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Monthly Magazine of All India Transporters Welfare Association

Parivahan Praga

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Lighting System on National Highways

Page 20

First Intelligent Transport System (ITS) on 6 Lane Eastern Peripheral Expressway

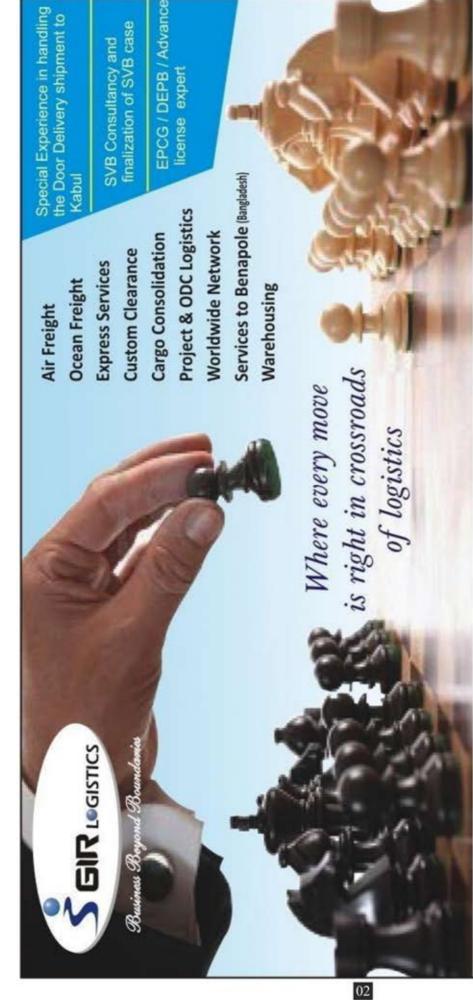
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New Year, New Thoughts From The Government?

Ashok Gupta

n the threshold of New Year, when everyone was happy to get rid of the Covid-19 pandemic and seeing off the 2021 and getting ready to welcome 2022, the news of the arrival of a new coronavirus variant, Omicron, again started a chaotic atmosphere across the globe. Businesses, including the logistics that have just started to ride on the escalator of growth, will have to again play the waiting game after the waning of the second wave of the Covid-19 pandemic. Already there were constraints in the global supply chain and challenges of fuel price hikes but this will push the businesses many steps back. Though the logistics sector's customers such as automotive companies assured it of an increase in production and asserted that the overall market can absorb the higher fuel prices, we will have to leave it to the time to see the forecast.

Transport Corporation of India (TCI), one of India's leading supply chain and integrated logistics players, also expected its net profit to grow 30%-40% and its revenue to grow 20% in FY22 but will that happen now? We will have to wait again to see that happen.

In other words, even after getting acquainted with its name, Covid-19, for two years now, we haven't found any solution to deal with it. Its influence remains harsh. Its impact remains irreparable. And, ironically, the government ends up with another lockdown every time it emerges.

However, people have shown a lot of courage and will to live life and outplayed Covid-19 with a few industries. It feels great to be part of an industry that has been one of the driving forces to beat Covid-19, no matter how deadly is it.

The logistics sector has effectively delivered essential medical commodities to daily required foodstuffs to common men during the crisis. The trucks have been moving across the length and breadth of the country and helping people in every possible way, without giving a second thought to the risk of their lives.

But some people see these emergency times as opportunities. They not only stop essential medical carriers regularly but also mentally torture and physically harass truck drivers. Unfortunately, these culprits wear the uniform. While truck drivers make every effort to deliver oxygen, medicines and medical kits to hospitals is the priority how can police or RTO officials delay it? The government should strictly deal with them.

Further, why does an industry that is one of the backbones of the Indian economy and whose every move counts, and on which every individual rely upon the need to go through strain and pain? Why drivers are made to move from one police station to another to lodge an FIR about the loss of goods, accidents, etc. Why the government is unable to take a step to eliminate the pretexts of police to force drivers to offer a bribe? Won't an app to lodge an FIR that automatically can locate the police station under whose jurisdiction the case shall fall be helpful?

Moreover, if the government can think of promoting waterways and railways, why roadways is excluded from that? A unified tariff structure is required for the logistics sector to reduce complexities in multi-modal transactions.

The existing logistics cost of India is another issue that is pushing the sector



backwards. With 14% gross domestic product (GDP), which is between 8%-10% in the US and Europe, this is a concern. But if the government taxes are overlooked, the transportation cost in India is one of the lowest across the globe. The government should think on this line.

And, isn't asking for 28% GST for a tyre is too much? The government should know that logistics service providers do not bear the brunt from their pocket and eventually ask it from customers. So, why stop the inflow of revenue?

Further, we know India has multiple states and the labour laws of each state are different from one another. Be it is related to warehousing or agriculture logistics. Isn't it adversely impacting the delivery of logistics services?

Additionally, the government should know that goods carriers are never safe at any point in time, due to the defragmented nature of our highway system. Sometimes corrupt policemen license the robbers to loot a vehicle and sometimes robbers themselves take the action. Proper restrooms with parking and other facilities near highways and on a regular interval can enhance the logistic sector.

Besides, the cost of a truck is high and so is the bank interest for a loan. If the government can plan to lower the interest rate it would do a world of good to small truck operators.

In short, to develop a healthy logistic sector the government has to take a lot of initiatives. The above mentioned are a few. The list will add the E-way bills system and its loopholes also. Hope we see a sea of change in 2022!





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A Lot Can Happen With A Changed Perception!

Will The Government Go That Far?

...I have promises to keep and miles to go before I sleep!

Thinking in the same line as Robert Frost, Indian truck drivers have always shown the vigour and zest to fulfil their commitments towards society. During the first and second waves of Covid-19, they were the pillars of hospitals and medical centres who stood up to take on the battle against the dangerous coronavirus. Without giving a second thought to the risk of their lives, they were delivering oxygen, medicines, medical kits and essential goods to save lakhs of lives.

But look at the cruelty of humanity, while truckers, across the globe, were recognized for their work ethic and dedication to their jobs, Indian drivers were left alone. Sad that their roles were not appreciated while many from other fields were honoured for their work in the communities.

The discrimination doesn't stop here. Drivers are treated like criminals and looked down upon by the police and RTO officials. They may not be the ones with a good educational background but they do take pride in the values. On the other hand, RTO and police officials are qualified, so, applying third-degree torture on drivers even if they have committed some small mistakes is unacceptable. They also are humans and an error may happen in the documentation but that does not mean police and RTO personnel have the right to torture, harass or force someone to offer a

bribe.

It is beyond our imagination that why the government has decided to keep mum even after knowing about these illegal activities. The union state minister for road transport Sh. V K Singh himself has claimed that two-thirds (67%) of the drivers across India admitted to having bribed traffic or highway police personnel on the road. In a time when the Road Goods Carrier industry is struggling to overcome the driver crisis, how can government officials even think of committing such heinous crimes?

The government also shows a deaf ear to organizations like All India Transporters Welfare Association (AITWA) which works for the betterment of transporters and their employees. Even after several appeals from AITWA, nothing has been done to facilitate drivers with roadside amenities such as clean restrooms, hygienic eateries, vehicle parking stands and public utilities all under one ambience.

In India, drivers are expected to brave their lives. They need to define life every moment. The trucks available here lack the basic safety features, forget a modern truck with the latest features. Though they do have cabins how can poor cabin ergonomics help? The life of a driver is always at risk with the pressure to deliver the cargo on time, without any damage.

However, the top five reasons for job dissatisfaction of a driver are long



Mahendra Arya National President, AITWA

working hours, no fixed salaries or standardisation of wages, exploitation and corruption by enforcement authorities, poor condition of road infrastructure, and bad behaviour of the police. In addition to all these, 53% of truck drivers are reported of having physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress and loneliness.

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

Highway robbery is another issue that drivers face on a routine basis. The defragmented nature of our highway system always kept goods carriers far from safe. While corrupt policemen license the robbers to loot a vehicle at

times robbers themselves come to force sometimes. Needless to say, the life of a driver is always at stake.

Besides rising driverrelated issues AITWA has also pinpointed the ineffectiveness of the E-way bill to the government in 2021. Eway bills were introduced to promote the 'ease of doing business, stop evasion of tax and seamless movement of the trucks'

that can increase per day mileage of trucks. Though it has bettered the transport movements and helped them move seamlessly, it is in a restricted capacity.

Moreover, section 129 of the e-way bill is impractical and so has provisions for levying huge and unreasonable penalties, and detention and seizure of the vehicle and goods just because of minor mistakes (where there is no evasion or intention of tax evasion) is hurting the transport business hard. Therefore transporters want abolishment or recraft of section 129 of GST.

A few loopholes of the bill are:

 Even if a vehicle reaches the destination on time but parks outside the gate of the warehouse due to Sunday/holiday or lack of space or any inevitable reason, then, the GST official can get hold of the vehicle and penalize in the pretext of documents being wrong and slap a penalty of 100 per cent of goods' value plus tax. If the consignor/ consignee come forward the penalty could be 100 per cent GST plus 100 per cent of tax value. How fair



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is it to ask the owner to pay in lakhs though the freight cost may be in thousands?

 Journey of 200 km/day - The bill demands transporters to cover a journey of 200 km/day, which is achievable but what if some factors come on the way to meet this? Accidents, traffic jams, no entry on the road, dharna padarshan, and drivers'

> issues are not new in India and anyone out of these can traffic diversion, which may delay the delivery.

> Validity of E-way
> bill – An E-way bill
> comes with a validity
> period, which generally
> expires at the midnight.
> Though the provision is
> made to extend it by 8
> hours, it is hardly of any
> benefit as on most
> occasions finding an
> official to extend the
> validity is difficult. In
> this situation, a hefty

amount (up to 200 per cent of the tax value or 100 per cent of invoice value under the CGSTAct) is penalized.

 Fatal road accidents - Since the drivers would need to drive faster to prevent penalties, the E-way bill rules can lead to a fatal road accident.

Further, transporters have a solution to cut down the logistics cost. According to the fraternity if the government cut down its taxes transportation cost in India is one of the lowest across the globe. The existing logistics cost of India stands at around 14% of gross domestic product (GDP), which is between 8-10% in the US and Europe. Transporters believe a lot can be expected from the government in 2022 if it sees all the concerns from their shoes. Hope the industry grow in the new year and create more employment. Also, let's be optimistic that the drivers need not think of leaving the driving profession and the crisis for the industry ends. Hope 2022 brings all the best things to the industry

and all!

The Hope Of Change, 2022!

he Logistics Sector is one of the fast-evolving industries in India. It plays the most integral role in any sector's supply chain. From healthcare to hospitality and manufacturing industries, the role of transportation companies to connect organizations to their clients is very crucial. However, their growth does not come so easily and they need to overcome a lot of challenges.

In India, transportation by road is the primary mode to carry goods from one place to another. Nearly 60 per cent of cargo moves by road. The railways, on the other hand, moves 26 per cent of freight, owing to over-saturated rail networks and high rail tariffs. However, it is believed that increasing the use of rail can significantly reduce the cost of logistics in India. But, the reality is that there is limited room for growth given the prevalence of shorthaul movement of goods in India.

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

Even if these two modes reduce the transportation cost, won't roads be used to reach the end-users? All will agree that majority of the supply chain moves by road but it is not without a fair amount of hiccups. Road transportation is thought to be quite inefficient because of poor road infrastructure, multiple checkpoints, and congestion.

These are also the reasons that drivers are required to overwork. Forced to meet the time limit, they often have to perform extra work; a normal 8 hours duty frequently becomes a 12 to 16 hours duty per day. This leaves drivers tired and prone to drowsiness, which eventually results in deadly accidents.

However, the police without considering the mental health of drivers take them to custody to beat them up. Drivers stay away from home for days together, so, love and affection mean a lot. But when they don't receive these even after giving up

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

quality food, proper sleep and sanitation they feel betrayed. It is here when they emotionally break down and search for other options as a profession.

If driver scarcity is an issue today, it has a lot to do with all these. Moreover, it has been two years now that people have been living with the dangerous coronavirus. But drivers have always come forward, risking their lives, to deliver medical equipment and medicines to medical stores and hospitals.

Drivers are not just ordinary people,



Ashok Goyal Sr. Vice President, AITWA

they are highway heroes. Therefore the government will have to sincerely consider improving their social security. Transporters have already appealed that all truck drivers be covered under a health insurance scheme and an accident cover scheme, and some sort of scheme that can cover their families in case of loss of life due to an accident.

Also, thought must be put to build new highway infrastructure. It was suggested that there should be proper rest stops at every 100 km. Proper parking bays with security, suitable grooming and resting places, and clean food and water. Further, the implantation of modern cat eyes will help to avoid road accidents.

In addition, the use of digital technology must be made compulsory as it would help to curb corruption in a big way. Transparency can be acquired through dashboard cameras. Plus, an alarm system can alert the driver and the fleet operator in case of fatigue, and help avoid accidents.

The government must plan out to offer benefits to drivers and the transport industry. It will also have to seriously consider recrafting of E-way bills system after all the transport industry is fluxed with semi-literate employees. The road transporters, as one of the pillars of the Indian economy, appeal to the government to make the transport business a viable option rather than showing a deaf ear. Hope 2022 will bring the much-needed change!















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KEY FACTS

Group Turnover



\$600 Mn. (in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400 +

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Good Bye 2021: Welcome 2022!

onsumer demands are changing across all industries and the logistics industry is no exception. It may be dynamic but it is also bracing itself to keep up to the challenge and to meet expectations of the end consumer and ever-changing laws of the central government. For developed counties adapting to such change is not that tough but for a developing nation like India, such a model has its challenges.

In 2022, an estimated 820 million users will own and use smartphones, an unmatched increase in number in smaller towns and villages. There will be a growing demand for deliveries in unreached locations. Interestingly, most industries are preparing to capture these markets (villages and

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small towns) but the focus will be on the logistics sector, precisely, the supply chains.

Currently, though India is one of the largest supply chain and logistics sectors globally the market scenario of these sectors is not in its best shape. Costing has been a major factor that is ruining the competitiveness of goods and destabilizing the financial equation of each individual. And, serving these potential customers will be a challenge.

Believe it or not, presently, 60-65 per cent of the logistics cost is of fuel. When the fuel price goes up, the logistics cost also moves up. But, why is the fuel price 'unreasonably' high in India even when our neighbouring countries have far below the price? Isn't it because of the taxes (excise



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duty and VAT – which varies from state to state)?

A vehicle running 80000 km at an average of 4km per litre spends 20000 litres per year at the cost of around Rs. 880000. But the notable thing is that the price of one-litre diesel to dealers

A vehicle running 80000 km at an average of 4km per litre spends 20000 litres per year at the cost of around Rs. 880000. But the notable thing is that the price of one-litre diesel to dealers (excluding VAT and excise) is just half of what an end-user end up paying

(excluding VAT and excise) is just half of what an end-user end up paying. The government should not levy such a hefty tax on fuel, which eventually adds to the logistics cost. If the government taxes are overlooked the transportation cost in India is one of the lowest across the globe.

Then, there is toll tax! Understandably, quality roads are necessary for a faster, safer and hassle-free drive. But does that mean a commuter spends a large amount on toll taxes? For instance, the Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/ km. And, the toll tax increases with the size of the vehicle. So, a lot of money is charged that is payable by only the consumer. Further, the time wasted on the due course is another



Pradeep Singal Chairman, AITWA

disadvantage for commuters. In this situation, can we think of reaching interior and interior locations?

Further, Indian truckers need to pay bribes at almost every move and the annual bribe amount in trucking operations stands at around Rs 47,852.28 crore (as per the SaveLIFE Foundation report). So, an adverse effect of corruption can be noticed in every nook and corner of the nation. This also means that meeting the demands of end-users of the rural sector will not be that easy.

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. Ironically, 86 per cent of it is small truck operators, and needless to say that such corruptions hurt them the most.

In most occasions, road transport officials and police are found on the wrong side. They are the ones who force trucks to make a halt in the state borders and obstruct vehicles to reach destinations on time and influence productivity.

The loss is not just limited to productivity but lives as well. Because to make up for the loss of time drivers drive fast and hence build a strong case of road accidents. Believe it or not but road crashes claim more lives in India than any other place in the world.

The scarcity of drivers will also act as a hurdle to serve the discerning consumers from small towns and villages. For long drivers are treated like criminals and looked down upon by the police and the RTO officials. They may not be the ones with a good educational background but they do take pride in their values.

Applying third-degree torture, harassment or forcing to offer a bribe, even if they commit some small mistakes is unacceptable. They also are humans. They are our highway heroes, who are the backbones of our transport sector. They are the ones who reach every nook and corner of the country to deliver all the daily needs, right from vegetables to medicines.

In the process, most of them are overworked. A normal 8 hours duty frequently becomes a 12 to 16 hours duty per day. This leaves drivers tired and prone to drowsiness, which eventually results in deadly accidents. Indian drivers, unlike their counterparts from western countries, are expected to brave their lives. They need to define life every moment. And, the police without considering their mental health take them to custody to beat them up.

Furthermore, Indian drivers do not

enjoy even the necessities of a truck. Though trucks come with cabins the

Furthermore, Indian drivers do not enjoy even the necessities of a truck. Though trucks come with cabins the cabin built by the bodybuilders still lacks the basic safety features. Not to forget the poor cabin ergonomics. But drivers are under constant pressure to deliver the cargo on time, without any damage. Drivers meet such situations every day; this is nothing less than mental torture. This is one of the crucial factors that most of them are now migrating to other professions, leaving the industry with driver scarcity

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leaving the industry with driver scarcity.

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

In addition, highway robbery is another issue that will stand between supply chains and discerning consumers in rural sectors. It is simply because goods carriers are never safe at any point in time due to the defragmented nature of our highway system. Sometimes corrupt policemen license the robbers to loot a vehicle and sometimes robbers themselves execute the action with a proper plan. Though the vehicle and goods are generally insured, a lot of time gets wasted on lodging police complaints and other formalities.

Besides, the ineffective E-way bills system is another loophole that will always come in the way of delivering goods to customers from interior localities. We all know that the E-way bills system was introduced under the Goods and Services Tax (GST) regime by the government of India, to promote 'ease of doing business, stop evasion of tax and seamless movement of the trucks' that can increase per day mileage of trucks.

Of course, it has bettered the transport movements and helped them move seamlessly, even though in a restricted capacity. The impractical/ draconian section 129 of the e-way bill has provisions for levying huge and unreasonable penalties, and detention

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

and seizure of the vehicle and goods just because of minor mistakes (where there is no evasion or intention of tax evasion) is hurting the transport business hard. Therefore transporters believe section 129 of GST should be abolished or recrafted. According to transporters, there are many loopholes in the bill, here are a few:

 A goods carrier may reach the destination on time but due to Sunday or holiday or lack of space or any inevitable reason may need to park



outside the gate of the warehouse. In this situation, a GST official can get hold of the vehicle and penalize it on the pretext of documents being wrong and slap a penalty of 100 per cent of goods' value plus tax. In case, if the consignor/ consignee come forward the penalty could be 100 per cent GST plus 100 per cent of tax value, asking the owner to pay in lakhs though the freight cost may be in thousands.

2. The bill demands transporters to cover a journey of 200 km per day. Though this is not impractical some factors come on the way to meet this. There can be road accidents, traffic jams, no entry on the road, dharna padarshan, drivers' issues, and others that can lead to diversion of the route and eventually delay the delivery. But there is no consideration for all these and a huge penalty is imposed upon the vehicle.

An E-way bill comes with a validity period, which generally expires at the midnight. Though provision has been made to extend it by 8 hours, it hardly benefits any transporter! On most occasions, finding an official is difficult who extends the validity or renew the bill. In this situation, a hefty amount (up to 200 per cent of the tax value or 100 per cent of invoice value under the CGSTAct) is penalized.

All India Transporters Welfare Association (AITWA) has raised all these issues in 2021 and earlier through various mediums, including its monthly journal – Parivahan Pragati, but the government has shown a deaf ear every time. But AITWA is a hard shell to creak and is ever determined to push these issues again! This time, maybe, with even greater authority.

However, it does not want to do anything silly that can hamper the economy and sincerely hopes that in 2022 the government understands the challenges of the logistics sector and offers good news to the community!



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The CDC* says hand washing is vital during a pandemic. Potentially infectious virus particles that might be on the skin can be effectively removed by soap and water. Wash your hands for 20 seconds or use a waterless alcohol-based hand sanitizer. Avoid touching eyes, ears and mouth, especially after making deliveries.



CLEAN YOUR CAB AND TRAILERS

Disinfect any hard surface such as plastic or metal by washing with soap or detergent in water. This inactivates viruses that might live there. Inactivation reduces the risk of transferring the virus further.



AVOID CONTACT

Practice social distancing, including at truck stops and other places where people might congregate. Maintaining separation from others is key to stopping the spread of COVID-19. Keep 6 feet apart in dispatch areas, locker rooms, at refuelling, during pickups and deliveries or anywhere that groups of people might gather.





KEEP COMMUNICATIONS OPEN

Drivers are already used to chatting over phone and in-cab devices. The fewer in-person interactions you have with others, the better during COVID-19.



IF YOU'RE SICK

If you're feeling sick and have symptoms of COVID-19, such as a new persistent cough and/or high temperature, consider staying at home. Follow government advice and call your doctor for further guidance. Inform your employer if required and don't leave home unless it's for medical reasons.



BE CAREFUL, BUT DON'T PANIC

The CDC*, reviewing previous coronaviruses, says the risk of spread is low from products or packaging that are shipped over days or weeks at low temperatures.

Website: www.aitwa.org





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Road Safety Week - 2022 Sadak Suraksha – Jeevan Raksha

he safety of Indian roads has been questioned on several occasions. The condition of the roads, the highway infrastructure, the lack of basic amenities, the paucity of road signs and markings, as well as street lighting, are all examples of basic infrastructure concerns. To contribute to all of these problems, we have a lackadaisical and punctured administrative system that is always demanding bribes and illegal enrichments, and to make matters worse and the lack of help from government agencies add a feather to reverse the fortune for road travellers.

The majority of the population of the country may not be able to easily recognize these issues which are a daily challenge for the logistics and truckers of our country. The truckers along with the above mentioned issues face harassment and ill treatment from those who have been stationed on the roads for their protection. However, while the logistical industry faces these challenges on the regular, it would not be safe to assume that the vast majority of the population does not face any issues at all.

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 - program that provides 24x7 online legal help, immediate local legal representation and education on basic rights and procedures to commercial vehicles

in need.

The team of Lawyered as the pioneer of the LotS initiative interacted with commercial vehicle drivers going through long routes, tough working hours and extreme conditions to ensure our goods and services reach us 'On Time'. This 'Road Safety Week' we commit to further our cause of 'Helping our Heroes on Highways' and empower them with 'Knowledge, Enablement and Support' on all legal matters.

Through this initiative, the Lawyered Team has been able to help many of the highway heroes in need. We are here to serve the greater good and ensure that our Highway Heroes have all the help they need via our 24x7 helpline.

One such incident narrated mentioned:

A vehicle that was loaded with medicinal goods which were to be transported from Ghaziabad, Uttar Pradesh to Ahmedabad, Gujarat. While in Ghaziabad, the driver had



given a lift to an unknown stranded person because their vehicle had broken down and they could find any vehicle mechanic or a garage enroute. Later the truck was found at a remote location near Sonipat and the driver of the truck was lying on the side of the road in an unconscious state. The Driver was rushed to a nearby hospital for immediate treatment and first aid. The nearby police station having the jurisdiction was immediately contacted and an FIR was registered against the culprits.

With the timely interventions and constant negotiations by the local lawyers who were connected by **AITWA - LotS** the matter was well looked into. And, prior to this the inhouse team members of the Lawyered continued to maintain the balance and initiated interaction to the authorities as far as possible.

The plight of the commercial vehicle owners and drivers are mostly left unattended. Their journeys are not easy. And sadly, the road conditions are not the only reason. They're frequently subjected to ill treatment by local authorities, unnecessary checks and questioning. Their general lack of knowledge of rules and laws add to their misery. On highways, most of the accidents happened between trucks and other vehicles. But in every case, the truck drivers are blamed even if the other party is responsible for it. Some start beating and abusing the truck drivers without even giving them a chance to prove their side. People don't look into the actual matter and start blaming drivers. In some cases, it is recorded that drivers are even beaten to death. They don't get help from

anyone as they are away from their home. This makes their life really miserable.

To resolve their everyday woes "Lawyer on-the-Spot" (LotS) manifests itself with the aim of welfare of India's road transport fraternity at the core. Transport and logistics are not an easy task and we are here to help you out. We believe 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. This Road Safety Week, let us not only concentrate on

"Sadak Suraksha – Jeevan Raksha" but also aim to educate one and all regarding the various measures one can take for Road Safety.

Visit us at "http://www.aitwa.org/home/lawye ronthespot"

OR call us at 7-669-449-669 to know more and tell us what matters to you.



Lighting System on National Highways

ndian Roads Congress (IRC) guidelines specify provision of lighting on NHs at locations such as built-up sections, toll plaza areas, rest areas, truck lay-byes, bus bays and bus shelter locations, grade-separated structures, interchanges, flyovers, underpasses (vehicular and pedestrian) and overpasses. Accordingly, lighting is generally provided in the abovementioned road-sections/locations in 4-laning and 6-laning projects. In 2-laning projects, lighting is also provided in toll plazas and other locations as mentioned above as per provisions in the respective contract agreements. The scope of lighting in a project is decided based on the requirement assessed during preparation of Detailed Project Report (DPR) from safety and other technical considerations and also taking into account proposals/suggestions received from different quarters including State Governments.

There is no proposal to provide median lighting on entire National Highways except in sections/ locations mentioned above.

Government has taken following steps to check accidents on National Highways in the country:

- Amendment of Motor Vehicle Act with variety of provisions to enhance road safety
- ii. Permanent rectification of accident black spots
- Road safety audit in design, construction and operation stages.
- iv. Incident management.
- v. Providing traffic calming measures.
- vi. Road Safety awareness campaigns/trainings/programs
- vii. Free eye check-up camps and distribution of eye-glasses to truck/ bus drivers operating on National Highways.

State Governments look after the law and order situation on National Highways within their jurisdiction including theft.

As per the information available with the Ministry, the total number of black spots identified on National Highways based on the data during the period from year 2016 to 2018 is 5803.

The Ministry has formulated a multipronged strategy to address the issue of road safety based on Education,



Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken by the Ministry as detailed below:-

The Ministry implements a scheme for undertaking publicity measures and awareness campaigns on road safety to create awareness among road users through the electronic media, print media, NGOs etc. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety. A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE).

Road safety has been made an integral part of road design at planning stage. Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified Road Accident black spots. Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States /

UTs. Safety standards for automobiles have been improved in respect of Airbags, Anti-Breaking System (ABS), Tyres, Crash test, Whole Vehicle Safety Conformity of Production (WVSCoP).

Ministry has notified fitment of Speed Limiting devices on all transport vehicles. Scheme for setting up one model Inspection & Certification

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

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

The Motor Vehicles (Amendment) Act, 2019 provides for a scheme for the cashless treatment of victims of

the accident during the golden hour. The National Highways Authority of India has made provisions for ambulances at all toll plazas on the completed corridor of National Highways. Further 297 ambulances have been upgraded to Basic Life Support as per AIS-125 and upgradation for the remaining is under process.

The Ministry does not have any separate fund for the purpose. However, whatever rectifications/improvements are required are fulfilled from the overall allocated funds to this Ministry.

Detailed guidelines for taking up road safety audits on National Highways have been prepared and notified. Road Safety Audits have been made part and parcel of all National Highways development projects on EPC/BOT modes. Ministry has issued circular which makes it mandatory to carry out road safety audit for all new road projects having length of 5 km or more at the stage of Detail Project Report.



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First Intelligent Transport System (ITS) on 6 Lane Eastern Peripheral Expressway



nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stone of National Highway projects of 240 Km worth Rs. 9119 crore in Meerut and Muzaffarnagar in Uttar Pradesh.

Inaugurating and laying of foundation stone for 6 National Highway projects in Meerut with a total cost of Rs. 8,364 crore Gadkari said with these projects it will be easy for the farmers of the area to take their crops to the market, which will lead to their economic upliftment. He said being a big center of industry, these new highways will lead Meerut on a new path of development.

Addressing the gathering at the foundation Stone Laying and Inauguration of 3 National Highway Projects worth Rs 755 Crore in Muzaffarnagar Gadkari emphasized on welfare of farmers by leveraging technology and research for economic prosperity. He stressed on the importance of Ethanol, Hydrogen and other bio-fuels for overall progress, self sufficiency and sustainable

development.

Gadkari also launched first Intelligent Transport system (ITS) on 6 Lane Eastern Peripheral Expressway at Dasna, Ghaziabad .The Minister said this revolutionary state of the art

Gadkari also launched first Intelligent Transport system (ITS) on 6 Lane Eastern Peripheral Expressway at Dasna, Ghaziabad

technology will achieve traffic efficiency by minimizing traffic problems, efficient infrastructure usage, enriching users with prior information about traffic and reduce travel time as well as enhance safety and comfort of commuters.

Gadkari also inspected Rail Over Bridge Project at Chipiyana, Gautam Buddha Nagar.

Further, Union Minister for Road Transport and Highways Nitin Gadkari laid Foundation stone and Inaugurated 232 km of National Highways at a cost of Rs. 4160 Crore in Jaunpur and Mirzapur in Uttar Pradesh in presence of Chief Minister of Uttar Pradesh Yogi Adityanath.

Addressing the functions Gadkari emphasized on infrastructure development for employment generation and economic prosperity. He said We are committed for the development of Uttar Pradesh. He said these road projects will boost the development of state, provide better connectivity in the region and will double the pace of development of the state.

The Minister said these road projects will facilitate movement of goods with better connectivity in the region. It will facilitate access to markets for agricultural produce, local and other products, he added.

In Jaunpur, Gadkari laid foundation stone for 3 national highway projects which will cover 86 kms with a total cost of Rs 1,123 crore.

In Mirzapur, Gadkari inaugurated Four National highways projects worth Rs 3037 crore with total length of 146 kms.

· X



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5 IMPORTANT STEPS FOR EFFECTIVE LOGISTICS PERFORMANCE

he key to running a successful business lies in its effective management. And when it comes to handling a logistics or supply chain business, it is important to ensure a smooth flow of information as well as the flow of the products through good management.

Following some measures will not only help the organization to improve the output but will also help earn a

competitive edge in the market.

Here are a few:

1. PROPER PLANNING AND SETTING GOALS

Every step in the freight forwarding process should follow a proper vision. From manufacturing goods and storage facilities to their safety and timely delivery to the final customer - everything should be done according to a proper pre-planned scheme.

With proper planned management of time. transportation, and other

parameters, the maximum profit can be earned. Most importantly, no compromises should be made when considering the standard.

For unforeseen problems related to the products, transportation, time, etc. one should always have a backup emergency plan to handle such situations.

2. RAINING OF STAFF

The success chances of the plan are majorly dependent on how efficient the company staff is. Therefore, staff must be well trained in managing all orders and information by utilizing modern techniques. This can be achieved by a positive and active role of HR.

Further, brochures, paper notices posted on different walls of the workplace and frequent training sessions for the workers can prove beneficial for their performance and efficiency in their working ability.

ADOPTION OF TECHNOLOGY

To stay in the race of competition, it is necessary to incorporate the latest technology to handle modern-day problems and tackle modern-day demands.

The AI and technology can assist in efficiently working in high volumes and low margins, as well as in performing multiple payments and



meeting time-sensitive deadlines.

Blockchain is a modern technology that can help in handling larger amounts of data structured or unstructured collected at various stages of the supply chain.

In addition, automated voice bots and chatbots are also playing a significant role in customer services as well as in classifying the conditions and provisions.

Besides, automated warehouses and vehicles have made the handling of larger volumes of products much easier. And, Radio Frequency Identification (RFID) helps in tracking the inventory more efficiently. It simplifies the whole process with reduced costs.

Further, the cloud application helps to streamline your entire supply chain and as it is accessible through the Internet, you can access the report from anywhere in the world.

Along with it, social media not only

helps you to keep a better relationship with clients, but you can also analyze and get feedback from your clients or manufacturers, etc.

USE OF DATA AND PREDICTIVE ANALYTICS

To re-define the standard operating procedure, you should apply a checkand-examine method.

Metrics Analysis is crucial to analyze the cost, cycle, and service metrics

with the help of feedback and the latest software. The reports should be prepared and submitted to the relevant department on a daily, weekly, monthly, and annual basis and they must be brief and highly analytical. It provides a guideline to the respective/related department.

Also, the latest technology enables logistics companies to make predictive analysis assisting in managing unexpected situations and solving several problems that can arise in the process of

freight forwarding.

Additionally, you need to revisit your freight-related problems and address them with a better understanding. Occasional assessment of the performance along with the critical evaluation of the entire operation process can guide you better to which areas require improvement.

5. GOOD AND EFFICIENT CUSTOMER RELATIONSHIP

While a good and quick performance of the customer support not only leaves a better impression on the customer, it also enhances the credibility of the business impact.

Getting technical help can revolutionize productivity and profitability but improved communication with the customer and real-time delivery increases the credibility of the company and strengthens the loyalty with the customer.



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

Infrastructure Projects Worth Rs. 7 Lakh Crore Planned by MoRTH in the Next 2-3 Years



nion Minister for Road
Transport & Highways
(MoRTH) Nitin Gadkari
has urged investors to
come forward and invest boldly in the
infrastructure sector, which offers a
diverse array of investment
opportunities spanning multiple asset
classes including Highways,
Multimodal Logistics Parks, Wayside
Amenities, Ropeways, Warehousing
Zones and more.

Addressing the National Conference on Investment Opportunities in Highways, Transport & Logistics in Mumbai, Gadkari said "the Internal Rate of Return in the road sector is very high and hence there is no need to worry about economic viability".

Gadkari said, earlier, projects used to get stalled due to land acquisition issues. But we decided, project will not be awarded before 90% land acquisition is complete and

Gadkari said, earlier, projects used to get stalled due to land acquisition issues. But we decided, project will not be awarded before 90% land acquisition is complete and environment clearance is obtained. Citing various other steps taken by his Ministry to speed up road infrastructure projects, the Minister said "Keep your confidence 110%"

environment clearance is obtained.

Citing various other steps taken by his Ministry to speed up road infrastructure projects, the Minister said "Keep your confidence 110%".

The Minister also spoke about the many benefits of upcoming projects under the Bharatmala Programme. "The travel time from Mumbai to Delhi, via road, will go down from 48 hours to 12 hours within one year; road projects and multimodal infrastructure projects will reduce logistics costs and boost manufacturing, increase exports and help the economy grow," he said. Bharatmala Project is the umbrella flagship program for national highway development with focus on improving efficiency of freight and passenger movement along with development of allied infrastructure projects.

The National Conference informed investors and other stakeholders that the Union Ministry of Road Transport and Highways has planned to execute infrastructure projects worth Rs. 7 lakh crore in the next 2-3 years itself.

The Minister also spoke about the benefits of the Vehicle Scrapping Policy of the government. "This will reduce pollution, improve tax revenues, help growth of automobile sector, boost exports and also create jobs," he said. "It is a win-win situation, in which investment on high scale can come in," he added.

Speaking about the transformation the Vehicle Scrapping Policy will usher in, Nitin Gadkari said: "Vehicle Scrapping Policy will reduce pollution, improve tax revenues, grow automobile sector, boost exports and create jobs. It is a win-win situation, in which investment on a high scale can come in." The Voluntary Vehicle-Fleet Modernization Policy aims to create an ecosystem for phasing out of unfit and polluting vehicles. Under the policy, around 50-70 Registered Vehicle Scrapping Facilities (RVSFs) will be set up across the country during the next 5 years to cater to the expected demand for scrapping of unfit vehicles in a safe manner.

The Minister said the automobile industry in India which is worth Rs 7.5 lakh crore in size will double to Rs 15 lakh crores in next 5 years. Speaking about electric vehicles, Gadkari said "we are issuing an advisory on Flex Engines, in two-three years, our vehicles will get converted into electric vehicles. Running cost of electric vehicles will be similar to or less than vehicles run on petrol." He also stressed upon alternative fuels like ethanol and asked Maharashtra Transport Department to launch ethanol-driven auto rickshaws in Pune, which already has three ethanol dispensing stations. "Encouragement to alternative fuels will ultimately help the scrapping industry as well", the Minister added.

Speaking about Asset Monetization



roadmap, Gadkari cited the example of Mumbai – Pune Highway, which has brought higher rate of returns to the state and the government. "Reliance had quoted Rs 3,600 crores for the project. However we decided to build it through MSRDC in Rs. 1,600 crores. Later on Maharashtra government monetized it for Rs 3,000 crores and just recently the same project was again monetized for 8000 crores," he explained.

The Secretary, MoRTH, Giridhar Aramane informed that an integrated plan and coordinated implementation of all infrastructure facilities is getting a boost through Gati Shakti programme. "We are doing scientific Logistics Effectiveness Studies to understand bottlenecks in infrastructure projects. To remove bottlenecks, NHAI has identified 120 congestion points across the country; ring roads and bypasses are being built to reduce congestion in cities. After connecting all state capitals with at least four-lane National Highways, now we are planning to have expressways connecting all important economic centres of the country."

The Secretary explained how improved policies and decision making has led to a tangible improvement in outcomes. "In order to facilitate work of contractors, we have thrown out all provisions which caused disputes and caused contractors a lot of pain and loss. NHAI took meetings with MDs of contractors and concessionaire companies and based on an honest dialogue, problems in highway construction have been addressed. This has resulted in the record road construction of 37 kilometre per day last year."

Chairperson, NHAI, Alka Upadhyaya informed that NHAI is developing multiple facilities and allied infrastructure, in line with the Prime Minister's vision for promotion of integrated infrastructure under PM Gati Shakti National Plan. "The new thrust is on development of allied highway initiatives like MMLPs, lastmile connectivity through ropeway projects, fibre cables and other infrastructure along National Highways. Almost 8,400 state-of-theart greenfield expressways are being built as part of Bharat Mala Pariyojana. These corridors will change the face of National Highways infrastructure and also supercharge the economy to a 5 trillion-dollar economy" she said.

MoUs Signed to set up Multimodal Logistics Parks in Maharashtra



series of MoUs has been signed during the National Conference on Investment Opportunities in Highway, Transport and Logistics, held in Mumbai, under the chairpersonship of Union Minister for Road Transport and Highways Nitin Gadkari.

MoU signed for setting up of Multi-Modal Logistics Parks (MMLPs) at five strategic locations in Maharashtra: Mumbai Metropolitan Region, Pune, Aurangabad, Nashik and Dighi Port Industrial Estate.

The MoU has been signed among National Highways Logistics Management Ltd (NHLML), Maharashtra Industrial Development Corporation (MIDC) and Rail Vikas Nigam Ltd (RVNL).

MIDC will provide land for development of MMLPs, NHLML will provide external road connectivity to the site and RVNL will provide external rail connectivity to the site. The MMLPs have been conceptualized to enable seamless intermodal freight movement and offer multiple functionalities such as freight aggregation and distribution. Storage and warehousing solutions and value-added services such as custom clearances and IT services will also be provided to users. The parks will enable the shift from a point-topoint to a hub-and-spoke model in logistics sector, eventually helping us bring down logistics costs by at least half and enabling more efficient movement of new-generation vehicles.

Development of MMLPs will give a boost to the economy of Maharashtra.

MoU signed between Government of Maharashtra and Tata Motors for setting up of Vehicle Scrapping Facility in Maharashtra:

This MoU will ensure unfit and polluting vehicles in Maharashtra are scrapped in an environment-friendly and sustainable manner. MoU between Government of Maharashtra and CERO, India's first organized vehicle recycler, for setting up additional Vehicle Scrapping Facilities in Maharashtra:

CERO is a joint venture enterprise between Mahindra Accelo and MSTC Ltd. (a Government of India Enterprise). CERO is currently present in 11 cities including Mumbai, Pune, Greater Noida, Chennai and Bengaluru.

The scrapping facilities are being set up under the government's Voluntary Vehicle-Fleet Modernization Policy, which aims to create an ecosystem for phasing out of unfit and polluting vehicles. The policy aims to reduce pollution by scrapping more than 1 crore unfit vehicles, improve road and passenger safety, boost auto sales, improve fuel efficiency, formalize scrappage industry and boost availability of low-cost materials for the industry. Out of the more than 1 crore vehicles to be scrapped, around 5.8 lakh vehicles are registered in the state of Maharashtra. Under the policy, around 50-70 Registered Vehicle Scrapping Facilities (RVSFs) will be set up across the country during the next 5 years to cater to the expected demand for scrapping of unfit vehicles in a safe manner.

MoU signed among Ministry of Road Transport & Highways, IIT Madras and MapmyIndia:

The MoU is signed to minimise accidents and deaths by road accidents by marking high-frequency accident and safe navigation zones. A mobile application, free to use, will be launched soon. The app will provide navigation app surveys which will provide road safety alerts and upcoming accident hazards to the

users while driving. The app will give alerts regarding mapping navigation.

The App had won the Government of

India's Aatma Nirbhar App Innovation Challenge in 2020.

The Government has decided to set up as many as 35 Multi Modal Logistics Parks, at carefully chosen locations, at a total capital cost of Rs. 50,000 crore. The MMLPs have been conceptualized to enable seamless intermodal freight movement and offer multiple functionalities such as freight aggregation

and distribution. Storage and warehousing solutions and value-added services such as custom clearances and IT services will also be provided to users.

The parks will enable the shift from a point-to-point to a hub-and-spoke model in logistics sector, eventually helping us bring down logistics costs by at least half and enabling more efficient movement of new-generation vehicles.

The Model Concession Agreement for MMLPs has been finalized and all MMLPs will be developed as part of the Design, Build Finance, Operate and Transfer (DBFOT) model.

The Union Road Transport Secretary explained that the Parks are being set up, based on a very detailed Logistics Efficiency Plan which was drawn out when the government came in power. The aim is to make Indian logistics system comparable to the best in the world. The series of MMLPs will

provide efficient trans-shipment and processing facilities; we have not left any loose ends, a comprehensive plan



The Union Road
Transport Secretary
explained that the Parks
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Logistics Efficiency
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out when the
government came in
power. The aim is to
make Indian logistics
system comparable to
the best in the world

has been made to address all segments of the logistics sector, the Secretary assured the investor community.

Addressing the conference virtually, Industries Minister of Maharashtra Subhash Desai said that Maharashtra will not leave a single stone unturned for implementation of Multi Modal Logistics Parks Scheme. "Maharashtra has taken up

> infrastructure projects worth lakhs of crores for enhancing connectivity through air, sea, road or whatever other mode we need. All projects are near completion. The flagship 700-kmlong Samruddhi Expressway to connect state capital Mumbai with our second capital and industrial and commercial hub Nagpur is being built. Within a few months, it will be open for

public use."

Chairperson, NHAI, Alka Upadhyay explained that NHAI has set up a fully owned Special Purpose Vehicle, National Highways and Logistics Management Limited (NHLML), to improve India's logistics efficiency and to manage allied highway assets of NHAI. Logistics Parks are under construction in Assam and in Nagpur and Chennai, they will be functional shortly, she informed. It has been informed that the Pre-Project preparation for MMLP is in advanced stages with bids already invited for MMLPs in Nagpur and Chennai. Bids for MMLPs in Bangalore and Indore will be invited in the next 2-3 months. MoUs have been signed with JNPT, Chennai Port Trust and the governments of Tamil Nadu, Karnataka, Madhya Pradesh and Telangana have been signed for development of MMLPs.

"Business opportunities are like buses, there's always another one coming." - Richard Branson

Prevention of Road Accidents



oad accidents occur due to multiple causes such as over speeding, use of Mobile phone, drunken driving/consumption of alcohol / drug, overloaded Vehicle, vehicular condition, poor light condition, jumping red light, overtaking, neglect of civic bodies, weather condition, fault of driver, driving on wrong side, defect in road condition, defect in condition of motor vehicle, fault of cyclist, fault of pedestrian etc. However, no separate data/record is maintained for accident occurring due to road engineering. Further, as per data available, the total number of road accidents possible due to potholes during the period from 2019 to 2020 is as under:

Number of Accidents due to potholes

- 2019-4775
- 2020 3564

Ministry is implementing Integrated

Road Accident Database (IRAD) which has already been rolled out for

Ministry of Road Transport and Highways is under the process of Establishment of National Road Safety Board, The board shall be responsible for advising Centre and States on promoting road safety, innovation and adoption of new technology and for regulating traffic and motor vehicles

live data entry in fourteen States i.e. Rajasthan, Uttar Pradesh, Madhya Pradesh, Maharashtra, Karnataka, Tamil Nadu, Chhattisgarh, Telangana, Odisha, Mizoram, Puducherry, Meghalaya, Goa & Kerala and shall be extended to all states. Ministry of Road Transport and Highways is under the process of Establishment of National Road Safety Board. The board shall be responsible for advising Centre and States on promoting road safety, innovation and adoption of new technology and for regulating traffic and motor vehicles.

The executing agencies for the construction of roads mainly follow Indian Road Congress (IRC) standards/codes including Ministry of Road Transport and Highways Specifications/guidelines, which are periodically revised to keep them updated in-line with international standards.

As per information available with the

Ministry, the institute of driving training institute in Telangana has been recently inaugurated in July, 2021.

The scheme of National Highway

Accident Relief Service Scheme (NHARSS) was to provide the Cashless Insurance and support for ambulances and cranes. After the passage of Motor Vehicles (Amendment) Act, 2019, the Cashless Insurance has become a mandatory provision under the law. The scheme related to National Highway Accident Relief Service Scheme (NHARSS) has been discontinued beyond 31st March, 2017.

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

Education:

- The Ministry implements a scheme for undertaking publicity measures and awareness campaigns on road safety to create awareness among road users through the electronic media, print media, NGOs etc. Total 714 work orders issued to various NGOs from 2018-19 to 20202021.
- Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- A Certification Course for Road Safety Auditors has been commenced in Indian Academy of Highway Engineers (IAHE).

Engineering (both of Roads and vehicles)

- · Road engineering:
- High priority to identification and rectification of black spots (accident

prone spots) on national highways. Ministry has identified 5803 black spots on National Highways based on accident and fatality data of year 2015-2018 in 30 states/UTs. Out of



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5366 black spots and
3215 Black spots
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rectified

5803 Black spots, temporary measures have been taken on 5366 black spots and 3215 Black spots have been permanently rectified.

- Road safety has been made an integral part of road design at planning stage.
- Ministry has delegated powers to Regional Officers of MORTH for technical approval to the detailed estimates for rectification of identified

Road Accident black spots.

- Guidelines for pedestrian facilities on National Highways for persons with disabilities have also been issued to all States / UTs.
 - · Vehicle engineering:
 - Safety standards for automobiles have been improved in respect of Airbags, Anti-Breaking System (ABS), Tyres, Crash test, Whole Vehicle Safety Conformity of Production (WVSCoP) etc.
 - Ministry has notified fitment of Speed Limiting devices on all transport vehicles.
- Scheme for setting up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the

with Central assistance for testing the fitness of vehicles through an automated system.

Enforcement

- The recently passed motor vehicles (Amendment) Act, 2019 provides for strict enforcement through use of technology and further provides for strict penalties for ensuring strict compliance and enhancing deterrence for violation of traffic rules.
- Issue of Guidelines for protection of Good Samaritans and draft rules as per MV (Amendment) Act, 2019 has been published.

Emergency care:

- The Motor Vehicles (Amendment)
 Act, 2019 provides for a scheme for
 the cashless treatment of victims of the
 accident during the golden hour.
- The National Highways Authority of India has made provisions for ambulances at all toll plazas on the completed corridor of National Highways.
- Further, out of this, 297 ambulances have been upgraded to Basic Life Support as per AIS125 and upgradation for the remaining is under process.

· X

50-70 Vehicle Scrapping Facilities and 75 Automated Testing Stations to be set up Across the Country in Next 5 Years

he Vehicle Scrapping
Policy includes a system
of incentives/disincentives 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:-

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.

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.

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.

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.

A National Conference on "Investment Opportunities in Highways, Transport and Logistics" was held in Mumbai under the chairpersonship of Union Minister for Road Transport and Highways Nitin Gadkari. The conference highlighted investment opportunities in highways, transport and logistics sector, focusing on three central themes, namely the Bharatmala Pariyojana, Asset Monetization and Vehicle Scrapping Policy.

The Conference informed investors about the attractive investment opportunity which the government's vehicle scrapping policy heralds. The Voluntary Vehicle-Fleet Modernization Policy aims to create

an ecosystem for phasing out of unfit and polluting vehicles. The policy aims to reduce pollution by scrapping more than 1 crore unfit vehicles,

improve road and passenger safety, boost auto sales, improve fuel efficiency, formalize scrappage industry and boost availability of low-cost materials for the industry. Out of the more than 1 crore vehicles to be scrapped, around 5.8 lakh vehicles are registered in the state of Maharashtra.

Under the policy, around 50-70 Registered Vehicle Scrapping Facilities (RVSFs) will be set up across the country during the next 5

years to cater to the expected demand for scrapping of unfit vehicles in a safe manner. The comprehensive infrastructure being set up will also increase value extraction from around 70 percent at present to 90-95 percent. Speaking about the transformation the policy will usher in, the Union Minister said that Vehicle Scrapping Policy will reduce pollution, improve tax revenues, grow automobile sector, boost exports and create jobs. It is a win-win situation, in which investment on a high scale can come in, he said.

The Union Secretary highlighted the importance of automobile scrappage policy for the nation. "Auto Scrappage carries great importance in our economy, especially for India, which requires certain metals which are not domestically available. Our aim is to

make scrappage centres viable by bringing a mandate that unfit vehicles have to be scrapped. This policy will also help Auto Scrappage Facilities established with support of state governments, in earning revenue and being viable."

To make the policy citizen-centric, voluntary scrapping is being targeted, based strictly on fitness, irrespective of the age of the vehicle. If a vehicle fails an automated fitness test, one retest after the necessary repair/rectification, and the reinspection if ordered by the Appellate Authority, it will be declared an Endof-Life Vehicle (ELV).

Automated Vehicle Testing will be initiated for Heavy Commercial Vehicles, from 1st April, 2023; for other classes, it will be mandated in phases, beginning from 1st June, 2024. 75 stations have been proposed to be set up in next 4-5 years; this is to be scaled to 450-500 stations across India.

The Government will take the lead in implementing vehicle modernization policy by introducing Mandatory scrapping of government vehicles older than 15 years, to be effective from 1st October 2022.

While speaking about vehicle scrapping policy, Mohammad Athar, Lead, Economic Development and Infrastructure, PwC said that Several measures have been taken to encourage owners of End-of-Life-Vehicles to scrap their vehicles. He informed that several measures have been taken to make scrapping process seamless for scrapping facility operators. A single-window-system for registration of scrapping facilities and testing stations has been launched, on the National Single Window System (NSWS) of DPIIT.

It was informed that the facilities and testing stations together present an investment opportunity of 230 - 280

crore rupees for the state of Maharashtra alone.

Speaking about the implementation of the policy in the state, Principal Secretary, Transport, Govt. of Maharashtra, Ashish Kumar Singh said that the Draft Voluntary Vehicle Scrapping Policy of the state too is being made. "This will offer incentives for scrappage. We hope that with the new policy of Government of India and with the announcement of the state policy, vehicle owners will come forward, scrap vehicles and shift to electric vehicles."

He also hoped that that electric vehicle manufacturers will also come forward and set up vehicle scrappage centres, given the direct linkage between scrappage and conversion to electric vehicles.

Sushant Naik, CII representative and Global Head - Govt. and Public Affairs, Tata Motors stated that Vehicle Scrapping Policy is a panacea which will create jobs and strengthen the transport sector. The policy will make the sector conducive for innovation and help unlock the sector's potential; it is an immense opportunity, which will create value for all stakeholders and energize our auto sector, he said.

The Road Transport Minister spoke about the benefits of the government's Vehicle Scrapping Policy "This will reduce pollution, improve tax revenues, help growth of automobile sector, boost exports and also create jobs. It is a win-win situation, in which investment on a high scale can come in."

Speaking about the vehicle scrappage policy, Principal Secretary, Transport, Government of Maharashtra, Ashish Kumar Singh appreciated the Union Minister Nitin Gadkari and the M/o Road Transport & Highways for announcing the first ever vehicle scrappage policy.

Ashish Kumar spoke about the current transformation in mobility and also mentioned about the requirement for scrapping facility in the state to meet the demand. "The future is going to be electric, maybe even autonomous. We will need large scrapping facilities in the state to deal with the challenges arising due to transformation in mobility." He said that this shift can be achieved only by replacing Internal Combustion Engine vehicles by Electric Vehicles.

The Principal Secretary spoke about the state's new Electric vehicle policy which he said has been received very well by original equipment manufacturer (OEMs) and customers. "We have given significant incentives. There is no road tax for Electric Vehicles till 2025, no registration charges, no permit charges in the state of Maharashtra."

He also said that investors will be offered incentives to set up scrapping facilities in the state. He encouraged investors to explore setting up of scrapping facility in the state's major automobile cluster comprising Pune, Pimpri-Chinchwad, Nashik and Aurangabad where the ecosystem is already existing. "There is tremendous opportunity for people to invest here." Singh spoke about the advantage of the state and how investors can make use of this opportunity in Maharashtra. "We have a huge geographic advantage that has led to evolution of large transport network of more than 3,00,000 kms of road network. The state has the highest vehicle sales in the country and also highest share of automobile exports in the country. We hope Maharashtra to become the hub of vehicle scrappage in the country, given the large base of Recreational vehicles."

Principal Secretary also explained the state's Scrappage Policy Benefits and the support being offered by the govt.

Government calls for manufacturing of Flex Fuel Vehicles (FFV) and Flex Fuel Strong Hybrid Electric Vehicles (FFV-SHEV)

nion Minister for Road
Transport and Highways
Nitin Gadkari has said in
order to substitute
India's import of
petroleum as a fuel and to provide
direct benefits to farmers, the
Automobile Manufacturers in India

have now been advised to start manufacturing Flex Fuel Vehicles (FFV) and Flex Fuel Strong Hybrid Electric Vehicles (FFV-SHEV) complying with BS-6 Norms in a time bound manner within a period of six months.

In a series of Tweets he said that in line with Prime Minister's vision of Aatmanirbhar Bharat and government's policy on promoting ethanol as a transport fuel, Flex Fuel Vehicles are capable to run on a

combination of 100% Petrol or 100% bio-ethanol and their blends, along with strong Hybrid Electric technology in case of FFV-SHEVs.

Gadkari said this move will drastically reduce Greenhouse Gas emissions from vehicles on a Well-to-Wheel basis, helping India to comply with its commitment made at COP26 to reduce the total projected carbon emissions by One Billion Tonnes by 2030.

Government is enabling the use of various alternate fuels in an effort to shift from fossil fuels. In order to accelerate the introduction of Flex Fuel vehicles, the Production Linked Incentive (PLI) scheme has included automobile & auto components and auto components of flex fuel engines. NITI Aayog, after acknowledging the strong foundation for the Ethanol

blending programme (EBP), has formulated the road map for Ethanol blending for the period, 2020-2025.

Further in line with Prime Minister's initiatives of launching three E-100 ethanol dispensing stations at Pune on the occasion of World Environment Day, and MoPNG's (Ministry of



Petroleum and Natural Gas) regulation, which stipulates that in addition to conventional fuel, the authorised entities are required to install facility for marketing at least one new-generation alternate fuel viz, Compressed Natural Gas(CNG), Biofuels, Liquefied Natural Gas (LNG), Electric vehicle charging points etc., complying with various statutory guidelines, immediate steps need to be taken to introduce flex fuel engine vehicles. It is expected that higher percentages of ethanol will be blended in gasoline in the next five years, requiring availability of flex engine vehicles.

Notably, the Union Cabinet has approved on 15th September, 2021, a Production Linked Incentive(PLI) Scheme for Automobile and Auto Component Industry with a total outlay of Rs. 25,938 Crore over a period of 5 years.

The following auto components of Flex Fuel Engine [capable of running upto Ethanol 85(E85) Fuel)] have been included in the list of Advanced Automotive Technology components

> as eligible products for incentivisation under this scheme:-

- i.BS6 compliant Flex Fuel Engine capable of running upto Ethanol
- 85%(E85) fuel
- Heated Fuel Rail for Flex Fuel Engine
- Heating Element for Flex Fuel Engine
- Heating Control Unit for Flex Fuel Engine
- Electronic Control Unit (ECU) for Flex Fuel Engine (Processor minimum 32 bits); and
- Ethanol Sensor for Flex Fuel Engine.

This step by the Ministry of Heavy Industries is to encourage auto OEMs (2 Wheeler, 3 Wheeler& Passenger Vehicles) to accelerate introduction of Flex Fuel vehicles in India.

(d) The Ministry of Road Transport & Highways (MoRTH), vide letter No RW/NH-33044/18/2020-S&R(P&B) dated 14th December, 2020, has issued guidelines to simplify the process and encourage usage of new/innovative/alternative materials & techniques. MoRTH has been promoting use of new/innovative materials, construction techniques etc. to reduce consumption of cement & steel in road construction.

– x –



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Electric Vehicle Charging Station on National Highways

lectric vehicle Charging
Stations are to be provided
by the developer as part of
the Wayside Amenities
(WSAs) being awarded by the
National Highways Authority of India
(NHAI). NHAI has already awarded

39 such facilities and the proposals for 103 such sites are at bidding stage. Further, additional WSA sites, as and when identified by the Authority, would also be put up for bidding. The works which have been already awarded are expected to be completed by the end of FY 2022-23.

Ministry of Heavy Industries (MHI) had invited proposals from Government Organizations/Public Sector

Undertakings (PSU) (State/Central)/
Government DISCOMs/ Oil Public
Sector Undertakings and similar other
Public/Private entities to build and
operate Public Electric Vehicle
charging infrastructure on
Expressways and National Highways
under FAME India Scheme Phase-II,
wherein Energy Efficiency Services
Limited (EESL) consortium with
Convergence Energy Services Ltd
(subsidiary of EESL) has been
awarded the work for setting up of EV
charging stations along 16
NH/Expressways.

In order to facilitate EESL in the above prospect, NHAI has signed an MOU with EESL. As per this MoU, NHAI shall provide space/land near the toll plazas and its buildings for installation of Electric Vehicle Charging Stations based on revenue sharing model. The space/land for the same shall be provided to EESL at no cost basis for

duration as decided by NHAI. This would not only assist in promoting clean/green energy and conserving the environment but could also be a source of revenue for NHAI.

Further, the Ministry of Power, vide memorandum dated 14th December,



Further, the Ministry
of Power, vide
memorandum dated
14th December, 2018,
has published
guidelines and standards
for the charging
infrastructure of
electric vehicles, which
are available on
[www.powermin.nic.in]

2018, has published guidelines and standards for the charging infrastructure of electric vehicles, which are available on [www.powermin.nic.in]. These guidelines have been revised on 01.10.2019. These guidelines stipulate the requirements regarding density/distance between two

charging points and specify the priorities for rolling out of electric vehicle public charging infrastructure. Notably, Ministry of Heavy Industries formulated a Scheme namely Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India

(FAME India) Scheme in 2015 to promote adoption of electric/ hybrid vehicles (xEVs) in the country with an aim to reduce dependency on fossil fuels. At present, Phase-II of FAME India S c h e m e i s b e i n g implemented for a period of 5 years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores.

GST on electric vehicles has been reduced from 12% to 5%; GST on chargers/

charging stations for electric vehicles has been reduced from 18% to 5%.

Government vide S.O. 5333(E) dated 18th October, 2018 has granted exemption from the requirements of permit to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels. Government vide GSR 525(E) dated 2nd August, 2021 has exempted Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

Ministry of Road Transport and Highways has issued the Motor Vehicle Aggregator Guidelines 2020 under section 93 of the Motor Vehicles Act, 1988, as amended in 2019. As per guidelines, State Governments are to facilitate operation of Electric/ Alternate fuel- based vehicles.

- x -

Driver Training Institute

implication of IDTR was revised from 17.00 crore to 18.50 crore during the 14th Financial cycle.

Proposals under the scheme of setting up of IDTRs are submitted by the State Governments/UT Administrations. The scheme guidelines provides for engaging services of private partners for establishment, course content, in Heavy Motor Vehicle Driving.

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

The scheme envisages full-fledged training institutes with driving test track to provide quality driving training. So far as adaptability for future technologies such as Autonomous vehicle, Electrical Vehicles, Hydrogen Vehicles etc. are concerned, such developments are covered through refresher Training Programmes and special Training Programmes.

It is mentioned that the Ministry of Road Transport & Highways provides one time grant for setting up of IDTR, RDTC and DTC under the scheme for creation of various types of facilities which inter alia includes classroom, teaching aid, driving test tracts simulators etc. Further, more details of infrastructure created under the scheme for driving training is given at Annexure-I.

31 IDTRs and 6 RDTCs have already been sanctioned by the Ministry to different States/UTs. Continuation of the scheme during the 15th Finance Commission Cycle i.e. FY 2021-22 to FY 2025-26 has been approved by the Competent Authority. The scheme is a national-wide scheme covering all States/UTs including Haryana State.



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

curriculum, technical assistance, running and management of the IDTRs. Eicher Motors Limited is private partner in one project under the scheme i.e. Institute of Driving Training & Research (IDTR) at Latur (Maharashtra).

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

· Impart Induction Training Course

"Every problem is a gift-without problems we would not grow." - Anthony Robbins

PM Gati Shakti - National Master Plan

n October, 2021, Cabinet Committee on Economic Affairs (CCEA) has approved the proposal for development of 'PM GatiShakti National Master Plan (NMP)' for providing multimodal connectivity infrastructure to various Economic Zones. The PM GatiShakti NMP will depict the economic zones and the infrastructure linkages required to support them with an objective to holistically integrate all the multimodal connectivity projects and remove missing gaps for seamless movement of people, goods & services.

There is no financial implication for multimodal connectivity infrastructure to the economic zones under the PM GatiShakti NMP as the concern ed line Ministries/Departments will seek funding of their respective infrastructure projects serving the economic zones as per procedures laid under their respective schemes/programmes.

PM Gati Shakti NMP will bring in holistic planning and development across the country. It will provide complete visibility of multimodal infrastructure connectivity to the economic zones and will thus help in supplementing the various initiatives being taken to increase the share of manufacturing in the country, attract investment in manufacturing and service industry sectors, which will have a catalytic effect on upgradation and development of skills of the work force and generation of employment opportunities.

The PM Gati Shakti NMP has been prepared in the Geographic

The PM Gati Shakti
NMP has been prepared
in the Geographic
Information System
(GIS) based platform
developed by BISAG-N
to provide bird's eye
view of the infrastructure
development across the
country encompassing
the layers of
Administrative
boundaries, economic
zones, infrastructure &
utilities, etc

Information System (GIS) based platform developed by BISAG-N to provide bird's eye view of the infrastructure development across the country encompassing the layers of Administrative boundaries, economic zones, infrastructure & utilities, etc. This portal is a GIS based ERP system to support the stakeholders in planning, reviewing and monitoring of the Plan.

The Geographic Information System (GIS) based platform of the PM Gati Shakti NMP will ensure smarter decision making through the power of spatial analysis made available to the Network Planners. The portal will provide analytical tools for Planning, Permissions and Project Management Information Systems which will be available for individual organisations at Centre and State level. This will not only provide visual depiction of the Master Plan but will also integrate, through APIs, the physical progress on real-time with existing database of these Ministries.

In recent years several infrastructure projects including Bharatmala, Sagarmala, Jal Marg Vikas and Ude Desh Ka Aam Naagrik (UDAN); regulatory, IT and process reforms (such as introduction of GST, electronic toll collection system (FASTAG) for reducing time loss at toll plaza; introduction of paperless EXIM trade process through E-Sanchit etc. have been introduced to improve logistics and efficiency of logistics management in the country.

To integrate and to build upon the initiatives already taken/planned, 'PM GatiShakti National Master Plan (NMP)' has been launched for providing multimodal connectivity infrastructure up to the last mile to various Economic Zones which will be the fulcrum of economic development.

Use of Crumb Rubber in Road Construction

he Government is aware of the problem of disposal of rubber tyres and also benefits from its use in bituminous pavement courses. Normal bitumen modified with crumb rubber & other additives has improved performance compared to normal bitumen. The Indian Roads Congress (IRC) has published

IRC:SP:53 "Guidelines on Use of Modified Bitumen in road construction". Ministry of Road Transport & Highways (MoRTH) has issued guidelines from time to time for use of such modified bitumen in bituminous pavement courses. Crumb Rubber Modified Bitumen is being used in wearing coat of flexible pavement.



Online Portal for Vehicle Theft



I've States/UTs, namely Delhi, Madhya Pradesh, Odisha, Rajasthan, and Uttar Pradesh, have provided the facility of online filing of e-FIR for complaints of theft of vehicles, mobile phones and documents wherein accused are unknown, through their State Citizen Service Portals.

In order to facilitate States/UTs, National Crime Record Bureau has shared the source code and Standard Operating Procedure of the e-FIR module of Delhi and Uttar Pradesh with all the States/UTs for customising it as per their requirements and deployment at their State Data Centres (SDCs) for providing online e-FIR facility to citizens.



construction of ROBs/RUBs like other National Highways Projects.

Setu Bharatam Programme

overnment has launched Setu Bharatam Programme to replace Railway Crossing on National Highways by
Road over Bridges (ROBs)/Road Under Bridges (RUBs).

Government has taken up construction of such ROBs/RUBs on National Highways under Setu Bharatam
programme through its own implementing agencies such as State PWDs, NHAI, and NHIDCL and funds are provided for

Administrative approval and financial sanction for construction of 123 nos of RoBs/RuBs have been accorded till date under Setu Bharatam Programme.

RoBs/RuBs are sometimes constructed as standalone projects and sometimes as part of improvement project for a section of National Highway. Hence, expenditure figures are not separately maintained for construction of RoBs/RuBs under Setu Bharatam programme.



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छोटी से छोटी गलती के लिए पुलिस वाले एसा बर्ताव करते हैं जैसे पता नहीं कितना बड़ा पाप कर दिया ह। घूस न दें तोह सारा सामान जपत कर लेते है।

- Syed Akram Pasha, Manipur



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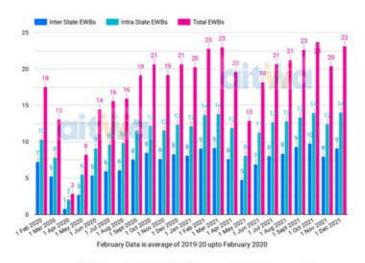


Eway Bill Dashboard

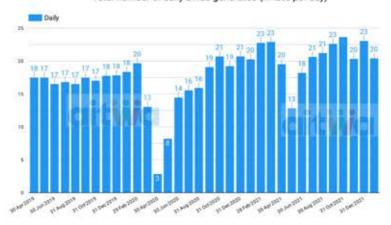


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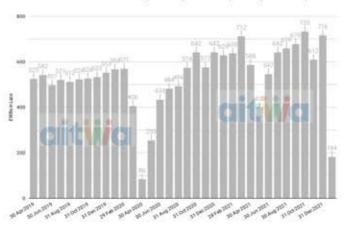
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



Total number of monthly EWBs generated (in lacs per month)



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Women in Logistics – Ms. Samta Kamra



Ms. Samta Kamra
DGM – Customer Service and
EXIM Sales (Liner) Gateway Rail Freight

Samta Kamra is an MBA in Personnel Management from Symbiosis, with over two decades of experience in Customer Service, Operations, Sales, Pricing and Commercials in Service industry. She believes that a true leader creates more leaders, and strongly believes in strengthening the team, to do day-to-day work and give them their due credit, so they are always supportive. Her mantra in life is self-introspection as it is the key to improvement.

Ouestionnaire

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

I have been associated with this Industry for more than two decades now. The journey, so far, has been exciting and challenging. Having worked in Domestic Express, Ecommerce and EXIM Service verticals, I feel that there is something new each day to learn and tackle which keeps me motivated.

2. How did you get inducted into Cargo, which is essentially a male-

dominated industry?

I was always keen to work in the Service Industry and got a break with Gati and enjoyed my work of solving customer issues day in and day out. I also realized how important this sector is, since logistics is required to run each and every business as well as household, It is the lifeline of any economy.

I also feel that most Industries in India are male dominated, so we cannot avoid this issue. One has to be forward looking and willing to take new challenges, if one wants to progress.

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

I never faced much of a challenge either way and found most of my male colleagues and team very supportive. That is also because I have always been a workaholic and tried my best to be a good team player. So, I think it is more of one's willingness to work with dedication and determination that makes a difference.

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

My core domain has always been Customer Service. In my current profile, I am responsible for Customer Service pan India as a functional head, along with Shipping lines' Commercials and Process Improvement. However, I have worked in various additional roles such as Sales, Operations, Pricing and Commercials, Contract Management, Warehousing, etc., in logistics sector, alongside Customer Service.

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

The logistics sector has a wide spectrum of services that are required to run every business or household nowadays. Though it was not a considered career choice, once I started working, I got attached to the logistics sector.

There are different technicalities for each vertical that I have worked with and that is what keeps me motivated to learn, work and grow more in this sector.

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

Nowadays, there is a change in scenario with Women coming forward and managing the whole Aircraft, Railway Stations, etc. Dedicated branches managed by Women are being opened by many logistics companies and we have also seen them driving urban taxies, so I believe gender bias is fading away over time. We have all witnessed women's participation increasing at Managerial levels, particularly in service Industry, which is a good sign.

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

I love to take small holidays at different destinations with family and friends. Apart from that, I like to experiment with my culinary skills and try some new dishes from different parts of India, as a hobby. Sometimes I read books, in my free time.

Our family is also attached to 'Sant Nirankari Mission' wherein spirituality provides a road map for peace of mind. Their charitable wing organizes tree plantation drives, blood donation camps and participates in 'Swachh Bharat Abhiyan' along with other social welfare activities. Contributing my bit

Bharat Abhiyan' along with other social welfare activities. Contributing my bit to these activities provides good relaxation and helps to maintain work and social life balance.

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

Logistics is one of the fastest growing sectors in India, hence choosing it as a career is a great choice at this point in time, when most of the other sectors are looking for outsourcing models. Even for women in the sector, the gender bias is slowly eroding and Industry has targeted increased gender diversity ratio.

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

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वर्षांत समीक्षा 2021: सड़क परिवहन और राजमार्ग मंत्रालय

वर्ष 2021 सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) के लिए महत्वपूर्ण रहा, क्योंकि पहले के अच्छे कामों को जारी रखने के साथ इसने कुछ ऐसे उपाय भी शुरू किए जिनका नागरिकों के जीवन पर दूरगामी प्रभाव पड़ेगा। मंत्रालय ने इस साल के दौरान अच्छी गुणवत्ता वाली राष्ट्रीय राजमार्गों (एनएच) के निर्माण के अपने मिशन को आगे बढ़ाया है। बीते 7 वर्षों में, एनएच की लंबाई 91,287 किलोमीटर (अप्रैल 2014 तक) से बढ़कर अब लगभग 1,41,000 किलोमीटर हो गई है। यानी इस दौरान 50 फीसदी से अधिक की बढ़ोतरी दर्ज की गई है। यह कोविड महामारी के चलते लगाए गए प्रतिबंधों और भारी व लंबे मानसून के मौसम की वजह से उत्पन्न प्रतिकृल स्थिति के बावजुद हुआ।

केंद्रीय कैविनेट ने बहु-आयामी संपर्क प्रदान करने के लिए ''प्रधानमंत्री गित शक्ति – राष्ट्रीय मास्टर प्लान (एनएमपी)'' को मंजूरी दी। इसमें निरंतरता के लिए संस्थागत ढांचा, कार्यान्वयन, निगरानी और सहायता प्रणाली शामिल हैं। इस योजना की शुरुआत प्रधानमंत्री श्री नरेन्द्र मोदी ने राष्ट्रीय राजधानी के प्रगित मैदान में आयोजित एक कार्यक्रम में किया। वहीं, मंत्रालय''प्रधानमंत्री गितशक्ति – राष्ट्रीय मास्टर प्लान' के तहत परिवहन और लॉजिस्टिक्स के एक एकीकृत बहु – आयामी राष्ट्रीय नेटवर्क के निर्माण को लेकर प्रधानमंत्री की सोच को साकार करने के लिए सिक्रय रूप से काम कर रहा है। 2021 में दो एमएमएलपी परियोजनाओं – नागपुर (सिंधी) और चेन्नई के लिए निवदाएं आमंत्रित करने के साथ मल्टी – मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) पर काम करने की गित तेज हुई।

स्वैच्छिक वाहन स्क्रैपेज नीति की घोषणा, 2021 में की गई प्रमुख पहलों में से एक हैं। यह देश में अनुपयुक्त वाहनों को चरणबद्ध रूप से समाप्त कर देगी। इस नीति की घोषणा प्रधानमंत्री श्री नरेन्द्र मोदी ने गांधीनगर (गुजरात) में आयोजित एक समारोह में की थी। इस नीति के चलते न केवल सड़क से पुराने व अनुपयुक्त वाहनों की वजह से होने वाले प्रदूषण में कमी आएगी, बल्कि इससे रोजगार के पर्याप्त अवसर भी पैदा होंगे। इस नीति का उद्शय पूरे देश में स्वचालित जांच स्टेशनों और पंजीकृत वाहन स्क्रैपिंग सुविधाओं (आरबीएसएफ) के रूप में स्क्रैपिंग इंफ्रास्ट्रक्चर का निर्माण है। इस पर पहले ही काम शुरू हो चुका है। हाल ही में नोएडा में इस तरह की पहली सुविधा का उद्घाटन सड़क परिवहन और राजमार्ग मंत्री श्री नितिन गडकरी ने किया था।

दिल्ली-मुंबई एक्सप्रेसवे, बेंगलुरू-चेन्नई एक्सप्रेसवे और जोजिला सुरंग सिंहत विभिन्न एनएच परियोजनाओं व सुरंगों पर तेज गति से काम जारी है। वहीं, प्रधानमंत्री श्री नरेन्द्र मोदी ने कई परियोजनाओं का शिलान्यास किया था। इनमें दिल्ली-देहरादून एक्सप्रेसवे और जोजिला सुरंग शामिल हैं। दिल्ली-देहरादून एक्सप्रेसवे देहरादून और राष्ट्रीय राजधानी के बीच मौजूदा यात्रा समय को कम करेगा।

नागरिक-केंद्रित पहल के तहत मंत्रालय ने बीएच सीरिज के तहत वाहनों के लिए एक नया पंजीकरण चिह्न शुरू किया है। इसमें योजना के लिए पात्र लोगों को दूसरे राज्य में जाने के दौरान अपने वाहन की नंबर प्लेट बदलने की जरूरत नहीं है। यह फिर से पंजीकरण करने के बोझ को कम करने के लिए किया गया, जो एक दुष्कर और समय खर्च करने वाली प्रक्रिया है। वहीं, मंत्रालय ने राष्ट्रीय राजमार्गों पर वाहनों की निर्बाध आवाजाही की दिशा में एक महत्वपूर्ण कदम उठाते हुए सभी टोल प्लाजा पर फास्टैग के उपयोग को अनिवार्य कर दिया है।

देश में सड़क सुरक्षा पिर श्य में सुधार के लिए 2021 में कई कदम उठाए गए हैं। इनमें मुसीबत के समय सहायता करने वाले नेक व्यक्ति के लिए इनाम योजना की घोषणा और सड़क सुरक्षा बोर्ड का गठन शामिल है। इसी तरह पर्यावरण को स्वच्छ बनाने के लिए पर्यावरण के अनुकूल वाहनों और ईंधन के उपयोग को प्रोत्साहित करने के लिए कई कदम उठाए गए हैं।

वहीं, लंबित फाइलों के निपटान के लिए विशेष अभियान चलाया गया। इसके अनुरूप एक समर्पित पोर्टल के जिए 30 सितंबर, 2021 तक सासंदों के लंबित विषयों के निपटान की निगरानी दैनिक आधार पर की गई। इसके अलावा विभिन्न कार्यालयों के बीच समन्वय स्थापित कर इसके गुणवत्तापूर्ण निपटान के प्रयास किए गए। 30 सितंबर तक 909 लंबित विषयों में से 830 के जवाब सड़क परिवहन और राजमार्ग मंत्री ने 14 दिसंबर, 2021 तक दे दिए थे। वहीं, एक दिन में सांसदों के सबसे अधिक 169 विषयों का निपटान किया गया। इसी तरह दैनिक निगरानी और संबंधित कार्यालयों की सहभागिता से मंत्रालय ने इस अभियान के दौरान राज्य सरकार के 125 विषयों, 1339 लोक शिकायतों और 644 पीजी अपीलों के निपटान का एक बड़ा लक्ष्य प्राप्त किया।

2021 के प्रमुख बिंदु

1. प्रधानमंत्री गतिशक्ति

केंद्रीय कैबिनेट ने बहु-आयामी संपर्क प्रदान करने के लिए ''प्रधानमंत्री गित शिक्त- राष्ट्रीय मास्टर प्लान (एनएमपी)'' को मंजूरी दी। इसमें निरंतरता के लिए संस्थागत ढांचा, कार्यान्वयन, निगरानी और सहायता प्रणाली शामिल हैं। इस योजना की शुरुआत प्रधानमंत्री श्री नरेन्द्र मोदी ने राष्ट्रीय राजधानी के प्रगित मैदान में आयोजित एक कार्यक्रम में किया। एनएमपी का उद्देश्य पूरे देश में समग्र योजना की तैयारी और विकास करना है। यह जीवन की सुगमता को बढ़ाने, व्यापार करने में आसानी, व्यवधानों को कम करने और कार्यों की लागत प्रभावी पूर्णता में तेजी लाने के उद्देश्य के साथ-साथ परिवहन व लॉजिस्टिक्स के व्यापक और एकीकृत बहु-आयामी राष्ट्रीय नेटवर्क को बढ़ावा देने के लिए एकीकृत मंच के तहत प्रदर्शित सभी आर्थिक क्षेत्रों और बुनियादी ढांचा विकास को लेकर भौतिक जुड़ाव की स्थानिक दृश्यता प्रदान करेगी। एनएमपी वस्तु, लोगों और सेवाओं के सुचारू परिवहन को सक्षम करके और रोजगार के अवसर उत्पन्न करके आर्थिक विकास को बढ़ावा देगी, विदेशी निवेश को आकर्षित करेगी और देश की वैश्वक प्रतिस्पर्धा में बढोतरी करेगी।

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री श्री नितिन गड़करी ने मुंबई में ''राजमार्ग, परिवहन और लॉजिस्टिक्स में निवेश के अवसर'' विषयवस्तु पर एक राष्ट्रीय सम्मेलन की अध्यक्षता की थी। "प्रधानमंत्री गति शक्ति- राष्ट्रीय मास्टर प्लान' के जरिए भारत के लॉजिस्टिक सेक्टर और प्रधानमंत्री की सोच के अनरूप एक प्रोत्साहन प्रदान करने को लेकर इस सम्मेलन का आयोजन केंद्र व राज्य सरकार के विभिन्न मंत्रालयों, इसकी एजेंसियों और निजी क्षेत्र के बीच सहभागिता के महत्व पर जोर देने के लिए किया गया था। मंत्रालय की तीन केंद्रीय विषयों- भारतमाला परियोजना, संपत्ति मुद्रीकरण और वाहन स्क्रैपेज नीति पर ध्यान केंद्रित करते हुए राजमार्गों, परिवहन और लॉजिस्टिक्स में निवेश के अवसरों को प्रदर्शित करने की योजना थी। इस अवसर पर श्री गडकरी ने निवेशकों से बनियादी ढांचे के क्षेत्र में खली सोच के साथ आगे आने और निवेश करने का अनुरोध किया। उन्होंने कहा कि यह राजमार्ग, मल्टीमॉडल लॉजिस्टिक्स पार्क, सड़क किनारे की सुविधाओं, रोपवे, भंडारण क्षेत्रों सहित कई परिसंपत्ति क्षेत्रों में विस्तृत निवेश के विविध अवसरों की पेशकश करता है। सचिव श्री गिरिधर अरमाने ने कहा कि प्रधानमंत्री के सक्षम नेतृत्व में सरकार का उद्देश्य भारत की लॉजिस्टिक्स लागत को 8-10 फीसदी तक कम करके भारतीय लॉजिस्टिक प्रणाली को विश्व में सर्वश्रेष्ठ के सुदृश्य बनाना है। उन्होंने आगे इस बात पर जोर दिया कि बुनियादी ढांचे में निवेश से प्राप्त होने वाला लाभ अन्य परिसंपत्तियों की तुलना में बेहतर है।

2. वाहन स्क्रैपेज नीति: कचरे को संपत्ति में बदलना

पर्यावरण के अनुकूल और सुरक्षित तरीके से अनुपयुक्त व प्रदूषणकारी वाहनों को चरणबद्ध तरीके से समाप्त करने के उद्देश्य से एक इकोसिस्टम बनाने के लिए स्वैच्छिक वाहन स्क्रैपेज नीति शुरू की गई। यह एक व्यावहारिक चक्रीय अर्थव्यवस्था बनाएगा और पर्यावरण के लिए जिम्मेदार होने के साथ-साथ सभी हितधारकों के लिए मूल्यवान होगा। प्रधानमंत्री श्री नरेन्द्र मोदी ने गुजरात के गांधीनगर में इस विषय पर एक निवेशक शिखर सम्मेलन को संबोधित किया। इस कार्यक्रम में उन्होंने कहा कि यह नीति देश में वाहनों के आधुनिकीकरण और सड़कों से अनुपयुक्त वाहनों को वैज्ञानिक तरीके से हटाने में बड़ी भूमिका निभाएगी। उन्होंने कहा कि इस नीति से न केवल 10,000 करोड़ रुपये से अधिक का नया निवेश आएगा, बल्कि रोजगार के अवसर भी उत्पन्न होंगे। प्रधानमंत्री ने आगे इसका उल्लेख किया कि नई स्क्रैपेज नीति कबाड़ से धन की चक्रीय अर्थव्यवस्था की एक महत्वपूर्ण कड़ी है।

वहीं, मंत्रालय ने स्वचालित परीक्षण स्टेशन (एटीएस) की मान्यता, विनियमन और नियंत्रण के नियमों को जारी किया, जिससे एटीएसएस की स्थापना में सुविधा हो सके। ये नियम वाहन सुरक्षा व उत्सर्जन आवश्यकताओं और वैश्विक सर्वश्रेष्ठ अभ्यासों को ध्यान में रखकर बनाए गए हैं और भारत के वाहन व प्रणालियों के अनुरूप शामिल किए गए हैं। एक स्वचालित परीक्षण स्टेशन एक वाहन की फिटनेस जांच के लिए जरूरी विभिन्न परीक्षणों को स्वचालित करने के लिए यांत्रिक उपकरण का उपयोग करता है।

मंत्रालय ने मोटर वाहन (वाहन स्क्रैंपिंग सुविधा का पंजीकरण और कार्य) नियम के अनुरूप पंजीकृत वाहन स्क्रैंपिंग सुविधा की स्थापना के लिए विस्तृत प्रक्रियाओं को भी जारी किया। ये नियम सभी ऑटोमोबिल संग्रह केंद्रों, मोटर वाहन को नष्ट करने, स्क्रैंपिंग व रिसाइक्लिंग फैसिलिटी और सभी प्रकार के ऑटोमोटिव कबाड उत्पादों को रिसाइक्लि करने वालों पर लागु होते हैं।

मंत्रालय ने एक अधिसूचना जी.एस.आर 714 (ई) जारी की थी। इसके तहत पंजी—त वाहन स्क्रैपिंग सुविधा (आरवीएसएफ) द्वारा जारी जमा प्रमाण पत्र के आधार पर खरीदे गए नए वाहनों के लिए पंजीकरण शुल्क न लेने का प्रावधान किया गया। वहीं, 15 साल से अधिक अवधि वाले मोटर वाहनों के लिए फिटनेस टेस्ट और फिटनेस सिटिंफिकेट के नवीनीकरण के लिए शुल्क में बढ़ोतरी की गई। इसके अलावा एक और जारी अधिसूचना के अनुसार आरवीएसएफ द्वारा जारी जमा प्रमाण पत्र के आधार पर पंजीकृत वाहन के लिए मोटर वाहन कर में भी छूट दी जाएगी। इसके तहत गैर-परिवहन (व्यक्तिगत) वाहनों के मामले में 25 फीसदी और परिवहन (वाणिज्यिक) वाहनों के मामले में 15 फीसदी तक छूट प्राप्त होगी। यह 1 अप्रैल, 2022 से प्रभावी होगा।

केंद्रीय सड़क परिवहन और राजमार्ग मंत्री श्री नितिन गडकरी ने नोएडा में एक वाहन स्क्रैपिंग और पुनर्चक्रण सुविधा का उद्घाटन किया। इस सुविधा की स्थापना मारुति सुजुकी ने टोयोटाकृत्सुशो ग्रुप के सहयोग से की है। 11,000 वर्ग किलोमीटर के क्षेत्र में विस्तृत इस सुविधा की क्षमता हर साल 24,000 वाहनों को संभालने की है।

3. राष्ट्रीय राजमार्ग : निर्माण और उपलब्धियां

राष्ट्रीय राजमार्ग (एनएच) निर्माण की गति 2014-15 में 12 किलोमीटर प्रति दिन से बढ़कर 2020-21 में 37 किलोमीटर प्रति दिन (3 गुना से अधिक) हो गई है। 2014-15 में 4,410 किलोमीटर एनएच का निर्माण हुआ था। वहीं, 2020-21 में 13,327 किलोमीटर एनएच का निर्माण हुआ। पिछले 7 वर्षों में एनएच की लंबाई 91,287 किलोमीटर (अप्रैल 2014 तक) से बढ़कर अब लगभग 1,41,000 किलोमीटर हो गई है। इस अवधि में 50 फीसदी से अधिक की बढ़ोतरी हुई है। वहीं, चालू वित्तीय वर्ष 2021-22 में मंत्रालय ने अब तक (24 दिसंबर तक) 5,407 किलोमीटर एनएच का निर्माण किया है।

- प्रधानमंत्री श्री नरेन्द्र मोदी ने 8,500 करोड़ रुपये की लागत से बनने वाले
 179 किलोमीटर लंबे दिल्ली-देहरादून एक्सप्रेस-वे (आर्थिक गलियारा) और
 2100 करोड़ रुपये की लागत से हरिद्वार को दिल्ली-देहरादून एक्सप्रेस-वे से
 जोड़ने वाले हरिद्वार स्पर का शिलान्यास किया।
- प्रधानमंत्री श्री नरेन्द्र मोदी ने 16 किलोमीटर वाराणसी रिंग रोड परियोजना और वाराणसी-गाजीपुर (72 किलोमीटर) राजमार्ग परियोजना का उद्घाटन किया।
- प्रधानमंत्री ने नवंबर में वीडियो कॉन्फ्रेंसिंग के जिए महाराष्ट्र के पंढरपुर में श्री संत ज्ञानेश्वर महाराज पाल्खी मार्ग (एनएच -965) के पांच खंडों के चार लेन और श्री संत तुकराम महाराज पाल्खी मार्ग (एनएच- 965जी) के तीन खंडों का शिलान्यास किया। ये मार्ग पूरे देश और पंढरपुर से बाहर भगवान विट्ठल के भक्तों की आवाजाही को सुविधाजनक बनाएंगे। इसके अलावा प्रधानमंत्री ने देश को 223 किलोमीटर से अधिक पूर्ण और उन्तत सड़क परियोजनाओं को समर्पित किया, जो पंढरपुर की कनेक्टिविटी को बढ़ावा देने

के लिए विभिन्न राष्ट्रीय राजमार्गों पर 1180 करोड़ रुपये की अनुमानित राशि खर्च की गई है।

- केंद्रीय मंत्री श्री नितिन गडकरी ने जम्मू और कश्मीर के डोडा में 11,721 करोड़ रुपये के निवेश से 257 किलोमीटर की कुल लंबाई की 25 राष्ट्रीय राजमार्ग परियोजनाओं का शिलान्यास किया। ये परियोजनाएं न केवल घाटी के भीतर सभी मौसम में कनेक्टिविटी प्रदान करेगी, बल्कि इस क्षेत्र में ऋषि, औद्योगिक और सामाजिक-आर्थिक प्रगति करने के साथ-साथ रक्षा बलों की सहज आवाजाही को भी सुविधाजनक बनाएगी। इन परियोजनाओं में क्षेत्र के कुछ खंडों की मरम्मत व उन्नयन, पुल व सुरंग के निर्माण और ब्लैक स्पॉट सुधारों को शामिल किया गया है।
- श्री नितिन गडकरी ने मिर्जापुर (उत्तर प्रदेश) में 3037 करोड़ रुपये की लागत से कुल 146 किलोमीटर की लंबाई वाली चार राष्ट्रीय राजमार्ग परियोजनाओं का उद्घाटन किया और जौनपुर में 1,123 करोड़ रुपये की लागत से कुल 86 किलोमीटर लंबी तीन एनएच परियोजनाओं का शिलान्यास किया।
- वर्धा जिले के सिंधी में एक मल्टी-मॉडल लॉजिस्टिक्स पार्क स्थापित करने के लिए नागपुर में एनएचएआई और जवाहरलाल नेहरू पोर्ट ट्रस्ट के बीच एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किया गया। इस अवसर पर श्री गडकरी ने कहा कि देश के दिल में होने के चलते नागपुर के पास एक लॉजिस्टिक्स कैपिटल (राजधानी) बनने की पुरी क्षमता है।
- केंद्रीय मंत्री श्री नितिन गडकरी ने मेरठ में 8,364 करोड़ रुपये की कुल लागत वाली एनएच परियोजनाओं का उद्घाटन किया था। इस दौरान राज्य मंत्री जनरल (सेवानिवृत) डॉ. वीके सिंह भी उपस्थित थे। इसके अलावा श्री गडकरी ने उत्तर प्रदेश के मुजफ्फरनगर में 755 करोड़ रुपये की लागत वाली एनएच परियोजनाओं का भी शिलान्यास किया।
- पारदर्शिता व एकरूपता लाने और नवीनतम तकनीक का लाभ उठाने के लिए राष्ट्रीय राजमार्ग प्राधिकरण ने विकास, निर्माण, संचालन और रखरखाव के सभी चरणों के दौरान राष्ट्रीय राजमार्ग परियोजनाओं की मासिक वीडियो रिकॉर्डिंग के लिए ड्रोन के उपयोग को अनिवार्य किया है। ठेकेदार और छूट पाने वाले (कंसेसियनार) पर्यवेक्षण परामर्शदाता दल के प्रमुख की उपस्थिति में इस ड्रोन वीडियो रिकॉर्डिंग को पूरा करेंगे।
- दुर्घटनाओं को कम करने के लिए सड़क विकास के सभी चरणों में सुरक्षा लेखा परीक्षा को अनिवार्य किया गया है।
- केंद्रीय मंत्री श्री नितिन गडकरी ने कहा कि देश की सुरक्षा को मजबूत करने के लिए 19 अन्य स्थानों पर आपातकालीन लैंडिंग सुविधाएं विकसित की जा रही हैं।
- इनविट की शुरुआत: इनविट ने 5,000 करोड़ रूपये की राशि जुटाई और 3,000 करोड़ रुपये जुटाने की योजना है।
- टीओटी: 16,954 करोड़ रुपये की राशि जुटाई गई, 450 किलोमीटर की लंबाई के बंडल 6,7 और 8 के लिए बोली प्रक्रियाधीन है।

- दिल्ली-मुंबई एक्सप्रेसवे के लिए एसपीवी का गठन
- चारधाम, बीआरओ के लिए राष्ट्रीय सुरक्षा कार्य
- 3 नए क्षेत्रों की स्थापना सड़क सुरक्षा, सुरंग खोजना, गुणवत्ता नियंत्रण
- 2020-21 में 14 सड़क किनारे स्थित सुविधाएं (डब्ल्यूएसए) परिचालन में हैं। वहीं, 15 डब्ल्यूएसए निर्माणाधीन हैं। 2021-22 में 142 डब्ल्यूएसए को विकसित करने का लक्ष्य तय किया गया है। इनमें से एनएचएआई को 39 डब्ल्यूएसए प्रदान किए हैं और बाकी 103 डब्ल्यूएसए के लिए बोलियां आमंत्रित की हैं। इनमें 3 बोलियां जम्मू और कश्मीर के लिए शामिल की गई हैं। दिल्ली-मुंबई एक्सप्रेसवे पर 23 डब्ल्यूएसए स्थल और ब्राउनफील्ड एनएच पर 16 स्थल हैं। पांच डब्ल्यूएसए को उनके विकास के लिए पर्यटन मंत्रालय को स्थानांतरित कर दिया गया है।
- विश्व रिकॉर्ड: दिल्ली-वड़ोदरा एक्सप्रेसवे खंड पर 24 घंटे के भीतर 2.5 किलोमीटर लंबे 4 लेन कंक्रीट फुटपाथ का निर्माण किया गया।
- एनएच-52 के सोलापुर-बीजापुर खंड की 26 किलोमीटर लंबी सिंगल लेन बिट्मेन सड़क केवल 21 घंटे में बनाई गई।
- ईस्टर्न पेरिफेरल एक्सप्रेसवे (ईपीई) पर इंटेलिजेंट ट्रांसपोर्ट सिस्टम शुरू किया गया।
- हरित वृक्षारोपण की स्थित (2021-22): नवंबर 2021 तक 62.3 लाख पौधे लगाए गएय 2016-17 और 2020-21 के बीच 2.02 करोड़ से अधिक पौधे लगाए गए। द्वारका-एक्सप्रेसवे परियोजना में 12,000 से अधिक पौधे लगाए गए हैं।
- वन्यजीव संरक्षण के लिए नागपुर-जबलपुर राजमार्ग पर एलिवेटेड कॉरिडोर बनाया गया।
- मध्य प्रदेश में खवासा-सिवनी वन्यजीव अभ्यारण्य से होकर गुजरने वाले राष्ट्रीय राजमार्ग पर 4 मीटर ऊंची स्टील की दीवार का निर्माण किया गया है, जो इस सड़क से गुजरने वाले वाहनों की रौशनी और ध्विन को अवशोषित करेगी।
- मुकुंदरा हिल्स राष्ट्रीय उद्यान के रास्ते गुजरने वाली दिल्ली-मुंबई एक्सप्रेसवे के तहत एनीमल अंडरपास, 8 मीटर ऊंची चारदीवारी, जानवरों की सुरक्षा के लिए समर्पित आवाज रोधक और 8 लेन की सुरंग की व्यवस्था की गई है।
- डीपीआर तैयार करने के लिए लिडार तकनीक का उपयोग
- लखनऊ-कानपुर एक्सप्रेस-वे के निर्माण में मशीन नियंत्रण प्रौद्योगिकी का उपयोग किया जाएगा।
- वस्तुसूची सर्वेक्षण के लिए नेटवर्क सर्वेक्षण वाहन (एनएसवी) और मोबाइल ब्रिज निरीक्षण इकाई (एमबीआईयू)
- पुल की लंबाई बढ़ाने के लिए मलेशियाई और सिंगापुर की तकनीक और डेक स्लैब में स्टील फाइबर का उपयोग किया गया।

(* यह समीक्षा अगले अंक में जारी रहेगी)



GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO - 2817 ANSWERED ON-22/12/2021

STATUS OF IMPLEMENTATION OF VEHICLE SCRAPPAGE POLICY

2817. SHRI VINAY DINU TENDULKAR:

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

- (a) whether Government has implemented the Vehicle Scrappage Policy framed for 10 year old diesel vehicles and 15 year old petrol vehicles in the entire country;
- (b) the parts of the country where this policy is being adhered to and whether any central monitoring centre has been formed for this; and
- (c) the States in which this policy has been implemented in a uniform manner, if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The Ministry of Road Transport and Highways has formulated the Vehicle Scrapping Policy that 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 Vehicles 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.
- (b) and (c) As a part of Vehicle Scrapping Policy, notifications have been issued under the Motor Vehicles Act, 1988 and are applicable to all States/UTs. Rules made under Motor Vehicles Act, 1988 are enforced by the respective States/UTs.

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S.	Airport	Freight (in MT.) For The Month For The Period April To Sep										
no.	Anport	Sep	Sep	%	2021-22	2020-21	11 10 Sep					
		2021	2020	Change	2021 22	2020 21	Change					
(A)	18 International			change	-		C IIIII.Be					
1	Kolkata	13431	9249	45.2	64630	39404	64.0					
2	Chennai	32879	28044	17.2	177758	104983	69.3					
3	Goa	446	337	32.3	2223	888	07.5					
4	Srinagar	554	924	-40.0	3927	2180	80.1					
5	Bhubaneswar	1000	679	47.3	4898	2185	-					
6	Varanasi	363	271	33.9	1926	830	-					
7	Calicut	1018	949	7.3	4626	5062	-8.6					
8	Amritsar	145	103	40.8	737	299	-					
9	Coimbatore	760	625	21.6	3363	2024	66.2					
10	Vijayawada	222	106		1231	743	65.7					
11	Imphal	651	353	84.4	2938	1031	-					
12	Portblair	545	262	58.2	2509	1517	65.4					
13	Trichy	416	263		2107	884	-					
15	Tirupati Kushinagar	8	0		11	0						
16	Guwahati	1968	1581	24.5	10074	5253	91.8					
17	Jaipur	1342	1225	9.6	6154	3770	63.2					
18	Trivandrum	1444	1463	-1.3	8713	8156	6.8					
Tota		57192	46434	23.2	297825	179209	66.2					
	3 PPP Internation			80.18		112832						
19	Ahmedabad	7210	5286	36.4	43922	21236	-					
20	Lucknow	1456	1193	22.0	6267	3766	66.4					
21	Mangalore	413	279	48.0	1745	1145	52.4					
Tota		9079	6758	34.3	51934	26147	98.6					
_	7 JV Internationa	-					2010					
22	Delhi (DIAL)		76991	26	456038	287564	606					
23	Mumbai (MIAL)	79017 64599	51977	2.6	379702	220870	58.6 71.9					
24	Bangalore	37735	32458	16.3	201639	131617	53.2					
44	(BIAL)	30,000	32430	10.5	201039	131017	92.4					
25	Hyderabad	11896	10990	8.2	67473	45809	47.3					
	(GHIAL)	11020	10220		0.131.2	43003	37.7.00					
26	Cochin(CIAL)	4961	3994	24.2	27028	21023	28.6					
27	Nagpur (MIPL)	640	693	-7.6	3564	1602						
28	Kannur (KIAL)	0	0	-	0	0						
Tota		198848	177103	12.3	1135444	708485	60.3					
(D)	1 ST Govt./Pvt.											
29	Shirdi	0	0	- 2	0	0						
Tota	Printers April 1997	0	0	8	0	0						
	10 Custom Airpo		- 0									
30	Patna	1073	1211	-11.4	6000	4510	33.0					
31	Pune	2447	3066	-20.2	13644	7772	75.6					
32	Bagdogra	807	724	11.5	4694	1869	75.0					
33	Chandigarh	1114	738	50.9	5372	2167	- 0					
34	Visakhapatnam	307	237	29.5	2209	1407	57.0					
35	Indore	803	605	32.7	4013	1618	-					
36	Madurai	109	198	-44.9	697	490	42.2					
37	Surat	405	264	53.4	2645	1723	53.5					
38	Aurangabad	81	66	22.7	354	106	-					
39	Gaya	0	0	-	0	0	-					
Tota	L	7146	7109	0.5	39628	21662	82.9					
(F)	69 Domestic Air	ports										
40	Ranchi	488	502	-2.8	2599	1684	54.3					
41	Raipur	538	416	29.3	2820	1448	94.8					
42	Jammu	124	92	34.8	691	278						
43	Dehradun	66	3		94	- 11	- 2					
44	Agartala	349	85	8	1683	480	- >					
45	Gorakhpur	0	0		0	0	-					
46	Bhopal	207	102	- 5	918	340	9					
47	Udaipur	15	1		19	1	-					
48	Dibrugarh	126	49	. +	443	220						
49	Prayagraj	0	0	211	0	0	-					
50	Leh	110	145	-24.1	1008	425	-					
51	Jodhpur	0	0	24.7	0	220	-					
52	Vadodara	91	73	24.7	500	229						
53	Silchar	77	47	63.8	376	217	73.3					
54	Belgaum	3	0	-	20	0	-					
55 56	Rajahmundry	3	5	-40.0	19	9						
	Jharsuguda Darbhanga	0	0	-40.0	34	0						
57												

S.	Airport	Freight (in MT.) For The Month For The Period April To Se									
no.		Sep 2021	Sep 2020	% Change	2021-22	2020-21	% Change				
(F)	69 Domestic Air										
58.	Rajkot	29	0		62	0					
59	Jabalpur	0	0		0	0					
60	Tuticorin	0	0	-	0	0					
61	Hubli	3	4	-25.0	15	49	-69.				
62	Dimapur	60	20		283	81					
63	Gaggal (Kangra)	0	0	- 5	0	0					
64	Kishangarh	0	0		0	0					
65	Mysore	0	0	-	0	0					
66	Kolhapur Kandla	0	0		0	0					
67 68	Gwalior	0	0	-	0	0					
69	Kanpur (Chakeri)	16	Ť	-	73	Ť					
70	Kalaburgi	0	, o	-	0	Ô					
71	Juhu	24	10	- 2	121	45					
72	Cuddapah	0	0	- 2	0	0					
73	Jaisalmer	0	0	-	0	0					
74	Jorhat	1	2	-50.0	2	2					
75	Bikaner	0	0		0	0					
76	Jamnagar	0	0	-	0	0					
77	Salem	0	- 0	-	0	0	- 2				
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 (Lilaberi)	- 1	0	- 0	- 1	0					
35	Pakyong	0	0	-	0	0					
36	Bhavnagar	0	0	- 5	- 0	0					
37	Pathankot	0	0	-	0	0					
88	Bhuntar	0	0		0	0					
39	Ludhiana	0	0		0	0					
90	Agatti	13	0	- 8	62	0					
91	Jalgaon	0	0		0	0					
92	Barapani (Shillong)	0	0		0	0					
93	Bilaspur	0	0	5	0	0					
94	Tezpur	0	0	-	0	0					
95	Agra	0	0		0	0	-				
96	Baareilly	0	0		0	0					
97	Hyderabad (Begampet)	0	0		0	0					
98	Shimla	0	0		0	0					
99	Khajuraho	0	0		0	0					
100	Pondicherry	0	0		0	0					
	Bhatinda		70.		0	0					
	Kota	0	0	-	0	0					
	Sholapur	0	0	-	0	0					
	Keshod (Junagarh)	0	0		0	0					
	Safdarjung	0	0	-	0	0					
	Tezu	0	0	-	0	0					
	Coochbehar	0	0	-	0	0					
	Rupasi	200000	200.0157	A 2000	11 NOTE 1	1.00					
	9 Domestic Airports	2345	1557	50.6	11846	5520					
	13 St.Govt. / Pvt	Airports									
	Durgapur	0	0	- 2	1	0					
	Nasik(Hal ozar)	0	.0		35	0					
11	Lengpui(aizwal)	32	- 55	-41.8	149	147	1.				
	Nanded	0	0		0	- 0					
	Jagdalpur	0	0	-	0	0					
14	1.3.2	0	0	-	0	0					
	Bidar	0	0	-	0	0					
	Pasighat	0	0		0	0					
	Hisar	0	0	- 2	0	0					
	Mundra	0	0	-	0	0					
	Pithoragarh	0	0		0	0					
	Bangalore(Hal)	0	0	-	0	0					
	Kurnool	0	0		0	0	241000				
		32	55	-41.8	185	147	25.5				
G) 1.	3 St.Govt. / Pvt Airports	32	20	C. C. S. 207	1.00		,80001.				
G) 1.	Other Airports	0	0	-	0	0	ALV I				

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	e, Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other	TOTAL	% VAR.	CAGR*(%)
						RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs	Misc. Cargo		AGAINST 2020-21	BETWEEN 2019-20 AND 2021-22
SMP, KOLKATA	PART FOR SULLA PROPERTY NAMES OF SULLAND													
	TRF APRIL-OCT., 2021	163	299	2	175	24		583	4969	333	2119	8332		
Kolkata Dock System	TRF APRIL-OCT., 2020	175	203		216			1065	4819	306	1459	7937	4.98	
	TRF APRIL-OCT., 2019	419	456	21	390	6		1038	5864	408	2005	10199		-9.62
	TRF APRIL-OCT., 2021	5543	2946	845	150	242	95	7031	2111	103	4558	23521		
Haldia Dock Complex	TRF APRIL-OCT., 2020	5172	2592	2640	106	196	521	6396	1505	80	4453	23581	-0.25	
	TRF APRIL-OCT., 2019	5220	2942	1788	95	182	1144	8734	1840	102	4134	26079	M152	-5.03
TOTAL: SMP,	TRF APRIL-OCT., 2021	5706	3245	845	325	266	95	7614	7080	436	6677	31853		
KOLKATA	TRF APRIL-OCT., 2020	5347	2795	2640	322	196	521	7461	6324	386	5912	31518	1.06	
	TRF APRIL-OCT., 2019	5639	3398	1809	485	188	1144	9772	7704	510	1990/00/00/00	36278	*	-6.30
PARADIP	TRF APRIL-OCT., 2021	19431	1074	12495	183	2693	15886	8461	112	6	4944	65279		
	TRF APRIL-OCT., 2020	17081	938	16946	332	2869	12948	6093	154	9		61967	5.34	
	TRF APRIL-OCT., 2019	22747	921	11887	257	2307	15041	7275	124	6	2550000	64467	3.54	0.63
VISAKHAPATNAM	TRF APRIL-OCT., 2021		-		700	-	100000000000000000000000000000000000000						10 0	0100
VISARIMATINAM	TRF APRIL-OCT., 2020	7772 9203	1171 1124	8663 10290	1296	917 625	5021 2699	2805 3271	5120 4845	299 290	CO. C. T. T.	39251 38807	1.14	
	TRF APRIL-OCT., 2019	11206	1224	7671		377	4860	4767	5174	301	4561	41185	15.15	-2.38
KAMARAJAR	TRF APRIL-OCT., 2021			7071	1040	211								
(ENNORE)	TRF APRIL-OCT., 2020	2815	77				11151	1193 229	5264	273	1632	22132	76.63	
(ENNOKE)		2545 2939	68 84	1 3	99	- 2	7423 11054	499	1332 1467	69 76	933 1902	12530 18044	76.63	10.75
CHENNIAL	TRF APRIL-OCT., 2019		-	-	99	0.000	110,54			-				10.73
CHENNAI	TRF APRIL-OCT., 2021	6141	708	5		138	1 3	7	18165	941	2397	27556	*****	
	TRF APRIL-OCT., 2020	5173	563	-	135	113 102		22	13357	692 859	3045	22386	23.09	1.03
VO	TRF APRIL-OCT., 2019	7713	847		- 12	-		1.5	16577	-	3349	28588		-1.82
V.O.	TRF APRIL-OCT., 2021	227	567	-	173	417	4324	3136	9066	463	2357	20267	200	
CHIDAMBARANAR	TRF APRIL-OCT., 2020	271	546	3	591	200	4207	3444	8271	411	1430	18960	6.89	
000000	TRF APRIL-OCT., 2019	340	770		139	362	3859	3541	9934	486	2332	21277		-2.40
COCHIN	TRF APRIL-OCT., 2021	11932	284			166			5909	424	750	19041	50/25	
	TRF APRIL-OCT., 2020	9046	388	-		135		2.4	4798	346	755	15122	25.92	
	TRF APRIL-OCT., 2019	13206	282		22	108			5041	364	806	19465		-1.10
NEW MANGALORE	TRF APRIL-OCT., 2021	12051	1438	2463	170	87	2189	386	1405	92	803	20992		
	TRF APRIL-OCT., 2020	11789	1165	2372	460	47	1651	257	1258	84	1.00	19474	7.80	
	TRF APRIL-OCT., 2019	11632	1070	2666	301	58	2587	506	1291	89	476	20587		0.98
MORMUGAO	TRF APRIL-OCT., 2021	263	109	2459	36	84	1140	4112	157	12	2377	10653	2002	
	TRF APRIL-OCT., 2020	168	43	2509	33	9.7	819	4288	186	13	C275-75-75	10173	4.72	
	TRF APRIL-OCT., 2019	353	123	743	27	-	824	4524	232	18	-	8737	-	10.42
MUMBAI	TRF APRIL-OCT., 2021	20518	967	3662	189	18	3323	239	147	14	100720000	33355		
	TRF APRIL-OCT., 2020	18730	856	3526	243	37	1834	848	114	11	2443	28631	16.50	220
	TRF APRIL-OCT., 2019	22021	1239	3769	191	54	2385	1677	182	17	4113	35631		-3.25
J.N.P.T.	TRF APRIL-OCT., 2021	1840	1669	-	- (4	14	- 19	196	38687	3179	007.0	42606	000910545	
	TRF APRIL-OCT., 2020	1974	1300	-	- 37	97	87	9.5	29090	2348		32666	30.43	(2)
	TRF APRIL-OCT., 2019	2340	1565	-					35399	2975	545	39849		3.40
DEENDAYAL	TRF APRIL-OCT., 2021	S 45 55 5	6265	90000000	2415	15 (F02)	13122	269	50000000	282		73998	55800	
	TRF APRIL-OCT., 2020	22327	5653	0.00000	2856	73	9114	344	10.000.00	282	100000000000000000000000000000000000000	.00000000000000000000000000000000000000	17.60	0,000,000
	TRF APRIL-OCT., 2019		6230	-	2848	46	9452	610	3723	239	10316	71093		2.02
ALL PORTS	TRF APRIL-OCT., 2021		17574			4864	56251	28222	95988	6421	46129	406983		
	TRF APRIL-OCT., 2020	110980	15439	38388	6268	4295	41216	26235	74139	4941	38200	355160	14.59	
% Variation		10.83	13.83	-19.87	33 14	13:25	36.48	7.57	29.47	29.95	20.76	14.59		
from previous year			15.65	-47.07	33.14	10.20	30.48	1131	269.47	27.73	20.70	14:59		
	TRF APRIL-OCT., 2019	137727	17753	28822	5714	3602	51206	33171	86848	5940	40358	405201		0.22

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

The Cargo Cruise Specialist



Mr. Manish Goel Regional Director South Asia, Ocean Freight - Geodis India

As a teenager, Mr. Manish Goel always wanted to make his career in the Tourism Industry and started working as a Sales Executive with Raj Tours and Travels.

He was having a good run in International Travel but destiny had something else in store for him. In 2006, Maersk Line was looking for a Manager for their Call Centre and they found him to be their choice. Thus, he became part of the Global Blue Conglomerate and exciting world of Maritime Logistics. In 2008, A P Moller Maersk decided to do right sizing of their global business, they started moving out of the non-core business and from areas which were not profitable. Manish was one of the many employees who were out looking for an alternative job.

A vendor at Maersk introduced him to Team Global having Consolidation as their Core business, where he joined as Customer Service & Key Account for Imports. Over the years, Team Global grew by leaps and bounds and so did Manish and there was no looking back.

After Team Global, he worked with DB Schenker for 02 years & DHL Global Forwarding for 07 years managing LCL Products for India.

Around middle of this year, Manish joined Geodis India as Director, Ocean Freight South Asia.

Questionnaire

(1) How long have you been in operation?

I have been working for more than 25 years, including over 15 years in Maritime Industry.

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

Geodis is a Logistics Service Provider offering varied range of Logistics services to its customers. We are a global organization and work in India as per our Global and local strengths. Our aim is to be growth partner of our clients. In India we operate from 15 offices and have 450+ employees.

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

Technology can play a vital role in the growth of logistics industry in India. Over last 10 years technology has helped grow logistics be it giving customers visibility of their shipments, making operations seamless, information is now available at click of a button and much more. In future, technology will give stake-holders of logistics industry accurate predictions on future congestions at highways, airports, ports, etc. Advanced algorithms will also be able to give most accurate

prediction about future demand which will help key stake-holders to position their equipments at the right place and time.

Geodis is ahead of its peers in embracing latest and modern technology as part of our daily functioning.

(4) Who are your present clients?

Manufacturers from every industry are potentially our clients. To name a few, Express and Parcel Delivery, Road Transportation, International Freight Transportation, Warehousing and Supply Chain Optimization.

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

We offer every service which a customer needs to fulfil its logistics requirement.

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

World is becoming one big market place and every country is now dependent on each other to fulfil their daily consumption requirements. As long as people keep consuming, logistics will continue to grow.

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

Covid-19 threw at us unexpected challenges, first one being work from home (WFH). This was an unheard of concept in our Industry but we quickly managed to get laptops for our frontline staff to be able to WFH and keep the logistics cycle moving. Coming months threw more Challenges in terms of warehouse space, equipment availability, etc., but we kept managing these problems by requesting our customers to give us planning in advance and thinking out of the box solutions.

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

X -

One Organization Multiple Solutions

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





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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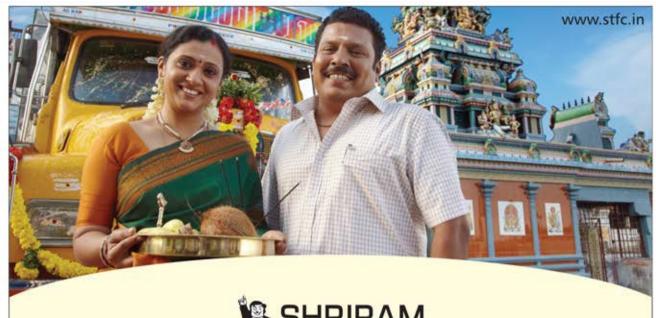














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SHRIRAM TRANSPORT FINANCE COMPANY LIMITED

COMMERCIAL GOODS VEHICLE FINANCE

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LIFE INSURANCE









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