 600,000 electric buses and 31,000 electric heavy-duty trucks were on the road globally. China continued to dominate both the markets in 2020, with registrations of 78,000 new electric buses, up 9% from 2019, and 6,700 new electric trucks.

Europe has the greatest number of zero-emission truck models. Electric heavy-duty truck registrations rose 23% in 2020 to about 450 and electric bus registrations increased 7% to 2,100, from a year ago.

While in North America, 580 new electric buses took to the road last year, electric heavy-duty truck registrations increased to 240.

"While electric bus registrations increased in these markets in 2020, accelerated deployment is required to expand the fleet to 8 million by 2030 to be in line with the Net Zero Emissions by 2050 pathway," the Paris-based autonomous research agency said.

Along with massive development of charging and refueling infrastructure, the sales share of battery electric and fuel cell electric heavy-duty trucks will have to scale up rapidly from well below 1% in 2020 to 30% in 2030.

Buses were the earliest and most successful case of electrification in the heavy-duty vehicle market, though manufacturers continue to respond to growing demand for zero-emission trucks – including medium and heavy freight trucks. Heavy-duty truck manufacturers such as Daimler, Renault, Scania, MAN and Volvo have all indicated their commitment to a future of zero-emission trucks, including battery and fuel cell electric models, the agency report said.

Scania recently deepened its

engagement by pledging to launch at least one new electric vehicle in the bus and truck segment every year, IEA cites. Meanwhile, the Volvo Truck and DHL freight partnership has announced plans to begin piloting a long-distance electric heavy freight truck in 2021 with plans of eventual deployment across Europe.

"Fuel cell trucks are also gaining attention, with Hyzon receiving orders for over 1,500 trucks to be delivered by 2024 to New Zealand and Europe," the IEA report added. Daimler and Volvo also plan to commence series production of fuel cell trucks from 2025 as part of a joint venture.

There is no one way to streamline R&D. But a set of supporting infrastructure and fiscal policies can provide backbone to R&D organizations. "In collaboration with truck manufacturers, governments should take stock of the competitive prospects for battery electric and fuel cell trucks by 2030, to focus R&D on the most important challenges and allow adequate time to deploy supporting infrastructure," the IEA report said.

In addition to the development of codes and standards, more R&D on components and system integration is needed to enable the commercialisation of mega chargers, electric road systems and high-throughput high-pressure hydrogen refueling stations.

The report also emphasized that the fiscal policies, such as road tolls and fuel taxes that account for the various externalities of incumbent polluting ICE technologies, can make zero-emission heavy-duty trucks more attractive for the customers.

UK Confirms Pledge for Zero-emission Heavy Goods Vehicle by 2040

All new heavy goods vehicles (HGV) in the UK will be zero-emission by 2040, the UK government has confirmed on November 10, the British High Commission (BHC) said in a statement.

This, combined with the UK's 2030 phase out for petrol and diesel cars and vans, represents a world-leading pledge to end the sale of all polluting road vehicles within the next two decades.

The UK will become the first country in the world to commit to phasing out new, non-zero emission heavy goods vehicles weighing 26 tonnes and under by 2035, with all new HGVs sold in the UK to be zero-emission by 2040, said BHC, reported ANI.

This comes as new research from Bloomberg New Energy Finance, commissioned by the UK COP Presidency and published, shows the progress made in the passenger vehicle market, which includes 31 per cent of the global passenger vehicle market is now covered by vehicle manufacturer commitments to end sales of fossil-fuel-powered vehicles, up from a near-zero share of the market at the start of 2021.

The research also shows global sales of zero-emission vehicles (ZEVs) have grown dramatically since 2019 from 2.1 million to 5.3 million. "ZEVs are forecast to be 70% of all new car sales in 2040, with this projection having doubled in the last 5 years and 19 per cent of 2020 passenger vehicles sales were in countries that now have an internal combustion engine (ICE) phase-out date, up from 5 per cent in 2019."

The British High Commission said that a group of ministers and industry leaders committed to working towards 100 per cent zero-emission new car and van sales by 2040 or earlier at Transport Day at COP26.

Twenty four countries, six major vehicle manufacturers (GM, Ford, Mercedes, BYD, Volvo, JLR), 39

cities, states and regions, 28 fleets and 13 investors all jointly set out their determination for all new car and van sales to be zero-emission by 2040 globally and 2035 in leading markets, BHC statement said.

"Also announced, a number of emerging markets and developing economies have committed to work to accelerate the adoption of zero-emission vehicles in their markets, including India, Ghana, Kenya, Paraguay, Rwanda and Turkey," it added.

According to the British High Commission, the UK government is also unveiling a new design for electric vehicle chargepoints, which could become as iconic as the Great British post box, London bus or black cab. "Showcased in the UK Pavilion at COP26 and designed together with the Royal College of Art and PA Consulting, the concept prioritises inclusivity and ease of use, designed with consumers, local government, accessibility groups and industry," the statement said.

As one of the new Glasgow Breakthroughs launched by the UK Prime Minister at the World Leaders Summit, 30 countries have agreed to work together to make zero-emission vehicles the new normal by making them accessible, affordable, and sustainable in all regions by 2030 or sooner, the statement said.

This goal is guiding the Zero Emission Vehicle Transition Council (ZEVTC), which will meet with distinguished representatives, including experts on the transition in emerging markets and developing economies, to discuss how international collaboration can support a global transition.

The council will launch its first annual action plan, which sets out areas for sustained international cooperation to accelerate the transition during 2022. Also announced, the US will join the UK as co-chair of the ZEVTC, reflecting the council's growing ambition over the coming years.

Several initiatives are being launched

to help ensure a global and equitable transition to ZEVs and support the acceleration of transport decarbonisation. This includes the World Bank's Global Facility to Decarbonise Transport - a multi-donor trust fund that will mobilise US\$200 million over the next 10 years to support the decarbonisation of road transport in emerging markets and developing economies in the Global South.

"The UK announced a £4 million initial contribution to the fund, which will support these countries to accelerate the decarbonisation of transport and build greener and more resilient economies," BHC said.

UK Transport Secretary Grant Shapps said: "From our roads to the skies, the transition to zero-emission transport has reached a tipping point. We know that transport plays a key role saving the planet from warming above 1.5°C, which is why this is the COP that will kick start our ambition for zero-emission aviation and why I'm proud to be uniting world leaders to tackle climate change - creating new opportunities for clean growth, green jobs and improved air quality right across the globe.

"To support the transition to EVs, it's integral that we have the infrastructure to support it. My vision is for the UK to have one of the best EV infrastructure networks in the world, with excellent British design at its heart."

Eighteen states from across the world, representing over 40 per cent of global aviation emissions, have also committed to work together to achieve an ambitious new aviation decarbonisation target through the International Civil Aviation Organization, as part of a new International Aviation Climate Ambition Coalition.

Together with the World Economic Forum and other governments, the UK is also leading efforts to accelerate the global uptake of sustainable aviation fuels, the BHC statement added.

Ashok Leyland to Enter CNG Truck Segment in Q4; Continues to Work on Other Alternatives



In the face of stiff competition from peers Ashok Leyland, increasing diesel prices, and to meet environmental commitments India's second largest commercial vehicle maker, is all set to play the alternative fuel game.

The Chennai-based truck maker has clear plans to launch trucks in the intermediate commercial vehicle segments powered by compressed natural gas (CNG) for the domestic market in the fourth quarter of fiscal 2021-22. The company is also continuing its works on hydrogen-powered commercial vehicles, and is open to bringing in private equity players to invest in EV business, top officials of the company said during a post-earnings media call.

"We are planning to roll out two ICV models in the CNG segment in Q4. After that we will keep launching products every quarter and stretch the offering in the LCV segment at a later stage. The government is encouraging CNG and we are ready to take this forward to ensure that in the coming years a large part of our fleet is capable of running on CNG," said CEO & MD Vipin Sondhi, reported ET Auto.

With products like BOSS LE and LX, Ecomet star, Ashok Leyland holds around 20% market share in the ICV space which caters to a range of sectors like courier, poultry, white goods, agri-perishables, and e-commerce. At present, Ashok Leyland only has Dost LCV in CNG variant.

Currently, its peers are offering wide range of CNG-based CV across the segments. While Tata Motors holds extensive CNG portfolio, ranging from 5-tonne to 16-tonne GVW, in the ICV segment, VE Commercial Vehicles (VECV) has eight CNG models, from 4.9-tonne gross vehicle weight (GVW) to 16.02-tonne GVW.

According to Gopal Mahadevan, CFO & Whole Time Director, steep rise in fuel prices makes customers take to CNG and other options.

"Within ICV, CNG vehicles have seen significant growth in recent years. The arbitrage between CNG and diesel has widened further which is why people have started to invest more in CNG vehicles," he added.

Industry experts opine that CNG offers about 70% energy cost savings and at least 20% less emissions by

vehicles. Currently, CNG costs INR 52.04 per kg in the national capital while diesel costs INR 103.97.

Sondhi also highlighted that the company has started working on hydrogen-powered commercial vehicles and will begin trials whenever the ecosystem develops.

On the electric vehicle front, the company management said that it is open to bringing in private equity players to invest in its EV business. The company board has recently approved transferring of its electric vehicles (EV) business to its step-down subsidiary Switch Mobility Automotive Ltd, India (SMAL) for INR 240 crore.

"The EV initiative is going to be extremely crucial for us. We have seen quite a bit of interest but we are waiting for the right financial and strategic partners," Gopal added.

In the July-September quarter, the company reported a consolidated loss of INR 84 crore compared to a loss of INR 96 crore in the corresponding period last year. Consolidated revenue, however, improved by 44% year-on-year to INR 5,562 crore.

Iveco Eyes Drive into Zero Emission Trucks After Spin-off

Iveco will focus on zero-emission trucks and buses and aim to act like a nimble startup as its owner CNH Industrial prepares to spin off the unit to concentrate on farm machinery and construction equipment.

In an investor presentation, Chief Executive-designate Gerrit Marx said Iveco should be seen as a "150-year-old startup" able to "outthink and outsmart" larger competitors, reported Reuters.

CNH's spin-off move mirrors a similar one by Daimler, whose truck operations will list next month, and follows the 2019 listing of Volkswagen's truck unit Traton.

Traton this year snapped up U.S. truckmaker Navistar as the sector consolidates in the face of the costly challenges of developing both fully-electric models for short-haul trucks and hydrogen fuel cells for longer distance trucks.

Iveco is Europe's second-largest player in the medium-sized commercial vehicle segment after Daimler, 2020 data provided by lobby group ACEA showed, but it lags competitors in the heavy-duty commercial vehicle market.

In its listing prospectus Iveco, which also makes specialty and defence vehicles as well as powertrains, said its spin-off from CNH would help both participate in consolidation.

Marx told a press conference Iveco would look with interest at partnerships in Asia that gave it the opportunity to share technology, mutually supply components or pursue joint development projects.



"That is a collaboration on a global scale that makes sense ... that's pretty much what we've set ourselves up for," he said answering a question on possible interest from South Korea's Hyundai and China's Geely.

Shares in CNH closed down 1.2%, bucking a 0.6% rise in Milan's blue-chip index.

CNH shareholders will receive one Iveco share for every five CNH shares. Analysts estimate Iveco could fetch a market value of around 4 billion euros. Banca Akros analyst Gabriele Gambarova said Iveco was on track on emissions and finance services, and was strong on defence vehicles and on powertrains.

"Still, my feeling is that small size and low margins make it an M&A target," he said.

Iveco said it will develop a range of fully-electric buses by 2023 and a new range of electric and fuel-cell heavy-

duty trucks by 2024.

A latecomer to electric trucks, Iveco has set up a joint venture with U.S. group Nikola to produce battery electric vehicles, starting with the Nikola Tre heavy truck and hydrogen fuel cell trucks from the end of 2023.

Iveco is targeting revenue of between 16.5-17.5 billion euros (\$18.7-\$19.8 billion) by 2026, a compound annual growth rate of 5% versus 2019, before the COVID-19 pandemic.

CNH shareholders are due to approve the demerger on Dec. 23, paving the way for Iveco shares to start trading on Jan. 3.

And it forecast an adjusted operating profit margin for industrial activities of 5.0-6.0% in 2026, up from 3.6% in 2019.

It is targeting free cash flow of 500 million euros in 2026, up from 30 million in 2019.

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

Daimler India to Tap Used Commercial Vehicles Biz; Partners With Shriram Automall

Daimler India Commercial Vehicles, the 100 per cent subsidiary of Stuttgart-based Daimler said it was expanding the exchange business portfolio, by forming a strategic tie-up with Shriram Automall India Ltd (SAMIL).

Accordingly, the 'strategic tie-up' would offer robust support to all commercial vehicle customers in exchanging their used vehicles, across the country.

Daimler India Commercial Vehicles announced a strategic tie-up agreement with Shriram Automall India Ltd to bring used commercial vehicles to the domestic CV market. The collaboration would provide a platform for customers to exchange their used vehicle of any brand for new or used BharatBenz range of vehicles, across the country, a company statement said.

"Our tie-up with Shriram Automall, a leader in the exchange business will provide ease of accessibility to pre-owned BharatBenz vehicles for customers", said DICV Vice President (Marketing and Sales), Rajaram Krishnamurthy, reported PTL.

"This tie-up will be an effective tool and a tremendous value add in

delivering top class reliable and efficient logistics solutions that meet the needs of the customer".

The strategic tie-up would offer robust support to all commercial vehicle customers in exchanging their used

vehicles with lower turnaround time, better resale value and hassle-free process. The platform would provide buyers a carefully-picked up pool of used trucks that have undergone thorough quality checks, made

available through its national dealership network.

Shriram Automall India Ltd CEO Sameer Malhotra said, "We are thrilled to get the opportunity to partner with Daimler India Commercial Vehicles, to power their exchange programme. We look forward to delivering BharatBenz' superior quality and

provide outstanding customer experience to BharatBenz Truck owners for their trade in needs".

BharatBenz dealerships through their dedicated 'exchange' team can utilise the platform of Shriram Automall India Ltd in selling customers' used vehicles, both BharatBenz and other OEMs (original equipment manufacturers), the release said.

The joint collaboration would assist dealerships in expanding their service outreach by increasing the conversions and enabling improvement of coverage in the dealership command area, the statement added.



The strategic tie-up would offer robust support to all commercial vehicle customers in exchanging their used vehicles with lower turnaround time, better resale value and hassle-free process

Commercial Vehicle Volumes Set to Pick up on Economic Revival



Commercial vehicle volumes are set to pick up with the ongoing economic revival, said ratings agency Acuite Ratings and Research, reported IANS. According to the agency, the ease in restrictions on movement of goods by various state governments and the recovery in the core infrastructure sector continued to remain positive for the CV industry.

"The combined domestic sales of Ashok Leyland, Tata Motors, and VECV witnessed a growth of 7.5 per cent YoY in September 2021," agency's Chief Analytical Officer Suman Chowdhury.

"However, the domestic sales of M&M witnessed decline in sales of 26.8 per cent YoY during the same period owing to supply challenges."

On sequential basis, the agency said that total sales of all the four CV manufacturers showed an encouraging 14 per cent MoM growth in October 2021 compared against September 2021.

"The growth in the CV industry is majorly led by a healthy recovery in domestic sales by market leaders Tata Motors and Ashok Leyland recording 3.2 per cent YoY and 13 per cent YoY growth, respectively."

"We believe that as industrial activity and the momentum of both public and private sector capital expenditure picks up further, the overall demand for CVs will continue to strengthen over the near to medium term."

In terms of domestic PV segment, the agency said that its volumes continued to reveal a slowdown in October 2021 as reported by the top 14 players in India.

The volumes recorded a contraction of 33.4 per cent YoY in the peak of the festive season primarily due to production challenges across the sector due to a severe global shortage of semiconductors.

"After a sharp decline in the previous month, the domestic sales of the market leaders, Maruti Suzuki and Hyundai both observed a significant recovery on a sequential basis although the drop in sales continue to remain on a yearly basis."

"However, the sales witnessed a recovery on a sequential basis reflecting a growth of 40 per cent MoM versus September 2021 highlighting the improved consumer sentiments, the pent-up demand factor and some impact of the festive season."

Among the major players, the agency

cited that only Tata Motors was able to clock a YoY growth of 43.6 per cent with a 31.8 per cent growth on a sequential basis due to its new product launches.

"Going ahead, the shortage of semiconductors may continue to disrupt PV sales over the next few months despite the pent up demand factor and a recovery in consumer sentiments during the ongoing festive season."

In addition, the agency pointed out that sales trajectory of the other major segment - two-wheelers - in October 2021 continued to remain weak as reflected by the volumes of the top four players in the industry.

"The overall sales declined 21.7 per cent YoY owing to the 25.7 per cent drop in domestic despatches in October 2021. Furthermore, the sequential trajectory is also not very encouraging with domestic volumes rising marginally by 0.4 per cent as against September 2021."

"We believe that the revival in the demand of 2Ws will take some more time despite the onset of the festive season given the deeper impact of the second wave of the pandemic in the rural economy."

How EV Startup Rivian Compares With Tesla?

Rivian Automotive Inc made its Nasdaq debut after raising nearly \$12 billion in an upsized offer that made it one of the largest ever initial public offerings.

Like other electric vehicle startups, Rivian aims to ride the growing demand for zero-emission vehicles to a position that rivals market leader Tesla Inc.

While further back on the growth curve than Tesla and its Chief Executive Officer Elon Musk, here is Reuters stating the areas where the Irvine, California-based Rivian and CEO R.J. Scaringe compare with the EV market leader.

Tesla, founded in 2003, is the most valuable carmaker in the world, but its stock declined recently after Musk polled Twitter users about selling 10% of his stake in the company. Despite briefly falling out of the \$1 trillion market-value club on Wednesday, Tesla rallied and its market cap now stands at \$1.05 trillion.

Rivian, founded in 2009, made its Nasdaq market debut on Wednesday after its blockbuster IPO and initially was trading with a market capitalization of nearly \$100 billion. That makes it the second most valuable U.S. automaker, ahead of General Motors Co at about \$87 billion, Ford Motor Co at about \$79 billion, and Lucid Group at about \$70 billion.

Tesla delivered more than 600,000 vehicles from January to September this year. Once two additional factories under construction open later this year, sales will rise further. Tesla's

revenue in the third quarter rose 57% to \$13.76 billion from a year earlier.

Rivian just started selling its first vehicle, the R1T pickup truck.

Tesla has assembly plants in Fremont, California and near Shanghai and is building factories in Austin, Texas,

200,000 by 2023. It has said it will build a second U.S. plant and eventually plans to add factories in China and Europe. Rivian currently employs 9,500 people.

Rivian's Scaringe told Reuters the company is aiming to build at least one million vehicles a year by the end of the decade.

Tesla's Model 3 sedan is the best-selling electric car in the world. It also offers the Model S sedan, Model X SUV and Model Y crossover. It plans to eventually offer the Cybertruck electric pickup, a second-generation roadster and a Class 8 semi-trailer truck.

Rivian currently builds the R1T pickup in Illinois and will soon add the R1S SUV as well as a delivery van for its largest shareholder Amazon.com. It has said

other vehicles off the R1 platform will be added by 2023, including lower-priced models according to Scaringe. It also plans to add other commercial vehicles on top of the Amazon van, he said.

Tesla has taken more of a go-it-alone route, vertically integrating production of battery cells and design of self-driving chips.

Rivian has a deal to provide Amazon, which has a 20% stake in the startup, with 100,000 vans by 2025. In addition, Ford, another large stakeholder, has repeatedly said its investment in Rivian is strategic, even though it previously canceled the Lincoln SUV that would have been built on a Rivian platform. Rivian also intends to vertically integrate production of battery cells.



Tesla has assembly plants in Fremont, California and near Shanghai and is building factories in Austin, Texas, and Berlin

and Berlin. At the end of last year, Tesla employed almost 71,000 people globally.

The two existing plants will have annual production capacity of 1 million vehicles by the end of 2022, and that will double once two additional plants open, according to estimates by Wedbush.

Rivian has an assembly plant in Normal, Illinois that can build 150,000 vehicles a year and will expand to



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Commercial EV Startup ELMS Cuts 2021 Production Plans, Citing Supply Chain Constraints

U.S. commercial electric vehicle maker Electric Last Mile Solutions Inc (ELMS) cut its target for the number of electric delivery vans it will build this year, citing the supply-chain constraints.

The Troy, Michigan-based company said it now expects to build between 300 and 500 of its Class 1 small electric delivery van, instead of the 1,000 it said in August it was targeting. ELMS said it would deliver the rest of those orders in the first quarter of 2022.

ELMS Chief Executive James Taylor said suppliers had been hit by

constraints, including the tighter availability of shipping containers, port congestion and delays in the freight system.

"We had really good line of sight on 300 to 500 based on where the parts were coming through the system ... but the 1,000 number was unreasonably out of reach," he said in an interview, reported Reuters.

ELMS has not revealed its 2022 full-year production targets yet.

Taylor also said ELMS, which went public in June through a reverse merger with a special-purpose

acquisition company (SPAC), is on track to launch the certified production version of the Urban Delivery van in December.

The startup, which has an assembly plant in Mishawaka, Indiana, also said its 2021 capital expenditures are expected to be in the range of \$20 million to \$25 million.

Following the small van launch, ELMS has said it plans to build a larger Class 3 truck in the second half of 2022, but Taylor said customers are pushing the company to accelerate that timeline.

British Electric Truck Startup Tevva Raises \$57 Million in Funding

British electric truck startup Tevva said it had raised \$57 million in its latest funding round to ramp up production at its new London plant and deliver its first vehicles to customers by the end of 2022.

Tevva has now raised more than \$90 million.

The British truck maker will have two zero-emission 7.5 tonne (7,500 kg) models available for customers - a battery electric model with a range of 160 miles (257 km), and an electric truck with a small reserve hydrogen fuel cell to boost its range to 310 miles if needed.

Tevva Chief Executive Asher Bennett told Reuters the backup hydrogen fuel cell would provide customers with greater flexibility in the event any of their trucks need to travel further.

As hydrogen fuelling infrastructure is still in its infancy, Tevva can provide the fuel as a service to customers.

Bennett told Reuters the company expected most customers would opt for the reserve hydrogen fuel cell because they were wary of the limited range of a pure electric model.

"We understand how the truck world operates and the huge risk of that range limit is too difficult for a lot of companies to overcome," he said.

Facing looming fossil-fuel vehicle bans, truck fleets are looking for viable zero-emission options to deliver goods to businesses and consumers.

UPS, the world's largest package delivery company, is currently using 15 test model trucks from Tevva.



Tevva intends to produce several hundred trucks by the end of 2022 and targets production of 3,000 trucks annually by 2023.

Bennett said the company planned a series of small factories to make trucks close to customers. Once Tevva's London plant is operating at scale, he said the company would look at further sites in North America and the European Union.



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Self-driving Truck Startup Plus, Hennessy Capital Pull Merger on Regulatory Uncertainty

Self-driving truck startup Plus and blank-check company Hennessy Capital Investment Corp V have called off their merger, the companies said, citing developments in the regulatory environment outside the United States.

In May, Plus said it would go public through a merger with Hennessy, in a deal that valued the startup at \$3.3 billion.

Plus is pursuing a potential restructuring of certain aspects of its business in light of developments in the regulatory environment outside of

the United States, the companies said, adding that neither will have to pay any termination fees.

"We remain optimistic that the parties can once again explore a business combination in the near term that will further advance sustainable transportation," Hennessy Capital Chief Executive Daniel Hennessy said in a statement, reported Reuters.

Founded in 2016, California-based Plus manufactures an automated



driving system for heavy trucks, called PlusDrive, that can be installed on trucks or attached as a feature to trucks in production, according to its website.

Ashok Leyland Moves Towards a Green Mobility Future

Ashok Leyland, the flagship company of the Hinduja Group and India's leading commercial vehicle manufacturer, announced several initiatives to build a green mobility future by enhancing

team to work on alternative fuel technologies and dedicated its testing facility in Hosur exclusively for alternative fuel products that emit less carbon.

"As we march towards our vision of being among the Top 10 Global CV

solutions. Future mobility is moving towards alternative fuel technology, and the Hosur Testing facility, managed by a talented and capable team will help drive Ashok Leyland's green mobility future," said Vipin Sondhi, MD & CEO, Ashok Leyland, reported ET Auto.

N Saravanan, CTO, Ashok Leyland, said, "On alternative fuel options we are already seeing a push for CNG & LNG, and expect other fuels such as methanol, hydrogen etc. to start replacing fossil fuels. At Ashok Leyland, we are working on the development of all the above alternative fuel technologies, while we continue to make our IC engines more efficient. We are committed to this path of sustainable mobility."

Powertrains are predominantly driven by IC engines using petrol or diesel. Over the next decade, alternative powertrains comprising battery electric and fuel cell Electric will emerge, and Ashok Leyland has dedicated teams focusing on the development of these future power trains.



its presence in the alternative fuel space through a slew of products starting with CNG and LNG, the company said in a release.

It has put in place a strong and capable

Makers, it is equally important that we do this sustainably. Our mission is to positively impact humanity and conserve the environment through sustainable energy and mobility

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Germany's DB Schenker to Order 1,500 Electric Trucks from Sweden's Volta

Deutsche Bahn's logistics unit Schenker will order almost 1,500 electric trucks from startup Volta Trucks to transport goods from European terminals into city centres and urban areas, said the companies, reported Reuters.

DB Schenker will use prototype electric trucks in the spring and summer of 2022 in distribution operations, findings from which will be used in the production of 1,470 electric trucks.

Those trucks will be made at a former MAN truck plant in Austria that was taken over by Steyr Automotive.

The electric trucks will operate at 10 DB Schenker locations in five countries. The companies didn't immediately provide details on the transaction's value.

Stockholm-based Volta Trucks, which also operates in the UK, plans to start production of the Volta Zero, a 16-tonne electric truck, in 2022.

Bans on fossil-fuel commercial vehicles will take effect in some European cities over the next few years, putting pressure on logistics providers to find zero-emission alternatives.

"The large-scale partnership with



"The large-scale partnership with Volta Trucks allows us to significantly increase the pace of electrification of our fleet and invest in greener transport solutions," Cyrille Bonjean, DB Schenker's executive vice president for land transport in Europe, said in a statement

Volta Trucks allows us to significantly increase the pace of electrification of our fleet and invest in greener transport solutions," Cyrille Bonjean, DB Schenker's executive vice president for land transport in Europe, said in a statement.

DB Schenker has around 74,200 employees in over 130 countries.

The latest order brings Volta Trucks' order book to around 4,500 electric trucks. Its previous biggest public order was for 1,000 trucks, from French refrigerated truck firm Petit Forestier.

Chip Shortage to Cost Daimler Truck Billions in Revenues

Daimler Truck Chief Martin Daum expects the global chip shortage to hit revenues by several billion euros this year and sees the problem continuing into next year, Automobilwoche reported.

The world's largest commercial vehicle maker, to be spun off from Daimler on Dec. 10, has outlined cost-

cutting measure aimed at boosting profit margins as it struggles with chip shortages hurting the entire sector. Daum said there would be a significant financial hit.

"It is a huge sum," Daum told Automobilwoche, saying the company would sell a "mid five-digit number" fewer vehicles than it could have. With an average price of

100,000 euros (\$113,170) per vehicle, this means several billion euros in lost revenues, reported Automobilwoche.

"We also have many vehicles sitting in the factory where just one part is missing. These deliveries are a priority because they are already sold," said Daum. He also told Automobilwoche that supply problems are likely to continue in 2022.

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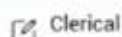
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AITWA is taking care of children's schooling after the death of highway hero Vimal Tiwari

Losing a parent at a younger age is the hardest and traumatic experience. After all, losing an attachment figure is a painful thing. The psychological effects of losing a mother or a father during formative years can really be destructive.

Generally, children who experience parental loss are at a higher risk for many negative outcomes, including mental issues (e.g., depression, anxiety, somatic complaints, post-traumatic stress symptoms), shorter

schooling, less academic success, lower self-esteem, and more sexual risk behaviors. However, if the child has a strong support system that can help him process grief, then he can still develop secure attachment and thrive. So, when Vimal Tiwari, a truck driver by profession was beaten to death by Toll plazas goons, the All India Transporters' Welfare Association (AITWA) was worried about his children and their economic and psychological conditions. AITWA then appealed to the fraternity to volunteer sponsorship of Vimal's

children. Thankfully Mr Ashish Tekriwal, owner of M/s Azad Transport Co. Pvt. Ltd, Delhi, Sh. Ram Rattan Agarwal, owner of M/s Glob Ecologistics Pvt. Ltd. and Mr. Pawan Raj Gariya, owner of M/s Maa Annapurna Transport Agency Pvt. Ltd. came forward and ensured that the children do not have to give up schooling because of their father's death. The gesture shown by the sponsors is incomparable and we hope many such good hearted people will come forward to help children without parent/s.



Akshita Tiwari
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School: Phenix International School
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Anshuman Tiwari
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Ansh Tiwari
Class: IV
School: Phenix International School
Nimiya Pokhara (Katariya),
Alawlpur, Ballia (UP)
Sponsored by:
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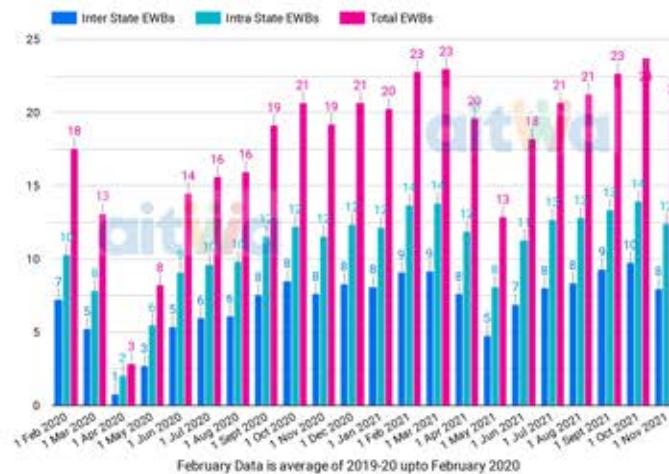
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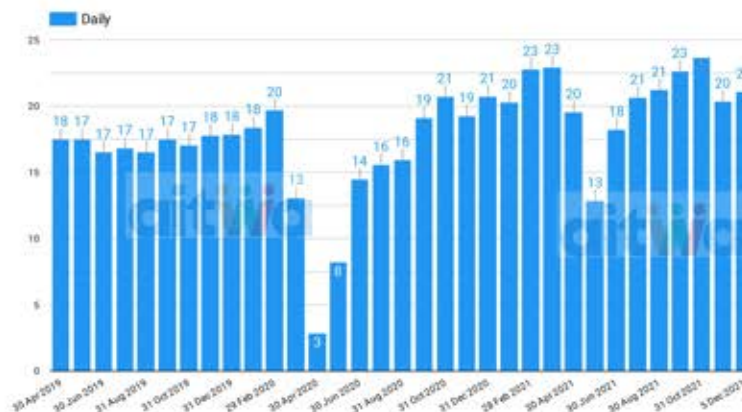


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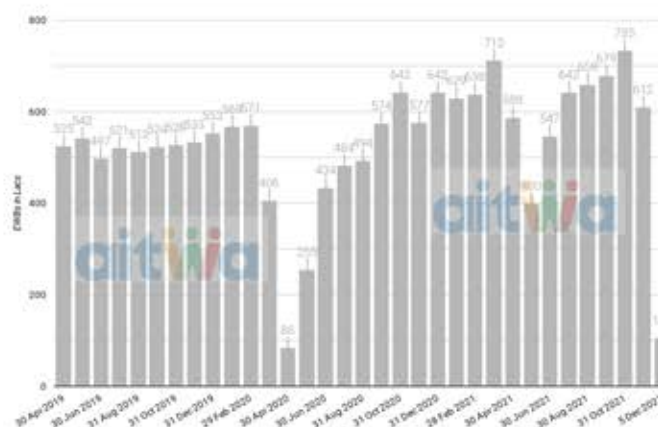
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Ethiopian Airlines, Boeing Sign MOU for B787 Landing Gear Exchange



At the Dubai Air Show, Boeing signed a memorandum of understanding with Ethiopian Airlines that will help the airline to bring cost savings to its maintenance operations with Boeing's 787 landing gear exchange program.

"As the fastest growing airline in Africa, much of our success depends on our ability to seek out new ways to drive operational efficiency in our processes," said Tewolde GebreMariam, Group Chief Executive Officer, Ethiopian Airlines. "As the commercial airline market continues to recover, we believe these services offered by Boeing provide a reliable way to realize more stability and predictability in managing our overall maintenance operations and costs across our fleet."

With the landing gear exchange program, Boeing will guarantee availability of 29 landing gear shipsets

wherever and whenever they are needed to support the Ethiopian 787 fleet, enabling more efficient and cost-effective maintenance operations.

The Boeing 787 landing gear exchange program greatly simplifies the contracting, scheduling and

The Boeing 787 landing gear exchange program greatly simplifies the contracting, scheduling and management of the landing gear overhaul process.

management of the landing gear overhaul process. Through this program, air carriers can quickly exchange landing gears that need to be repaired or overhauled with a replacement set of certified landing gear from a dedicated resource pool

maintained by Boeing.

By managing all parts, engineering and technical aspects of the program, Ethiopian Airlines will have the flexible exchange solution they need to repair and replace landing gear while lowering inventory costs. Boeing will also provide access to loaner Landing Gear shipsets and parts during unexpected AOG situations.

"We value our long-standing relationship with Ethiopian Airlines, and are pleased to be able to provide these reliable and cost-effective services to help drive efficiency in maintenance and flight operations for their fleet," said Anbessie Yitbarek, vice president of Commercial Services Sales and Marketing for Boeing. "We look forward to implementing these programs to help them reduce maintenance time and quickly return their airplanes to service, and gain the optimal value from these services."

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Ethiopian Partners with Industrial Development Corporation in Launching of Zambia Airways



Ethiopian Airlines, the largest aviation group in Africa, is pleased to announce that it has finalized preparations for the launch of Zambia's National Carrier in a joint venture with Industrial Development Corporation Limited (IDC). Ethiopian has 45 percent stake in the joint venture while Industrial Development Corporation Limited (IDC) retains 55 percent, the shareholders have contributed USD30 million in capital towards the establishment of the airline.

The new Zambia Airways (ZN) is to join African sky with its initial domestic flight from Lusaka to Ndola on 1st December 2021 and it will operate at a frequency of six and five times a week to Ndola and Livingstone, respectively. Other domestic routes to Mfuwe and Solwezi will follow before

The new Zambia Airways (ZN) is to join African sky with its initial domestic flight from Lusaka to Ndola on 1st December 2021 and it will operate at a frequency of six and five times a week to Ndola and Livingstone, respectively

introducing regional destinations, to Johannesburg and Harare, to its network within the first quarter of 2022.

Mr. Tewolde GebreMariam, Group CEO of Ethiopian Airlines remarked: "The strategic equity partnership in the launching of Zambia's national carrier is part of our Vision 2025

multiple hub strategy in Africa. Ethiopian is committed to its growth plan in collaboration with African carriers and the new Zambia Airways will serve as a strong hub in Central and Southern Africa availing domestic, regional and eventually international air connectivity for passengers and cargo to the major destinations in the Middle East, Europe and Asia, which will enhance the socioeconomic integration and tourism industry in Zambia and the region"

Through its multiple hubs strategy in Africa, Ethiopian currently operates hubs in Lomé (Togo) with ASKY Airlines, Malawian in Lilongwe (Malawi), Tchadia in N'Djamena (Chad) and Ethiopian Mozambique in Maputo (Mozambique) while having the already acquired stakes in Guinea's and Democratic Republic of Congo's national carriers.

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Women in Logistics – Ms. Rajani Tripathi



Ms. Rajani Tripathi

Director-Human Resources, South Asia
GEODIS in INDIA

Ms. Rajani Tripathi started her career in the Human Resources Department (HRD) in 2000 in Schenker India and was there for 10 years. She then moved to CEVA Logistics in 2010 with an upgradation which saw a large team of 15 people reporting to her. Here, she got a new platform wherein HRD was a business partner and not a support function being involved in important RFQs, Customer Meets and important decisions, etc.. After six years in CEVA, she joined Geodis in 2017, which has a gender ratio of 24:76 (women: men) which is much higher than the industry average.

Questionnaire

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

I have been in the industry for well over 20 years and the journey has been exciting and challenging, with each year different from learning and growing perspective.

2. How did you get inducted into

Cargo, which is essentially a male-dominated industry?

It is a myth that this industry continues to be male dominated, as I feel that women now have a place in this space too. My department is operated by women with a handful of men. Customer services, Tele-sales, Sales, Legal, Key accounts are some more examples.

My entry into the HRD was a chance event. During the interview with Schenker India, the lady representing HRD offered me an opportunity to join her team.

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

I have seen great changes, both in the current organization and Industry. There were male managers who mentored me during the initial days.

These days the focus is more on diversity. There have been multiple times when we looked for only women candidates for many positions.

For most of the team members it is the learning curve opportunity they get in any organization, rather than a manager's gender that is more important. Generally, I have not seen any resistance, so far, from any male reporting to me in my entire career.

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

I specialize in Human Resources and Personnel procurement & development in order to fit the right person at the right job.

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

Automation and implementation of new IT tools are key focus areas for us. The Covid-19 pandemic changed the dynamics of our industry and many processes are now automated with lesser documents and online approval making our life easy. Our business

never stopped during the pandemic, as the industry got digital.

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

Geodis culture is strong where all team members are treated equally, irrespective of gender, caste, race or religion. We have an active GWIN (Geodis Women in Network) group and I am its President for South Asia. This is an inclusive Network focused on improving gender balance in GEODIS Managerial teams and inspiring women to reach their full potential.

I am confident of equal opportunity to all employees here, regardless of gender and let women know that we value their interests and talents.

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

There is no rule book or policy which can guide you on these aspects, as the priorities keep shifting from managing office and personal life.

I manage my work life balance by prioritizing my day. I take out time for the family and plan short outings, periodically. I also eat healthy and exercise to be physically / mentally fit.

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

Invest in building your knowledge base. Challenge yourself to think outside your specific role. Cargo Logistics is among the fastest growing industries and you are endowed self-sufficiently with multiple competencies. Women can fit in everywhere, as they are great planners and multi-taskers.

Believe in your choices and see it through to the end.

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केंद्रीय मंत्री नितिन गडकरी ने लुटोलिम से वेरना तक चार लेन वाले मार्ग खंड का उद्घाटन किया

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री, नितिन गडकरी ने मुख्यमंत्री डॉ प्रमोद सावंत के साथ 1 नवंबर, 2021 को गोवा के वेरना में एनएच-566 पर लुटोलिम गांव से औद्योगिक विकास निगम, वेरना तक चार लेन वाले सड़क मार्ग खंड का उद्घाटन किया। 3.84 किलोमीटर लंबा सड़क खंड मिसिंग लिंक रोड है जिसका निर्माण 184.05 करोड़ रुपये की अनुमानित लागत पर किया गया है। परियोजना की कुल लंबाई 7.32 किमी है, जो लुटोलिम से शुरू होकर वेरना औद्योगिक निगम के टाइटन गेट तक जाती है। इससे पोंडा से मोरमुगाओ की यात्रा दूरी 12 किमी कम हुई है, इस प्रकार यात्रा का समय 30 मिनट कम हुआ है। लुटोलिम से टाइटन गेट तक पूरे 7.32 किलोमीटर लंबे खंड की पूरी परियोजना की लागत 229.85 करोड़ रुपये है।

नितिन गडकरी ने कहा, "प्रधानमंत्री नरेन्द्र मोदी के दूरदर्शी नेतृत्व में देश तेजी से आगे बढ़ रहा है। गोवा एक पर्यटन स्थल है, मैं चाहता हूँ कि यह एक विश्व स्तरीय पर्यटन स्थल में तब्दील हो जाए। जुआरी नदी पर अत्याधुनिक पुल का कार्य प्रगति पर है, राज्य सरकार के सहयोग से हम उस पर एफिल टावर जैसी 'दर्शक दीर्घा' का निर्माण कर रहे हैं। मैं मंत्रालय से इसके लिए निविदा जारी करने के लिए कहूंगा।"

नितिन गडकरी ने कहा कि गोवा को महाराष्ट्र और कर्नाटक से जोड़ने वाली सड़कों के लिए केंद्र सरकार पहले ही 11,000 करोड़ रुपये का निवेश कर चुकी है, इसमें 300 करोड़ जोड़कर, सरकार ने खांडेपार नदी पर एक पुल का निर्माण किया है। गडकरी ने आश्वासन दिया कि सड़क परिवहन एवं राजमार्ग मंत्रालय द्वारा 1200 करोड़ रुपये की अनुमानित लागत से छह लेन की 6.6 किलोमीटर लंबी मोपा लिंक रोड का निर्माण किया जाएगा। सड़क का काम 2023 तक पूरा कर लिया जाएगा।

केंद्रीय मंत्री नितिन गडकरी ने गोवा सरकार से बिजली पर आधारित सार्वजनिक परिवहन चलाने की अवधारणा पर काम करने को कहा। इससे हर तरह के प्रदूषण को कम करने में मदद मिलेगी।

गडकरी ने कहा कि 'सागरमाला' परियोजना के तहत तुएम औद्योगिक क्षेत्र को इलेक्ट्रॉनिक हब के रूप में विकसित करने के लिए 3,000 करोड़ रुपये का निवेश किया गया है। अगले पांच वर्षों में भारत से इलेक्ट्रॉनिक्स निर्यात 25 लाख करोड़ रुपये के होने की उम्मीद है।

एक अन्य कार्यक्रम में केंद्रीय मंत्री ने गोवा मेडिकल कॉलेज में टेलीमेडिसिन सेवाओं का उद्घाटन किया। गडकरी ने कहा, "नवाचार, उद्यमिता, विज्ञान-प्रौद्योगिकी, अनुसंधान, कौशल और सफल अभ्यासों को हम ज्ञान कहते हैं, और ज्ञान को धन में बदलना देश का भविष्य है।"

गडकरी ने आगे कहा कि टेलीमेडिसिन डिजिटल प्लेटफॉर्म उन महत्वपूर्ण प्लेटफॉर्मों में से एक है, जहां तकनीक और विशेष रूप से चिकित्सकों की मदद से हम गरीब लोगों और उन लोगों को राहत दे सकते हैं जिनके पास स्वास्थ्य सुविधाओं तक पहुंच नहीं है। लोगों के लिए प्रौद्योगिकी का इस्तेमाल बहुत जरूरी है। उत्पादन लागत को कम करने के लिए दवा के क्षेत्र में अधिक प्रतिस्पर्धा की आवश्यकता है। स्वास्थ्य के क्षेत्र में गरीब लोगों के लिए सुविधाएं उपलब्ध कराना और दवा की उपलब्धता बेहद जरूरी है। प्रौद्योगिकी का उपयोग करके हम बड़े पैमाने पर लोगों को राहत दे सकते हैं और ठीक यही टेलीमेडिसिन सुविधा का उपयोग है। 'मेडिको एक्स्पर्ट्स' द्वारा कॉर्पोरेट

सामाजिक उत्तरदायित्व के तहत गोवा राज्य में टेलीमेडिसिन सुविधा शुरू की गई है।

दिन में बाद में केंद्रीय मंत्री नितिन गडकरी ने पीएम गति शक्ति पहल के तहत सरकार द्वारा संचालित गोवा निवेश संवर्धन और सुविधा बोर्ड द्वारा आयोजित उद्योगपतियों के साथ विशेष बातचीत की। केंद्रीय सड़क, परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने सोमवार को सुझाव दिया कि गोवा को जल परिवहन को बढ़ावा देना चाहिए, जिसमें काफी संभावनाएं हैं।

इस मौके पर गोवा के मुख्यमंत्री प्रमोद सावंत भी मौजूद थे। गडकरी ने कहा कि दुनिया में बहुत सारी नई तकनीकें उपलब्ध हैं। उन्होंने कहा, "मेरा सुझाव है कि आप जल परिवहन का लाभ क्यों नहीं उठा रहे हैं। जब मैं जहाजरानी मंत्री था तब मैंने अपने स्तर पर पूरी कोशिश की लेकिन मुझे सफलता नहीं मिली।" गडकरी ने कहा कि जल परिवहन के लिए काफी संभावना है। उन्होंने यह भी कहा कि पोत परिवहन उद्योग में काफी संभावनाएं हैं और इसका एक भविष्य है। बातचीत के दौरान गडकरी ने पीएम गति शक्ति मास्टरप्लान के बारे में जानकारी दी और कहा कि सरकार सभी परियोजनाओं को 2024-25 तक पूरा करना चाहती है। उन्होंने कहा कि 2025 तक राष्ट्रीय राजमार्ग नेटवर्क को दो लाख किलोमीटर तक बढ़ाया जाएगा।

जहां तक गोवा का सवाल है, हमने 25,000 करोड़ रुपये की परियोजनाओं को मंजूरी दी है, उन्होंने कहा कि सबसे महत्वपूर्ण मुंबई से गोवा और फिर कर्नाटक तक की कनेक्टिविटी परियोजना है। उन्होंने कहा कि मंडोवी पर पुल का काम पूरा हो गया है, जबकि जुआरी नदी पर अत्याधुनिक पुल का काम चल रहा है। जुआरी नदी पर पुल सड़क निर्माण के इतिहास में एक अत्याधुनिक पुल होगा जो पेरिस के एफिल टॉवर की तरह पर्यटकों के आकर्षण का केंद्र होगा।

गतिशक्ति योजना रेलवे परियोजनाओं में 2025 तक 1600 मिलियन टन माल दुलाई क्षमता शामिल है। हमारा लक्ष्य लॉजिस्टिक लागत को कम करना है, 34,642 किमी अतिरिक्त रेल लाइन बिछानी है। इसमें दो समर्पित माल दुलाई गलियारा, 4,000 किलोमीटर के समर्पित माल दुलाई गलियारा (पीपीपी) आदि का कार्यान्वयन शामिल है।

गडकरी ने कहा कि गोवा के लिए पर्यटन बुनियादी ताकत है और बुनियादी ढांचे के कारण पर्यटन कई गुना बढ़ जाएगा। उन्होंने कहा कि गोवा में उभयचरी जलविमान, जल क्रीड़ा गतिविधि जैसी गतिविधियों को बढ़ावा दिया जा सकता है। गडकरी ने कहा कि भारत में लॉजिस्टिक लागत को कम करने की जरूरत है जिसके लिए समुद्री परिवहन पर का उपयोग अधिक होना चाहिए।

गडकरी ने कहा कि "अभी वर्तमान में, सड़क पर 70 प्रतिशत परिवहन और 90 प्रतिशत यात्री यातायात निर्भर है। हमारी नीति की मूल प्राथमिकता जलमार्ग, दूसरी रेलवे, तीसरी सड़क और बाद में विमानन है।" उन्होंने कहा कि राष्ट्रहित में हमें सड़क पर यातायात कम करने की जरूरत है। जहां तक गोवा का संबंध है, पोत परिवहन सबसे महत्वपूर्ण है और भारत में ड्रोन विनिर्माण की संभावनाएं हैं। उन्होंने कहा कि हम 350 हेलीपोर्ट बना रहे हैं और हेली एंबुलेंस शुरू करने और अंगदान को प्रोत्साहित करने का विचार है। गडकरी ने कहा कि चिकित्सा उपकरण निर्माण उन क्षेत्रों में से एक हो सकता है जिस पर गोवा विचार कर सकता है।

India's diesel demand dips in first half of November

India's diesel demand contracted by about a fifth during the first fifteen days of November from the pre-COVID levels, after a festive season led brief recovery last month, preliminary sales data of state-run refiners showed.

India's diesel consumption, which accounts for about two-fifths of the country's fuel demand, typically rises during a month-long festival season that ended earlier this month with the celebration of Diwali as diesel-guzzling trucks hit the road and industrial activity gathers pace.

Diesel consumption totalled 2.43 million tonnes between Nov. 1-15, a decline of about 15.3% from last year and down 19.35% from the same period in 2019, the data showed.

In contrast, petrol sales continued to stay above pre-COVID levels, rising to 1.04 million tonnes, as people continued to prefer using personal vehicles over public transport for safety reasons.

Petrol sales in the first half of November were up 1.2% from the same period in 2019 and rose by 0.5% from last year, the data showed.

State retailers - Indian Oil Corp, Bharat Petroleum Corp and Hindustan Petroleum Corp - control about 90% of the fuel stations in the country.

Nitin Gadkari says National automobile Scrappage policy is win-win policy for all the stakeholders

Union Minister for Road Transport and Highways Mr Nitin Gadkari has said that National automobile Scrappage policy is mutual win-win policy for all the stakeholders. Inaugurating the the Vehicle Scrapping and Recycling Facility set up by Maruti Suzuki Toyotsu India Private Limited (MSTI) at Noida. He said the policy aims at creating an ecosystem for phasing out unfit and polluting vehicles from the Indian roads and to meet this objective state-of-the-art scrapping and recycling units are needed.

The Minister said the policy will help in increasing Automobile sales, provide employment, reduce import cost, generate incremental GST revenue and help to solve the global shortage of semi conductor chip. Mr Gadkari said policy provides an important link in creating circular economy (waste to wealth) for the country. He said three to four scrapping centres should be set up in every district.

The Ministry of Road Transport and Highways has recently launched the visionary Voluntary Vehicle-Fleet Modernisation Program (Vehicle Scrapping Policy). This Policy is aimed at creating an ecosystem for phasing out old unsafe, polluting vehicles and replacing them with newer safe and fuel-efficient vehicles. The Ministry has also notified the Registered Vehicle Scrapping Facility (RVSF) Rules to enable setting up of modern vehicle scrapping facilities in India which can recycle the vehicles in an environment friendly manner.

The existing vehicle dismantling and recycling industry in India is unorganized and recycling of older vehicles is not done in an environment-friendly manner. This not only leads to inefficient resource management, but also non-realisation of the full value of high-strength steel alloys and recovery of valuable rare-earth metals. The existing ELV scrapping cycle has a low recovery percentage and many materials get wasted or are not properly recycled. As per unofficial industry estimates, the recovery percentage in India is about 70-75%, while global benchmarks for recovery from scrapped vehicle are in the range of 85-95%.

The RVSF inaugurated by the Minister has been set up in an area of 11,000 sqm with a capacity of handling 24,000 vehicle per year. The plant has been set up by Maruti Suzuki India Ltd in collaboration with Toyota Tshusho Group. Mr Gadkari congratulated Maruti Suzuki and Toyota Tshoshu Group and also requested other stakeholders to come forward to create similar state-of-the-art scrapping and recycling facilities to help achieve the objectives of the Policy.



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO - 401
ANSWERED ON 01.12.2021

NOTIFICATION ON VEHICLE SCRAPPING POLICY

401. SHRI PARIMAL NATHWANI:

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

- (a) whether Government has issued a notification on incentives and disincentives pertaining to Vehicle Scrapping Policy;
- (b) if so, the details thereof;
- (c) whether this notification will come into effect from 1st April 2022; and
- (d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) The Vehicle Scrapping Policy includes a system of incentives/dis-incentives for creation of an ecosystem to phase out older, unfit polluting vehicles. The policy is based on the criterion of fitness of the vehicle. In order to enforce provisions of the policy, rules have been issued/amended under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989. The following final notifications have been issued and uploaded on the Ministry's website:-

(i) GSR Notification 653 (E) dated 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021.

(ii) GSR Notification 652 (E) dated 23.09.2021 provides for recognition, regulation and control of Automated Testing Stations. The notification has come into force with effect from 25th September, 2021.

(iii) GSR Notification 714 (E) dated 04.10.2021 provides for upward revision of registration fee, fitness testing fee and fitness certification fee of vehicles. The notification shall come into force with effect from 1st April, 2022.

(iv) GSR Notification 720 (E) dated 05.10.2021 provides for concession in the motor vehicle tax for the vehicle registered against submission of "Certificate of deposit". The notification shall come into force with effect from 1st April, 2022.

X

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TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug		
		Aug 2021	Aug 2020	% Change	2021-22	2020-21	% Change
(A) 18 International Airports							
1	Kolkata	11284	7837	44.0	51199	30155	69.8
2	Chennai	30444	23454	29.8	144879	76939	88.3
3	Goa	410	234	75.2	1777	551	-
4	Srinagar	589	611	-3.6	3373	1256	-
5	Bhubaneswar	901	561	60.6	3898	1506	-
6	Varanasi	392	271	44.6	1563	559	-
7	Calicut	919	1243	-26.1	3608	4113	-12.3
8	Amritsar	133	71	87.3	592	196	-
9	Coimbatore	620	548	13.1	2603	1399	86.6
10	Vijayawada	222	109	-	1009	637	58.4
11	Imphal	477	228	-	2287	678	-
12	Portblair	492	134	-	1964	1255	56.5
13	Trichy	404	168	-	1691	621	-
14	Tirupati	3	0	-	3	0	-
15	Kushinagar	0	0	-	0	0	-
16	Guwahati	1720	1323	30.0	8106	3672	-
17	Jaipur	1335	1089	22.6	4812	2545	89.1
18	Trivandrum	1687	2090	-19.3	7269	6693	8.6
Total		52032	39971	30.2	240633	132775	81.2
(B) 3 PPP International Airports							
19	Ahmedabad	7393	4112	79.8	36712	15950	-
20	Lucknow	1228	866	41.8	4811	2573	87.0
21	Mangalore	318	279	14.0	1332	866	53.8
Total		8939	5257	70.0	42855	19389	-
(C) 7 JV International Airports							
22	Delhi (DIAL)	76158	65486	16.3	377021	210573	79.0
23	Mumbai (MIAL)	63078	43956	43.5	315103	168893	86.6
24	Bangalore (BIAL)	37336	27751	34.5	163904	99159	65.3
25	Hyderabad (GHIAL)	11714	9821	19.3	55577	34819	59.6
26	Cochin (CIAL)	4938	4517	9.3	22067	17029	29.6
27	Nagpur (MIPL)	728	605	20.3	2924	909	-
28	Kannur (KIAL)	0	0	-	0	0	-
Total		193952	152136	27.5	936596	531382	76.3
(D) 1 ST Govt./Pvt. INTL Airports							
29	Shirdi	0	0	-	0	0	-
Total		0	0	-	0	0	-
(E) 10 Custom Airports							
30	Patna	978	1321	-26.0	4927	3299	49.3
31	Pune	2785	2248	23.9	11197	4706	-
32	Bagdogra	727	324	-	3887	1145	-
33	Chandigarh	946	566	67.1	4258	1429	-
34	Visakhapatnam	363	244	48.8	1902	1170	62.6
35	Indore	745	419	77.8	3210	1013	-
36	Madurai	120	125	-4.0	588	292	-
37	Surat	461	189	-	2240	1459	53.5
38	Aurangabad	67	25	-	273	40	-
39	Gaya	0	0	-	0	0	-
Total		7192	5461	31.7	32482	14553	-
(F) 69 Domestic Airports							
40	Ranchi	453	454	-0.2	2111	1182	78.6
41	Raipur	604	358	68.7	2282	1032	-
42	Jammu	139	73	90.4	567	186	-
43	Dehradun	3	0	-	28	8	-
44	Agartala	361	146	-	1334	395	-
45	Gorakhpur	0	0	-	0	0	-
46	Bhopal	168	90	86.7	711	238	-
47	Udaipur	1	0	-	4	0	-
48	Dibrugarh	79	51	54.9	317	171	85.4
49	Prayagraj	0	0	-	0	0	-
50	Leh	145	106	36.8	898	280	-
51	Jodhpur	0	0	-	0	0	-
52	Vadodara	85	48	77.1	409	156	-
53	Silchar	92	40	-	299	170	75.9
54	Belgaum	4	0	-	17	0	-
55	Rajahmundry	1	0	-	2	0	-
56	Jharsuguda	3	3	0.0	16	4	-
57	Darbhanga	0	0	-	34	0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Aug		
		Aug 2021	Aug 2020	% Change	2021-22	2020-21	% Change
(F) 69 Domestic Airports							
58	Rajkot	11	0	-	33	0	-
59	Jabalpur	0	0	-	0	0	-
60	Tuticorin	0	0	-	0	0	-
61	Hubli	1	0	-	12	45	-73.3
62	Dimapur	108	14	-	223	61	-
63	Gaggal (Kangra)	0	0	-	0	0	-
64	Kishanganrh	0	0	-	0	0	-
65	Mysore	0	0	-	0	0	-
66	Kolhapur	0	0	-	0	0	-
67	Kandla	0	0	-	0	0	-
68	Gwalior	0	0	-	0	0	-
69	Kanpur (Chakeri)	13	0	-	57	0	-
70	Kalaburgi	0	0	-	0	0	-
71	Juhu	28	12	-	97	35	-
72	Cuddapah	0	0	-	0	0	-
73	Jaisalmer	0	0	-	0	0	-
74	Jorhat	1	0	-	1	0	-
75	Bikaner	0	0	-	0	0	-
76	Jamnagar	0	0	-	0	0	-
77	Salem	0	0	-	0	0	-
78	Diu	0	0	-	0	0	-
79	Porbandar	0	0	-	0	0	-
80	Adampur (Jalandhar)	0	0	-	0	0	-
81	Bhuj	0	0	-	0	0	-
82	Hindon	0	0	-	0	0	-
83	Pantnagar	0	0	-	0	0	-
84	Lakhimpur (Lilibari)	0	0	-	0	0	-
85	Pakyong	0	0	-	0	0	-
86	Bhavnagar	0	0	-	0	0	-
87	Pathankot	0	0	-	0	0	-
88	Bhuntar	0	0	-	0	0	-
89	Ludhiana	0	0	-	0	0	-
90	Agatti	15	0	-	49	0	-
91	Jalgaon	0	0	-	0	0	-
92	Barapani (Shillong)	0	0	-	0	0	-
93	Bilaspur	0	0	-	0	0	-
94	Tezpur	0	0	-	0	0	-
95	Agra	0	0	-	0	0	-
96	Baareilly	0	0	-	0	0	-
97	Hydrabad (Begumpet)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Khajuraho	0	0	-	0	0	-
100	Pondicherry	0	0	-	0	0	-
101	Bhatinda	0	0	-	0	0	-
102	Kota	0	0	-	0	0	-
103	Sholapur	0	0	-	0	0	-
104	Keshod (Junagarh)	0	0	-	0	0	-
105	Safdarjung	0	0	-	0	0	-
106	Tezu	0	0	-	0	0	-
107	Coochbehar	0	0	-	0	0	-
108	Rupasi	0	0	-	0	0	-
(F) 69 Domestic Airports		2315	1395	65.9	9501	3963	-
(G) 13 St.Govt. / Pvt Airports							
109	Durgapur	1	0	-	1	0	-
110	Nasik(Hal ozar)	34	0	-	35	0	-
111	Lengpui(aizwal)	44	27	63.0	117	92	27.2
112	Nanded	0	0	-	0	0	-
113	Jagdalpur	0	0	-	0	0	-
114	Vijayanagar	0	0	-	0	0	-
115	Bidar	0	0	-	0	0	-
116	Pasighat	0	0	-	0	0	-
117	Hisar	0	0	-	0	0	-
118	Mundra	0	0	-	0	0	-
119	Pithoragarh	0	0	-	0	0	-
120	Bangalore(Hal)	0	0	-	0	0	-
121	Kurnool	0	0	-	0	0	-
(G) 13 St.Govt. / Pvt Airports		79	27	-	153	92	66.3
(H) Other Airports							
		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)							
		264509	204247	29.5	1262220	702154	79.8

Source: A.A.I.

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

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2020-21	CAGR*(%) BETWEEN 2019-20 AND 2021-22
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs				
SMP, KOLKATA Kolkata Dock System	TRF APRIL-SEPT., 2021	116	218	-	127	13	-	361	4324	290	1824	6983	8.08	-10.69
	TRF APRIL-SEPT., 2020	145	164	-	160	-	-	707	4014	250	1271	6461		
	TRF APRIL-SEPT., 2019	378	355	21	291	6	-	943	4992	346	1768	8754		
Haldia Dock Complex	TRF APRIL-SEPT., 2021	4557	2524	845	123	186	95	6183	1872	91	3877	20262	4.52	-5.56
	TRF APRIL-SEPT., 2020	4317	2172	2304	85	185	493	4882	1285	67	3663	19386		
	TRF APRIL-SEPT., 2019	4318	2541	1582	64	150	1070	7822	1622	90	3548	22717		
TOTAL: KOLKATA	TRF APRIL-SEPT., 2021	4673	2742	845	250	199	95	6544	6196	381	5701	27245	5.41	-6.96
	TRF APRIL-SEPT., 2020	4462	2336	2304	245	185	493	5589	5299	317	4934	25847		
	TRF APRIL-SEPT., 2019	4696	2896	1603	355	156	1070	8765	6614	436	5316	31471		
PARADIP	TRF APRIL-SEPT., 2021	16539	913	11304	161	2248	13214	7255	105	5	4422	56161	7.83	0.55
	TRF APRIL-SEPT., 2020	13997	796	14622	227	2332	11388	4667	123	7	3931	52083		
	TRF APRIL-SEPT., 2019	19329	829	9941	208	1812	13516	6389	111	5	3417	55552		
VISAKHAPATNAM	TRF APRIL-SEPT., 2021	6659	1042	7530	650	734	4122	2401	4398	256	5871	33407	1.95	-1.95
	TRF APRIL-SEPT., 2020	7793	930	8686	1148	457	2494	2526	4111	245	4622	32767		
	TRF APRIL-SEPT., 2019	9203	1039	6639	1031	220	3836	4335	4488	261	3959	34750		
KAMARAJAR (ENNORE)	TRF APRIL-SEPT., 2021	2329	67	-	-	-	9822	846	4490	233	1426	18980	76.13	9.73
	TRF APRIL-SEPT., 2020	2073	52	-	-	-	6436	214	1191	62	810	10776		
	TRF APRIL-SEPT., 2019	2543	77	-	53	-	9655	408	1352	70	1674	15762		
CHENNAI	TRF APRIL-SEPT., 2021	5343	609	-	-	92	-	7	15194	787	1846	23091	25.62	-3.39
	TRF APRIL-SEPT., 2020	4351	478	-	85	79	-	-	10835	561	2553	18381		
	TRF APRIL-SEPT., 2019	6800	774	-	-	69	-	-	14204	736	2893	24740		
V.O. CHIDAMBARANAR	TRF APRIL-SEPT., 2021	218	468	-	146	364	3692	2962	7851	402	1851	17552	6.08	-1.97
	TRF APRIL-SEPT., 2020	250	472	-	450	155	3674	3073	7222	353	1250	16546		
	TRF APRIL-SEPT., 2019	310	673	-	102	306	3370	3005	8521	425	1979	18266		
COCHIN	TRF APRIL-SEPT., 2021	10040	226	-	-	139	-	-	4983	357	658	16046	27.55	-1.82
	TRF APRIL-SEPT., 2020	7604	296	-	-	108	-	-	3939	285	633	12580		
	TRF APRIL-SEPT., 2019	11331	247	-	22	74	-	-	4311	312	660	16645		
NEW MANGALORE	TRF APRIL-SEPT., 2021	9857	1229	2262	170	87	2038	364	1252	82	601	17860	8.01	-0.01
	TRF APRIL-SEPT., 2020	10145	1020	2158	312	47	1141	257	1044	70	411	16535		
	TRF APRIL-SEPT., 2019	9901	892	2296	256	58	2439	472	1120	78	430	17864		
MORMUGAO	TRF APRIL-SEPT., 2021	214	104	2233	36	-	861	3613	148	11	2177	9386	9.59	10.93
	TRF APRIL-SEPT., 2020	137	33	2148	11	-	633	3543	154	11	1906	8565		
	TRF APRIL-SEPT., 2019	311	123	714	27	-	770	3836	206	16	1640	7627		
MUMBAI	TRF APRIL-SEPT., 2021	17256	817	3098	125	-	2729	155	121	11	3641	27942	14.24	-3.65
	TRF APRIL-SEPT., 2020	16150	724	3011	203	37	1290	829	83	8	2132	24459		
	TRF APRIL-SEPT., 2019	18421	1048	3290	171	54	2125	1212	161	15	3617	30099		
J.N.P.T.	TRF APRIL-SEPT., 2021	1586	1450	-	-	-	-	-	32969	2703	346	36351	34.95	2.78
	TRF APRIL-SEPT., 2020	1726	1077	-	-	-	-	-	23935	1925	199	26937		
	TRF APRIL-SEPT., 2019	2025	1352	-	-	-	-	-	30574	2573	459	34410		
DEENDAYAL	TRF APRIL-SEPT., 2021	29304	5203	115	2068	128	11834	259	4258	247	9830	62999	18.04	1.59
	TRF APRIL-SEPT., 2020	26441	4755	77	2090	73	7031	280	3564	231	9061	53372		
	TRF APRIL-SEPT., 2019	32224	5225	277	2388	46	8199	610	3316	214	8762	61047		
ALL PORTS	TRF APRIL-SEPT., 2021	104018	14870	27387	3606	3991	48407	24406	81965	5475	38370	347020	16.12	
	TRF APRIL-SEPT., 2020	95129	12969	33006	4771	3473	34580	20978	61500	4075	32442	298848		
% Variation w.r.t. 2020-21		9.34	14.66	-17.02	24.42	14.92	39.99	16.34	33.28	34.36	18.27	16.12		
	TRF APRIL-SEPT., 2019	117094	15175	24760	4613	2795	44980	29032	74978	5141	34806	348233		-0.17

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

THE INTERNATIONAL HI-FLIER



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

This is the second time we are featuring a lady in both, the 'Women in Logistics' and 'Corporate Profile' columns, owing to their being eminently qualified for participation in both. This is a measure of maturity and commitment to diversity / inclusiveness of their organisations.

Mrs. Eshetu was appointed as ETHIOPIAN AIRLINES' Regional Director Indian Subcontinent, from January 2021 and is stationed in Mumbai.

She joined Ethiopian Airlines (ET) in Addis Ababa, Ethiopia, in May, 2000 and handled several portfolios located in various departments including Cargo, Airport, Pricing & Revenue Management. Prior to this posting, Mrs. Tigist has served as Area Manager for ET in Zambia.

Questionnaire

(1) How long have you been in operation?

Established in 1946, ET has been serving pan Africa and the rest of the world for the last 75 years.

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

Ethiopian Group is the largest aviation group in Africa and follows a diversified business model of operating passenger (pax) and cargo services. Currently, ET operates:

- 67 dedicated freighter destinations globally
- 12 dedicated freighter aircrafts
- 17,000+ employees

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

• Technology helps to elevate standards and Cargo customers' experience in terms of speed, efficiency and ease of transactions.

• Ethiopian Cargo & Logistics Services currently uses the latest Cargo IT systems (including Cargo Spot, from CHAMP) for data, information and market intelligence, with 100% e-Air waybill from its main hub Addis Ababa, while industry average is 74.5% as per the last IATA e-Air waybill penetration report.

We have introduced Mobile app to bring a real-time update through a range of self-service features, including shipment tracking, checking flight schedule, push notification when shipment is ready, book & view status of charter, search Ethiopian Cargo Products & Services and submit enquiry at the swipe of a finger.

(4) Who are your present clients?

Ethiopian Cargo & Logistics Services clients are global forwarders, integrators, manufacturers, governmental / non-governmental agencies, charterers, exporters, importers, postal authorities, etc.

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

ET provides air cargo services for both General and Special cargo, including Pharmaceuticals, Perishables,

Valuables, Live animals, Dangerous goods, Mail, Courier & Express cargo, etc..

ET expects to implement the IATA e-freight initiative by 2021 end.

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

We expect an increased demand in air cargo market which will be accommodated with the reviving of belly capacity in pax flights in addition to our dedicated freighters and preighters (pax flights temporarily used for freight by loading cargo in the pax cabins)

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

• Due to COVID-19, commercial cargo has experienced slowdown but demand for medical supplies have spurted. ET has converted 25 pax aircraft to preighters, in addition to the existing freighter fleets to support countries across the globe in their fight against COVID-19.

• ET Group has already gone the extra mile in cargo infrastructure development in terms of warehouse facility (state-of-the-art technology having close to 1-million-ton annual capacity), fleet size / mix and cargo expertise development. Therefore, during the outbreak of the pandemic, ET was already well equipped to deal with the new normal scenario. ET has operated over 450+ charter flights to combat COVID-19.

• In general, airlines have learnt a great lesson that investing in cargo business is very important, especially in a situation like COVID-19, where the pax operation almost ceased and the cargo side took the lead to rescue the airlines from a complete collapse. In this case, ET was rewarded owing to its foresight in investing in cargo infrastructure development, fleets, manpower and ICT for years to successfully navigate the challenge.

Vinod Kaul

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X

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