

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

THAT WAY



THIS WAY

PM Gati Shakti

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5 Points For Making Transportation Business A Success

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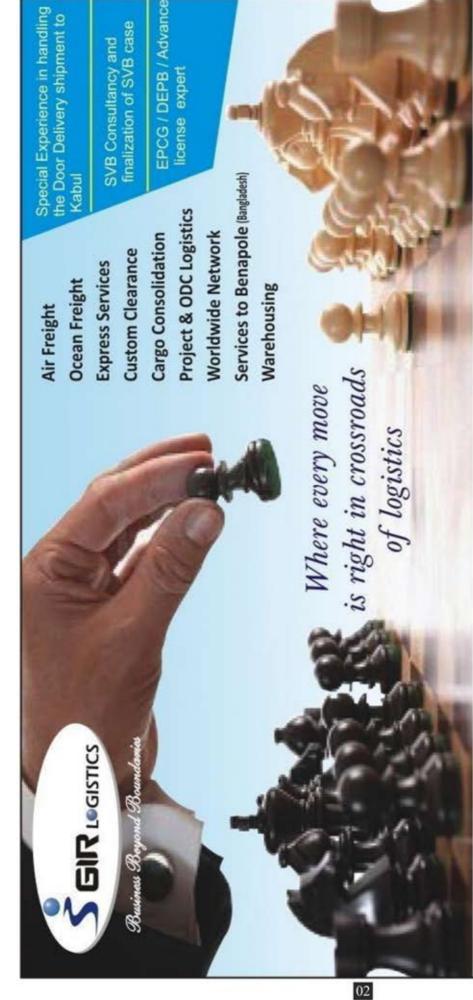
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Notification

Roads Ahead

 Development Impossible Without Good Roads Says Nitin Gadkari

Budget 2022-23

▶ BUDGET 2022-23 AT A GLANCE

AITWA - IRTDA Data

Government Policies & Initiatives

> पीएम गति शक्ति राष्टीय मास्टर प्लान (एनएमपी) के तहत 22 ग्रीनफील्ड एक्सप्रेसवे, 23 प्रमुख बुनियादी ढांचा परियोजनाएं, 35 मल्टी-मॉडल लॉजिस्टिक्स (एमएमएलपी) और अन्य राजमार्ग परियोजनाएं मल्टी-मोडल कनेक्टिविटी में सुधार के लिए प्रस्तावित हैं

45 Notification

 केवल स्वचालित परीक्षण स्टेशन के माध्यम से वाहनों के अनिवार्य फिटनेस के संबंध में मसौदा अधिसचना जारी की गई

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Budget

MoRTH Chief Hails The Budget as Historic Giving New Vision to New India

PM GatiShakti – The Future

ften we witness activities like laying of underground cables, gas pipelines etc. that cause great inconvenience to commuters. This has been happening for sheer lack of coordination between different departments, otherwise, digging of roads should be out of the question once it was constructed. Not only does it create a case for road accidents but these are also wasteful expenditures.

However, in past few years, the government has ensured unprecedented focus on infrastructure through a holistic outlook. This helps to address is sues like above through institutionalizing universal planning for stakeholders for major infrastructure projects. Instead of planning and designing separately in silos, the projects are planned to execute with a common vision.

The union budget for 2022 – 2023 is planned with this as one of the core ideas. Besides, Nirmala Sitharaman - the Union Minister for Finance has given priorities to other three segments, namely

- · Inclusive Development
- Productivity Enhancement and Investment, Sunrise Opportunities, Energy Transition and Climate Action
- · Financing of Investments

In the nutshell, the budget has emphasized Growth and all-inclusive welfare by Promoting technology-enabled development, energy transition and climate action. This is planned with a virtuous cycle starting from private investment, crowded in by public capital investment.

Elaborating PM GatiShakti...! It is driven by seven engines: Roads, Railways, Airports, Ports, Mass Transport, Waterways, and Logistics Infrastructure. And, the government has crafted the National Master Plan intending to offer world-class modern infrastructure and logistics synergy to the end consumers. Under the plan it also formulated a Master Plan for expressways, which is to be completed by 2022-23, covering 25000 km

national highways.

The Master Plan has further strategized for a Unified Logistics Interface Platform, allowing data exchange among all mode operators, Open Source Mobility Stack for seamless travel of passengers, 4 Multimodal Logistics parks through PPP by 2022-23.

Additionally, preference is given to the Integration of Postal and Railways Network to facilitate the movement of parcels. Besides, the government wants to extend the coverage under Kavach and plans to introduce 400 new Vande Bharat Trains.

Also, the plan is there to bring urban transport and railway stations under one roof through Multimodal Connectivity. Moreover, the central government has shown interest in building National Ropeways as a sustainable alternative to conventional roads.

The NDA government has also given importance to Agriculture and Food Processing. And, it is willing to promote chemical-free natural farming for which it will deliver Digital and Hi-Tech services to farmers in PPP mode. And, it will use Kisan Drones to aid farmers.

Also, the budget has not sidelined Education, as Universalisation of Quality Education is paramount for today's generation. Digitalization has been a revolution during the Covid -19 and the government wants to extend its usefulness across the country by introducing One class, One TV channel programmes. Further, virtual labs and skilling e-labs will be opened to promote critical thinking skills and stimulate the learning environment and a Digital University to be established with world-class quality universal education.

The 2022-23 budget has also spoken about Skill Development and creating Digital Ecosystem for Skilling and Livelihood (DESH-Stack e-portal), which will be launched to promote online training. It also talked about promoting Startups to facilitate Drone Shakti for Drone-As-A-Service.

The Narendra Modi led government has also given priority to the Health sector, as the nation wants to get ready to fight



Ashok Gupta

debacles like Covid-19. The government wants to roll out the National Digital Health Ecosystem, the launch of National Tele Mental Health Program for quality counselling, introduce Integrated architecture: Mission Shakti, Mission Vatsalya, Saksham Anganwadi, and Poshan 2.0 and upgrade Two lakh Anganwadis to Saksham Anganwadis.

Under the All-Inclusive Welfare Focus, the budget has touched;

- Har Ghar, Nal Se Jal (to cover around 3.8 crore households)
- PM Awas Yojana (to complete 80 lakh houses)
- PM-DevINE (to fund infrastructure for social development of North East)
- Vibrant Villages Program (to develop the villages in the Northern Border)
- Digital Banking by Post Offices (all post offices to become core banking system)
- Digital Payments (to set up 75 Digital Banking Units in 75 districts)

In totality, the 2022-23 budget offers Rs. 37800 crores to the National Health Mission, Rs. 60000 crores to Jal Jeevan Mission, Rs. 39553 crores to National Education Mission, Rs. 19000 crores to Pradhan Mantri Gram Sadak Yojana, Rs. 68000 crores to PM Kisan, Rs. 6400 crores to Aatmanirbhar Bharat Rojgar Yojana and Rs. 10000 crores to Pardhan Mantri Swasthya Suraksha Yojana.

As for the transporters, though the budget has sanctioned Rs. 199107.71 crores to the Ministry of Road Transport and Highways, there is no direct benefit to this sector. The budget could have included issues like GST, E-way bill, the crisis of truck drivers, rising fuel cost, loan interest on trucks, highway robbery, etc but nothing was mentioned. Mention of these issues along with the PM GatiShakti would have made the transport sector's future secure!

- X -





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Budget 2022 – 23: How Does It Matter?

"It's one thing to get the money apportioned in the budget; the other is to utilise it completely." – Nirmala Sitharaman

After the presentation of the union budget 2022-23, the big question rests on her shoulders - how well she utilized the money? If the statements of BJP leaders are to be believed, ever since BJP came to power in 2014 the focus of Narendra Modi led government has always been on to empower citizens, especially the poor and the marginalized segment and hence their budgets always have covered all the major parameters for uplifting society! However, the other political parties and various business sectors have been critics of NDA's budget. For instance, the transport and logistics sector has been raising its voice for ignoring the sector for too long. Isn't 7 years in power too long?

True! The BJP led government has included programs for housing, electricity, cooking gas, and access to water. But, when? – after increasing the costs to the sky-high? These necessities should have come at a peanut price. Yes, financial inclusion and direct benefit transfers have been real winners. The cut off of the middleman has been a revolution.

Also, the government says that it is committed to strengthening the abilities of the poor to tap all opportunities and that it is constantly striving to offer the necessary ecosystem for the middle classes — a vast section which is populated across various middle-income brackets — to make use of the opportunities they so desire. But if that is the case, why the lower and middle classes are suffering so much? Why does a student from the middle class still struggle to get

admission into the finest school or college?

How will catchy phrases like Amrit Kaal go to help the nation until the blueprint is placed to act? Will it steer the economy for the next 25 years? Until the government think otherwise and gets ready to pour all its energies India will get 25 years older and actually will not encash from its journey from 75 years to 100 years. The time has indeed arrived to envision a country to its true potential rather than fooling people around.

We expect good work from this government as the nation has been in dark for too long and with a sparkling leader in Narendra Modi India wants to grow and deserves a sea change. If the government's intent is clear and ready to be transparent about financial

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Mahendra Arya National President, AITWA

The initiatives of the last year's Budget have seen significant progress and have been provided with adequate allocations in this Budget as well. The strengthening of health infrastructure, speedy implementation of the vaccination program, and the nation-wide resilient response to the current wave of the pandemic are evident.

Also, the Productivity Linked Incentive in 14 sectors for achieving the vision of AtmaNirbhar Bharat has received excellent responses. The potential to create 60 lakh new jobs and additional production of `30 lakh crore during the next 5 years is what the nation is looking forward to.

However, when we start discussing our industry - the Road Transport sector, there is nothing much to cheer about, like every time. Like every year, this budget also has shown a cold shoulder to Road Transport Sector. If there are positives that can be counted are

- the PM GatiShakti Master Plan for Expressways, which is designed to facilitate faster movement of people and goods.
- the National Highways network, which is to be expanded by 25,000 km
- 20,000 crore will be mobilized

through innovative ways of financing to complement the public resources

- seamless Multimodal Movement of Goods and People
- that the data exchange among all mode operators will be brought on Unified Logistics Interface Platform (ULIP), designed for Application Programming Interface (API). This will provide for efficient movement of goods through different modes, reducing logistics cost and time, assisting just-in-time inventory management, and eliminating tedious documentation
- If it gets operational, this will provide real-time information to all stakeholders, and improve international competitiveness. An open-source mobility stack, for organizing seamless travel of passengers will also be facilitated.
- implementation of Multimodal Logistics Parks at four locations through PPP mode is another step that needs to be watched out for.
- One hundred PM GatiShakti Cargo Terminals for multimodal logistics facilities will be developed during the next three years, which is good news.

However, the Road Transport sector finds it hard to digest why Railways always enjoy extra benefits every year. This year's budget too offers additional advantages to Railways. The government has revealed that it will develop new products and efficient logistics services for small farmers and Small and Medium Enterprises by integrating networks of Postal and Railways to provide seamless solutions for the movement of parcels.

Further, this year also the government has failed to address the issue of Goods and Services Tax (GST) and E-way bill system. While the Road Transport fraternity has been asking for a unified tariff structure to reduce complexities in multi-modal transactions, by not addressing it the government has made our business tough. Also, how fair is it to ask 28 per cent GST for a truck tyre

and spare parts? Is it eventually adds to the logistics cost which again leads to business loss.

In addition, multiple laws and

Also, the budget forgot to address issues of drivers, right from their life and medical insurances to offering road side amenities like hygienic food



regulations have been hampering our business. This was also not addressed. The government will have to understand that labour laws of each state are different from one another and this adversely impacts the delivery of logistics services.

The budget also chooses to give a miss to the issue of highway robbery. We are unable to uncover why the government is unable to give importance to the lives of Goods Carriers/drivers?

Drivers are never safe 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. Threat of life has been one of the causes for drivers leaving the profession and creating a vaccume in the industry. Though the vehicle and goods are generally insured, a lot of time gets wasted on lodging police complaints and other formalities, which indirectly impacts logistics costs.

courts, toilets, rest rooms, etc.

Moreover, the budget also forgot to mention the rate of interest of a loan on a truck. Who will think that there is no fixed monthly income from a vehicle, then why the government can't offer a subsidized rate of interest. If the same can be offered to a farmer for buying a tractor why a transporter is deprived of it?

In addition, Nirmala Sitharaman decided to give a miss to raising fuel cost, which never seems to come down. There is no realization that it is badly impacting the transportation cost and business.

The budget 2022-23 could have incorporated Road Transporters directly and by doing so could have helped the second-largest job-producing industry but again the industry is left alone. Perhaps that is the brutal truth and members will have to stand as a unit. 'Khudi Ko Karna Hoga Itna Buland Ke Har Budget Se Pehle Government Transporters Se Hi Pooche, Bata Teri Raza Kya Ha!'

Roads Are Fine, Road Transporters Are Not Fine!

an you recall the Budget Speech of 2020-21? In this budget, the Union Finance Minister announced several plans for the roads sector, including the construction of 8,500 km roads and another 11,000 km of NH corridors.

Other prominent declarations of the 2020-21 Budget included: (i) development of National Highways in Tamil Nadu (3,500 km), Kerala (1,100 km), West Bengal (675 km), and Assam (1,300 km), and (ii) further progress on some key economic corridors (such as the Delhi-Mumbai Expressway, Bengaluru-Chennai Expressway). Out of the total length of 1,380 km, 1,337 km length has been awarded for construction.

In this year's Budget Speech too the Finance Minister announced that by March 2023, the NH network will be expanded by 25,000 km. To achieve this target the construction pace will have to be about 68 km/day. This is 87 per cent higher than the pace in 2020-21 (of 36.5 km/day). The only positive is that the daily road construction pace has constantly increased from 28 km/day in 2019-20 to 36.5 km/day in 2020-21.

During the BJP led government, since 2014, the length of the National Highway network has increased from 91,300 km in March 2014, to 1,40,000 km in December 2021. Also, it is worthy to note that nearly 49,100 km of State Roads have been notified as National Highways since 2014-15.

In the Budget 2022-23, the Ministry of Road Transport and Highways has been allocated nearly Rs 68,000 crore more than the revised expenditure in 2021-22. In absolute terms, this is the highest increase (from revised estimates of 2021-22) among all ministries in 2022-23.

Major announcements in the 2022-23 Budget Speech

In the budget speech, the Finance

Minister made the following announcements regarding the roads sector:

- PM GatiShakti Master Plan for Expressways will be formulated in 2022-23 to facilitate faster movement of people and goods.
- The National Highways network will be expanded by 25,000 km in 2022-23.
- Rs 20,000 crore will be mobilised through innovative ways of financing to complement public resources.

Though whatever is being discussed is related to the Road Transport Sector, nothing significant has been declared specifically for the logistics and transport sector. Today, when the sector is experiencing a very bad phase the central government could have thought otherwise and offered some sensible relief or concession to make the cargo carrier business viable.

The industry is facing a severe crisis due to its unorganized way of running the business. This has been creating a hindrance in solving the issue of shortage of drivers. Along with it, the ever-increasing cost of fuel has pushed the industry backwards. Most of the small players are struggling to win bread and butter for their families and sharks have their issues of meeting delivery deadlines.

Corruption has been playing in everyone's mind. However, the All India Transporters' Welfare Association (AITWA) has initiated a project called 'Layer on the Spot' (LotS) to offer help to the needy right at the spot, wherever his truck is stopped/detained by the government officials. Be it the police or the Road Trafic Officials. Since its inception, LotS - the 24 x7 helpline system, has been delivering the best possible assistance to the members and in the process letting them do what they are best at – business!

No doubt, it is creating the possibility



S. K. Kedia
National Treasurer, AITWA

of doing business at ease. Though this was promised by the current government, it missed out on this promise badly and AITWA itself had to master the art to offer a suitable solution to its members. Before this campaign, AITWA successfully run a drive called 'Highway Heroes', which was meant to give recognition to truck drivers and to upgrade their lives. This step not only helped the cause of drivers but also of the industry's problem of shortage of drivers to a large extent.

The Goods and Services Tax (GST) or One Nation, One Tax was introduced to abolish the role of check posts for seamless movement of trucks. However, it wasn't long when several states reintroduced check posts, making room for corruption and delay in deliveries. Though unintentional, different law of different states is causing the transporters real harm.

Further, Tax officials are also imposing draconine/heavy penalties for clerical errors without considering that these are not mistakes done deliberately but are errors that happened unintentionally. No agenda was planned to evade tax.

The Budget 2022-23 could have addressed transporters' issues while thinking from their perspective but unfortunately the government decided to think otherwise. Looks like it has acquired a rigid attitude to ignore transporters. We wish the government starts realizing its mistake and starts incorporating the Road Transport Sector in its scheme of things to extract greater revenue for a brighter, stable India!















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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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What's The Road Ahead After The Budget



uch before the pandemic hit us the NDA government has made a series of structural reforms.

These significant changes were efforts to accelerate the economy. There was no doubt that these steps would bear fruits sooner or later. However, the emergence of Covid-19 has pushed it a few steps back and most likely we will see the benefits in the next few years.

Recent data suggest that growth is gaining momentum. The resilience amongst businesses and consumers, and the improving economic fundamentals will help India tide through successive infection waves. That said, a weak labour market and inflation pose downside risks. The pace of vaccination and effective government policies will be critical to a sustainable economic and industrial

recovery.

So, from a viewpoint of a common man, it was expected that the budget would

- Focus on infrastructure and asset monetization
- Increase demand and employment by stimulating MSMEs
- Support to the disproportionately affected sectors
- · Boost to exports
- Focus on social sectors (education and health)

And, what we heard in the budget speech of Nirmala Sitharaman, Union Finance Minister, is no different. The economy is expected to grow at 9.2 per cent in FY21-22, followed by 8-8.5 per cent growth in FY22-23. Higher vaccine coverage and improved mobility support a positive growth outlook for FY22-23. Risks of severe

infection, supply-side disruptions, weak labour market, and inflation remain the key concerns.

The Budget 2022-23 reflects the firm commitment of the Government to boost economic growth by investing in infrastructure development. This is substantiated by an increase in capital expenditure by 35.4% (Rs.1,96,010 crore) over Budget Estimate (BE) 2021-22.

In Revised Estimate (RE) 2021-22, the total expenditure has been estimated at Rs. 37,70,000 crore and is more than Actual (2020-21) by Rs. 2,60,164 crore.

The total resources being transferred to the States including the devolution of State's share, Grants/ Loans and releases under Centrally Sponsored Schemes etc in Budget Estimate (BE) 2022-23 is Rs. 716,11,781 crore, which shows an increase of

Rs. 2,91,728 crore over Actual (2020-21).

Further, here is the Budget 2022-23 Budget at a Glance:

- Prime Minister's GATI SHAKTI plan is to provide infra support to the economy, measures to accelerate Digital, Agricultural transformation and meditech will help not only in revival of the economy but also in growing the economy.
- Post offices as Bank Branches are a big push for financial inclusion.
- Tax shop for STARTUP to help increase employment, simplification the process to save time and money.
- Alternate Minimum Tax reduced on co-operative societies to 15% and the surcharge has been reduced from 12% to 7%.
- There is no change in individual Taxation policy.
- · Tax benefits for the disabled.
- Tax benefits for the state governments' employees, who can claim a tax benefit of 14% on NPS from FY 2022-23.
- Two years window to rectify or filing of updated returns, subject to an additional tax on payable taxes.
- Higher TDS to the extent of 10 30% for non-filers of previous assessments year income tax returns.
- Cryptocurrencies have received the first hint or sense of acceptance (though not legalized yet) but have been heavily taxed and RBI-backed ' Digital Rupee' is going to be a reality, which is to be launched in FY 2023.
- Surety Bonds as a substitute to Bank Guarantees will help reduce the indirect costs for suppliers and work contractors.
- Surcharge on AOPs and long term capital gains arising on transfer of any type of assets capped at 15%.
- Rail Logistics to enter speed track with integration of Posts and Railways, which will bring better Logistics solutions for people living in remote areas and will further boost with one station one product concept

to help local businesses and supply chains. Railways will also introduce 400 Vande Bharat Trains and 100 cargo terminals over the next 3 years, which will be a major leg up.

 Green power has got a big push with production linked incentives for

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modules for setting up
30-35 GW of solar
modules capacity

manufacturing of solar modules for setting up 30-35 GW of solar modules capacity.

- 75 Digital Banking Units in 75 Districts of the country by scheduled commercial banks.
- Contracts for implementation of Multimodal Logistics Parks at four locations through PPP modes to be awarded in 2022-23.
- Contracts for 8 Ropeway projects in difficult hilly areas for a length of 60 km to be awarded in 2022-23.
- Issuance of e-passports with embedded chip and futuristic technology to be rolled out.
- The use of Kisan Drones will be promoted for crop assessment, digitization of land records, spraying of insecticides and nutrients.
- Amendments have been proposed to the insolvency and Bankruptcy code and make cross border insolvency resolution easier, with emphasis on speedy dispute resolution and litigation management.
- Proposed to set up International Arbitration Centre in GIFT CITY at GANDHINAGAR for timely settlement of disputes under international jurisprudence.
- · Reduce tax disputes, litigation

management will be introduced to avoid repeated litigation in courts for the identical cases to question of law in a pending appeal before High courts and Supreme Court in a particular case, the filing of further appeals in the case of the assessee's by the income tax department will differ until the same is decided by the court. This arrangement will reduce substantial legal costs and time apart from harassment to taxpayers.

- The Special Economic Zones Act will be replaced with new legislation that will enable states to become partners in the Development of Enterprise Service Hubs.
- Battery swapping technology will address upfront cost, reduce anxiety and long charging time enabling faster adoption of Electric Vehicles and will reduce carbon emissions.
- Defence is a very important area and the government has increased allocation to Rs. 5.58 lac crores for the capital expenditure, creating infrastructure on the line of control along the borders of China, Pakistan, Bangladesh, Myanmar, Nepal and Bhutan. Also, the Government plans to open Defence R&D and manufacturing for the private industry, startups and academics to reduce the dependency on the import of equipment for the armed forces and of course salaries and pension of the armed forces.
- Custom duty phased out / rollback on 350 items to push make in India.
- Concessional Corporates Tax of 15% extended till March 2024 for new manufacturing units – a huge step towards making Indian companies globally competitive.
- The government has allocated Rs.2.37 lac crores for the purchase of wheat and Paddy under the Minimum Support Price (MSP scheme) to support the farmers to get the better price for their crops and direct transfer of payments to their bank accounts.
- The plan to connect all the villages with Optical Fibre by 2025 will help to

bridge the gap in physical and digital learning.

- An additional credit of Rs. 2 lac crores will be facilitated for Micro and Small enterprises under the revamped credit guarantee will help the MICRO and MSME to a great length.
- The budget has emphasised the benefits of a stronger health care system and announcements of the national digital health ecosystem,

Meditech, clean energy and fintech will be benefiting the people.

- Allocation of Rs. 48,000 crores for the construction of 8 million homes by 2023 in rural and urban areas in line with PMAY will help to achieve the goal of housing for all.
- Rs. 60,000 crores for the tap water connection to provide water connection to 38 million households. Under 'Har Ghar Nalse Jal' will give big relief to the women's & children's, who used to travel miles to get the drinking water.
- Ken Batwa River link project in Madhya Pradesh will provide irrigation to 900000 hectares of farmland.
- The marriage age for a girl has been increased from 18 to 21 years. In the age of digitalization when opportunities are opening up for girls this step is a positive and calculated stride.

What is there for the Roads Sector?

The Finance Minister made the following announcements regarding the roads sector:

- PM GatiShakti Master Plan for Expressways will be formulated in 2022-23 to facilitate faster movement of people and goods.
- The National Highways network

will be expanded by 25,000 km in 2022-23.

 Rs 20,000 crore will be mobilised through innovative ways of financing to complement public resources.

Though the mentioned declaration is related to the Road Transport Sector, nothing significant has been announced specifically for the logistics and transport sector to make the cargo carriers life easy or to make

the business viable.

The unorganized way of running the business has been hurting the industry for quite a long now. This has led to a shortage of drivers, errors while filling the E-way bills, etc. The underqualified recruitments also have been creating obstacles in the growth process of the sector. But the effort is being done by the government to eradicate the industry.

Corrupt officials stop/detain trucks at their will and blackmail to offer bribes. The All India Transporters' Welfare Association (AITWA) had to take the key into its hand to improve the business of the industry. First by running a campaign called Highway Heroes, to improve the lifestyle of drivers and to resolve the issue of

drivers' shortage. Then, AITWA initiated a project called 'Layer on the Spot' (LotS) to offer help to the truck owners/drivers at the spot, wherever a truck is stopped/detained.

The industry was expecting that this budget will cover Goods and Services Tax (GST) and abolish the role of check posts for seamless movement of trucks, as different law of different states is causing the transporters real

harm.

The budget also chooses to give a miss to the issue of highway robbery. This also means that the government gives less importance to the lives of Goods Carriers or drivers, whose lives are never safe 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. And, when a driver goes to lodge a police complaint/

FIR a lot of time is being wasted and he ends up offering a bribe. Though the vehicle and goods are generally insured, the delivery gets delayed and eventually, logistics costs go up.

The budget could have also talked about offering a concession to the rate of interest of a loan on a truck, as there is no fixed monthly income from a vehicle. If the same can be offered to a farmer for buying a tractor why a transporter is deprived of it?

The transport and logistics sector, the second-largest job-producing industry, was expecting a lot from the Budget 2022-23 but like always this year too is left out. Perhaps the industry will have to do something for itself as a team or else it will fall behind.

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Know All About Removal of Hoardings Along NHS

he direction regarding removal of unauthorized advertisements devices/ hoardings/ advertisements are contained in the Delhi Outdoor Advertising Policy 2017 of the Municipal Bodies of Delhi (duly approved by the Hon'ble Supreme Court of India). Action is also taken under the provision of Delhi Prevention of Defacement of Property (DPDP) Act-2007. In this connection, a policy has been formulated and notified by Department of Urban Development, GNCT of Delhi.

Moreover, as per section 116 of the Motor Vehicles Act 1988, the National Highways Authority of India (NHAI) or any other agency authorized by the Central Government may seek assistance from the authorities of the State Government and the said State Government shall provide such assistance. Accordingly, removal of hoardings/advertisement along National Highways is undertaken by NHAI with continuous assistance of the local administration.

Here's Everything You Must Know About Migration of Diesel Vehicles

overnment has notified GSR 167(E) dated 1st March, 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123. This Ministry has issued a notification G.S.R. 1151(E) dated 29.11.2018 in which emission norms of agricultural tractors, power tillers, construction equipment vehicles and combined harvesters driven by dual fuel diesel with Compressed Natural Gas or Bio-Compressed Natural Gas or Liquefied Natural Gas engines have been laid down. Ministry of Road Transport and Highways has notified G.S.R. 889(E) dated 16th September, 2016, for use of Hydrogen as an automotive fuel in the country. The specifications for Hydrogen for Internal Combustion Engine have been specified in Annexure IV-W of the said notification. 18% blend of Hydrogen with CNG (HCNG) has been notified by this Ministry vide G.S.R. 585(E) dated 25th September, 2020. This Ministry vide G.S.R. 579(E)

dated 23rd September, 2020 has notified safety norms

Introduction of Congestion Pricing

rban Transport is intertwined with Urban Development, which is a State subject. As such, initiatives for planning and development including introduction of congestion charges, addressing the issues of traffic congestion and excessive pollution, etc. in the area of urban transport, are taken by the respective cities/States/UTs. Ministry of Housing and Urban Affairs (MoHUA), being the central line Ministry for urban transport matters, has notified its policy (NUTP 2006) and other various guiding frameworks to help cities/ULBs/States/UTs to identify principles and strategies for better planning, design and

implementation of concepts in the area of urban transport by making the best use of various guidance documents issued by the Ministry.

Government has launched National Clean Air Programme (NCAP) as a national level strategy to reduce air pollution levels across the country. City Specific Clean Air Action Plans have been prepared and rolled out for implementation in 132 non-attainment and million plus cities. These action plans focus on city- specific short/ medium/ long term actions to control air pollution by reduction of vehicular emission, traffic de-congestion, Intelligent Traffic Management System, reduction of road dust, reduction of burning of biomass/ crop/



garbage/ Municipal Solid Waste, landfills, construction activities, industrial emission, etc. The details of City Specific Clean Air Action Plans action plan are available at https://cpcb.nic.in/approved-city-action-plans.

As part of the Bharatmala Pariyojana, 191 congestion points have been identified at various interventions like Ring Roads, Bypasses, lane separators, greenfield alignment etc.

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Gadkari Lays Foundation Stones For 11 National Highways Projects Worth Rs 5722 Crore in Madhya Pradesh

nion Minister for Road Transport and Highways Nitin Gadkari today laid foundation stones for 11 National Highways projects with total length of 534 km worth Rs 5722 crore in Madhya Pradesh in the presence of Union Minister of State Gen V.K. Singh, Chief Minister Shivraj Chouhan and Former Lok Sabha Speaker and senior BJP leader Sumitra Mahajan.

Speaking on the occasion Gadkari said these projects will provide easy transport facility to the pilgrims and tourists. He said better connectivity will be available from agricultural markets adjoining Ujjain. The Minister said Ujjain-Dewas Industrial Corridor will develop and new opportunities for employment generation will be created. Gadkari said along with this, the entire Malwa-Nimar region will be developed, border areas will be developed as storage centres and time, fuel will be saved and travel will also be safe.

The Minister said government is taking continuous steps to build next generation infrastructure with a commitment to ensure smooth connectivity, faster development, better security and prosperity for all.

14.5-km-long Rail-cum-road Bridge Over Ganga River in Munger, Bihar

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated 14.5 km long Rail-cum-Road-bridge over Ganga River approach project on NH 333B in Munger, Bihar at a cost of Rs.696 crore. In a series of tweets Gadkari said under the leadership of Prime Minister Narendra Modi and Chief Minister Nitish Kumar we are committed to empower every city, every village of Bihar with better connectivity.

The Minister said one of the major tourist and pilgrimage sites of Bihar, the city of Munger is known for its rich ancient history, culture, education and commerce. He said with the construction of this bridge, the distance from Munger to Khagaria will be less than 100 km and the distance from Munger to Begusarai will be less than 20 km. He said there will be a saving of three hours in traveling from Munger to Khagaria - Saharsa and 45 minutes in traveling from Munger to Begusarai - Samastipur. Th Minister said this rail-cum-road-bridge will get rid of traffic jams, Fuel will be saved and traffic will accelerate.

Gadkari said there will be an increase in tourism, agriculture and industry, which will increase employment. He said this project will bring progress and prosperity in the entire region, which will prove to be a milestone in the progress of the state of Bihar and the country.

51 National Highway Projects With an Investment of Rs 21,559 Crore in Vijaywada, Andhra Pradesh

nion Minister for Road Transport and Highways N i t i n G a d k a r i inaugurated and laid Foundation Stone of 51 National Highway Projects of total length 1380 Km with an investment of Rs. 21,559 Crore in Vijaywada, Andhra Pradesh.

Speaking on the occasion Gadkari said under the leadership of Prime Minister Narendra Modi we are committed to build world class infrastructure in Andhra Pradesh. He said improved road connectivity in the coastal area will boost tourism, create employment



opportunities for urban and rural youth and play a pivotal role in bringing prosperity to the people of Andhra Pradesh.

The Minister said the construction of

ROBs under Setu Bharatam will facilitate hassle free movement of traffic, ensure the safety of commuters, save time & fuel and will also reduce pollution. He said the National Highways are the arteries of socio-economic development of the state.

Gadkari said the 4-lane road to Visakhapatnam and Kakinada ports of Andhra Pradesh will play a crucial role in improving logistics. The construction of Benz Circle flyover will help decongest the city of Vijayawada, he added.

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Government on Hydrogen Fuel For Vehicles

inistry of Road
Transport and
Highways has
notified G.S.R.
889(E) dated 16th September, 2016,
for use of Hydrogen as an automotive
fuel in the country. The specifications
for Hydrogen for Internal Combustion
Engine have been specified in
Annexure IV-W of the said
notification, 18% blend of Hydrogen
with CNG

(HCNG) has been notified by this Ministry vide G.S.R. 585(E) dated 25th September, 2020. This Ministry vide G.S.R. 579(E) dated 23rd September, 2020 has notified safety norms regarding hydrogen fuel cell vehicles and its components.

Ministry of New and Renewable Energy is implementing Renewable Energy Research and Technology Development programme to support research in various aspects of renewable energy including inter-alia hydrogen based transportation and fuel cell development. The ongoing R&D projects on hydrogen and fuel cells are as under:-

Indian Institute of Science, Bangalore has established a production plant for high purity hydrogen generation through biomass gasification.

ARCI Centre for Fuel Cell Technologies, Chennai is setting up an integrated automated manufacturing line for producing 20 kW PEM Fuel Cell stacks.

Dayalbagh Educational Institution has developed novel materials for Hydrogen production through Photo electrochemical splitting of water. Two patents were granted for materials developed under the project in 2021.

National Institute of Solar Energy, Gurgaon, under the project to establish a Centre of Excellence on Hydrogen Energy, have procured electrolyzer and other equipment for augmenting the Green Hydrogen production capacity to demonstrate various applications including hydrogen fuelled vehicles.

NHS Passing Through Forests/Wildlife Sanctuaries

ome stretches or sections in about 100 National Highways are falling in or passing through forest areas declared as Wildlife Sanctuary/National Park or its Eco Sensitive Zone (ESZ).

In order to minimize the impact of highway development on wildlife, Ministry has issued instructions to implementing agencies to make all efforts to avoid any road alignment through National Parks or Wildlife Sanctuaries, even if it requires taking a longer route/bypass.

However if it is absolutely unavoidable, land to be acquired is limited to a maximum right of way of 30m and all necessary clearances required under the Wildlife Protection Act 1972, Forest Conversion Act 1980 and Environment (Protection) Act 1986, are obtained before any work is undertaken in such areas. Ministry has also mandated the implementing agencies to follow the provisions of the manual titled "Eco-Friendly Measures to Mitigate Impacts of Linear Infrastructure on Wild Life", prepared by the Wild life Institute of India, at the planning stage itself.

Further, site-specific mitigation measures are being taken in consultation with Forest Authorities, incorporating one or more of several options as per site requirements like construction of culverts, underpass, overpass (ecoduct), viaduct, tunnel, guard wall, fencing, vegetative barrier, anti-light glare, sound barrier, etc. Funds are also provided to the concerned Forest Authorities for taking measures as per their approved Wild Life Management Plan like creation of the waterholes, site specific plantation and landscaping, animal conservation units, rescue operation, anti-poaching unit, watch tower, monitoring, awareness, involvement of locals, construction of post guard, illumination and fencing around the boundary of Protected Area (PA) or its Eco Sensitive Zone (ESZ) etc., for conservation of wildlife habitat and reduction of human animal conflict. Cautionary signboards and rumble strips are also placed in coordination with Forest Authorities to alert the public and road users and protect animals.

Government of India Toll Collection Through FasTag

ver 4.59 crore FASTags
have been issued till
31st January, 2022. The
total quantum of user
fee collection through FASTag on
National Highways in the last two
years, is as under:

User Fee Collection (in Rs crores) for 2019-20: 10728.52

User Fee Collection (in Rs crores) for 2020-21: 20837.08

User Fee Collection (in Rs crores) for 2021-22 (upto January, 2022): 26622.93

As on 5th February, 2022, approximately 12.5 lakh refund cases have been facilitated to FASTag users for incorrect deductions since January 2020.

Under FASTag programme, refunds are processed after scrutiny and validation by the respective issuer b a n k, b a s e d o n t h e evidence/supporting details provided by stakeholders, such as fee plaza operators/concessionaires, acquirer banks, system integrator, etc.

Various measures have been undertaken by National Highways Authority of India from time-totime to reduce/eliminate occurrence of any incorrect deduction via FASTag at user fee plazas. Some of the key measures undertaken are as under:

Implementation of Interface Control Document ((ICD) 2.4 (b)) (Year 2018): To enable elimination of any duplicate Electronic Toll



Collection transactions from FASTag vehicles at fee plazas.

Policy circular on remedial measures for handling the double deduction: Defined turn-around time (TAT) for refund of any excess deduction of user fee — whether paid in cash or via FASTag... Auto-refund of excess fee collected via FASTag... Penal action on defaulting bank/fee plaza operating agency/concessionaire.

Mandate for implementation of Interface Control Document (ICD 2.5) at all fee plazas on National Highways (Year 2020 and 2021): To enable near-real time processing of FASTag transactions at fee plazas on National Highways... Instant SMS to FASTag users on user fee transactions

Service Level Agreement (SLA) parameters for issuer banks (Year 2019 & 2021): Provision to resolve customer complaints related to overcharging, double deduction, unauthorized transaction, etc. in a time-bound manner

Government has already mandated the provision for enabling near-real time processing of FASTag transactions with implementation of Application Programming Interface (API)-based protocol (Interface Control Document (ICD) 2.5). This shall enable instant SMS to FASTag users on any transaction carried out at fee plazas on National Highways.

As on 5th February, 2022, approximately 80% of the FASTag transactions are processed on Application Programming Interface (API)-based protocol (i.e. Interface Control Document (ICD) 2.5) specifications.

MoRTH Minister: Road Safety is a Very Serious Issue And There Should Be Zero Tolerance For Road Accidents

nion Minister for Road
Transport and Highways
Nitin Gadkari has said
Road safety is a very
serious issue and there should be zero
tolerance for road accidents. Speaking
at a Press conference on Automobile
Safety Ecosystem in India he said all
efforts should be made to reduce road
accidents by 50% by the year 2025.
Gadkari emphasized on requirement
of 4 additional airbags and 3-point seat
belt for improving safety provisions.

The Minister said a system is being proposed for star rating of the vehicle based on the standards and protocol, to improve upon the safety of the vehicle. He said this will enable the purchaser of the vehicle to take informed decisions.

Elaborating on other safety systems under implementation Gadkari spoke about Electronic Stability Control, Advanced Emergency Braking Systems (AEBS), Transport of dangerous goods, ease of mobility for Divyangjan, Driver Drowsiness



Attention Warning System (DDAW), Blind Spot Information System, Advanced Driver Assisting system and Lane Departure Warning System (LDWS). The Minister emphasized on importance of reducing sound pollution and use of Electric vehicles.

Gadkari said the need of the hour is to create mass awareness for road safety measures by information dissemination through media and peoples participation.

Notably, as per the information available with the Ministry, the total number of Road Accidents and violation of road laws by drivers for last three years is as under:

	Number of Road Accidents									
Year	Over speeding	Drunken driving/consumption of alcohol & drugs	Driving on wrong side/Lane indiscipline	Jumping red light	Use of mobile phone	Others	Total			
2018	3,10,612	12,018	24,781	4,441	9,039	1,06,150	4,67,041			
2019	3,19,028	12,256	24,431	4,443	10,522	78,322	4,49,002			
2020	2,65,343	8,355	20,228	2,721	6,753	62,738	3,66,138			

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PM Gati Shakti



he Ministry keeps on receiving proposals from various State Governments / Union Territories (UTs) etc. for declaration / up gradation of State roads as new National Highways (NHs). The Ministry considers declaration of some State roads as NHs from time to time based on the requirement of connectivity, inter-se priority and availability of funds. The total length of NHs has been enhanced from about 91,287 km in 2014 to about 1,41,190 km at present.

Out of 860 identified nodes of economic importance across country under PM Gati Shakti National Master Plan (NMP), it is targeted to connect 783 nodes under Bharatmala Pariyojana Phase-I (BMP-I). The government is committed to take up projects for establishing the connectivity over identified economic nodes including augmentation of NH Network in synergy with PM Gati Shakti NMP.

Two locations in Rajasthan and four locations in Maharashtra have been

identified for development of MMLPs. There are as under:

Sr. No.	State	Location	
1	Maharashtra	Nagpur	
2	1	Mumbai Pune	
3	1		
4	1	Nashik	
5	Rajasthan	Jaipur	
6	1 4887	Kota	

These are at feasibility assessment and fund requirement/cost estimation state.

Ministry is primarily responsible for development and maintenance of National Highways. The Government of India had approved BMP-I in October, 2017 with an aggregate length of about 34,800 km (including 10,000 km residual National Highways Development Programme stretches) at an estimated outlay of Rs. 5,35,000/- crore. PM Gati Shakti NMP will create a system for interconnected and multimodal transportation networks leading to integrated economic and

infrastructure development, improved trade competitiveness, promotion of exports and employment generation.

One identified node in Latur district and two identified nodes in Solapur (Madha) district are targeted for connectivity under BMP-I.

Out of nine identified nodes of economic importance in Chhattisgarh under PM Gati Shakti National Master Plan (NMP), seven nodes are targeted for connectivity under BMP-I.

Projects comprising length of 19,363 km have been awarded in the entire Country under BMP-I so far out of which 6,997 km length has been completed.

Status of development of projects under BMP-I in the State of Maharashtra, Rajasthan and Chhattisgarh is as under:

State	Length identified (km)	Length awarded (km)	Length completed (km)
Maharashtra	2,267	1,895	652
Rajasthan	2,737	2,226	1,545
Chhattisgarh	602	209	57





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Decarbonization of The Transport Sector



o promote eco-friendly means of transportation and decarbonize the transport sector, Ministry of Road Transport & Highways has notified mass emission standards to introduce alternate fuels viz. blends of ethanol with gasoline (E-10, E-12, E-15, E-20), flex-fuel (E 85) or (E 100) and Ethanol blend for diesel vehicles (ED 95), Biodiesel, Bio-CNG, Liquefied Natural Gas (LNG), Methanol M15 or M100 and Methanol MD 95, dual fuel, M85 and DiMethyl Ether (DME or D100), Hydrogen Fuel Cell Vehicle, Hydrogen CNG.

Further, the steps taken by the Ministry of Road Transport & Highways to adopt electric mobility in the country are as under:-

For promotion of electric vehicles, Government has notified GSR 167(E) dated 1st March 2019 for retro-fitment For promotion of electric vehicles, Government has notified GSR 167(E) dated 1st March 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123

of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123.

Government vide G.S.R 749(E) dated 7th August, 2018, has notified the registration mark for Battery Operated Vehicles to be in Yellow colour on Green background for the transport vehicles and, for all other cases, in White colour on Green background.

Further, the Government, vide S.O. 5333(E) dated 18th October, 2018, has also granted exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.

The Ministry of Road Transport and Highways, 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 has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.

The Government has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.

The Government has issued an advisory dated 16th June, 2021 to all States and UTs regarding promotion of battery operated vehicles.

As per the third Biennial Update Report submitted to the United Nations Framework Convention on Climate Change (UNFCCC) in February 2021, the total greenhouse gas (GHGs) emission from the transport sector in 2016 was 274.43 million tonnes of CO2 equivalent, which is 9.67% of the total GHG emissions (without LULUCF i.e. Land Use, Land-Use Change and Forestry) of India. Further, the Government has taken various measures to curtail the CO2 emissions which are mentioned in part (a) of the reply.

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5 Points For Making Transportation Business A Success

he transportation market is vast, as it comprises many types of services using a different set of vehicles. For example, are you interested in being packers and movers or in simply delivering courier services?

You should be researching all the submarkets to find out which niche will suit your existing financial and other conditions better. It may be that you have experience in delivering goods from one place to the other. You can then use your experience to choose a transportation niche accordingly. So, it all boils down to finding out your unique selling point. Add the following 5 points to your list of priorities while building your business and it will be a success.

Do Not Miss A Plan

A business plan is your road map of how you will proceed in the coming months and years in your market. When everything is chalked out beforehand, you have clarity of mind and thought. You know what moves you are making. Moreover, a plan in place will also let you understand if you are on the right track or not.

You can start with an elementary business plan. Many free business plan templates and information is available online for your transportation business. Such a plan includes your budgeting needs and cash flow.

Find Out Investors

Transportation business is expensive to start, as you will buy costly equipment besides a truck or other vehicles. So, take your business plan to investors and banks to convince them that your business idea is great and the bank can get back the loan money.

You should also approach truck

finance brokers in case you wish to build a fleet. This type of financing is similar to financing a car. You will make an upfront payment and then you have to make regular payments to the financier. Instead of putting the strain on your small finances by purchasing a



truck straightway, the financing will reduce your burden.

However, when meeting with your financiers, impress them with your business card that has your company's contact details. A professionally created business card design will be your first chance to impress them. Design the card in a neat, clean and uncluttered manner, which symbolically means that you conduct your business with clarity of the thought.

Build your online profile

Once your business logo is finalised create an online profile of your business. Make a website that exclusively talks about all aspects of running your business. Give all the relevant information about the type of transportation services you offer. Discuss your special services and tell how your customers can benefit from them.

Remember, today's age is about digital, most people search for transportation services online. So, your company's online presence must be authentic and dominating. Create a memorable website design that users can smoothly navigate. They should load your website in seconds or they will run away to your competitors' websites. There should be a planned mix of text and images to give your

users an overall picture of your transportation services.

Have An Attractive Brochure

Another thing your clients will ask for is the brochure of your company. It should add all the relevant information about your business and company. You will hand out your transportation business brochure to the clients who visit your office. You should also distribute brochures at trade shows or the sidelines of various events in your city.

But for a brochure to convert a viewer or reader into your client, its design must be unique. An attractive brochure design is based on a unique design concept and a colour scheme that should represent your brand value and image. Make sure that your brochure has striking images of your vehicles that instantly tell about your type of transportation industry. Create a brochure with the right proportion of text and images.

Promote Business On Different Social Channels

Promote your transportation business on social media like Facebook, Twitter, YouTube, and LinkedIn. Each of these channels helps you reach your audience. Remember that social media has an enormous amount of followers.

Always post engaging and interacting content. There should be something useful for the audience in your posts. Make sure that you assess the people's response to your content.

The above mentioned are the key considerations you should be taking into account when starting your transportation business.

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

DICV Partners With CERO to Boost BharatBenz New Truck Sales









aimler India Commercial Vehicles (DICV), a 100% subsidiary of Daimler Truck AG, has announced a strategic partnership with CERO, a scrappage and steel recycling facility owned by Mahindra MSTC Recycling Pvt. Ltd. (MMRPL). This partnership offers robust support and hassle-free service to owners, helping them to scrap their End of Life (ELV) commercial vehicles and replace them with new BharatBenz trucks.

DICV aims to provide an end-to-end solution to customers for scrapping their old trucks right from the process of vehicle valuation to the receipt of CoD (Certificate of Deposit), the company said in a media release.

CERO is India's first organized automobile recycling initiative, introduced to reduce carbon footprint using eco-friendly methods of recycling metals from ELVs.

Mr. Satyakam Arya, managing director and CEO, Daimler India Commercial Vehicles, said, "Scrappage is an important step towards reducing carbon footprint and old, polluting vehicles from Indian roads, which is the need of the hour. This is an opportunity for customers to replace their old fleet with new, BSVI BharatBenz trucks, manufactured

locally in India with a high standard of safety, quality, comfort and state of the art technology. We see great potential for new truck sales with the effective implementation of the Scrappage Policy," reported ET Auto.

Mr. Rajaram Krishnamurthy, vice president, BharatBenz Marketing, Sales and Customer Service, DICV, said, "We are pleased to join hands with CERO to help customers replace their end-of-life commercial vehicles with new BharatBenz trucks. Scrappage is an eco-friendly way to acquire new fleets with modern technology that will deliver better fuel efficiency, reliability and lower cost of ownership."

Sumit Issar, managing director, Mahindra Intertrade Ltd. and director, MMRPL, said, "We would like to congratulate DICV for taking up this initiative proactively. CERO is India's first government authorized recycler for motor vehicles built on the PPP model, focused on achieving zero pollution while vehicle recycling. We are present in 20-plus cities across the country. CERO has plans to expand to 30-plus cities in the next 8-10 months. The arrangement with DICV is going to focus on making the entire process hassle-free for customers and strengthen the reach and benefit all the customers who are looking for solutions for scrapping their old vehicles and replacing them with DICV vehicles."

BharatBenz dealerships can now take advantage of CERO's platform in scrapping customers' ELVs. The dealership teams have gone through rigorous training and documentation support to ensure smooth operations. This collaborative effort will also enable the dealerships to expand their service base, attract customers and contribute to green initiatives, the release added.

"If you are not embarrassed by the first version of your product, you've launched too late." — Reid Hoffman



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Pinnacle-VDL JV to Invest INR 2000 Crore to Enter Bus And Last Mile EV Market

innacle Mobility Solutions, a unit of Pune-based Pinnacle Industries, would invest INR 2,000 crore to make electric buses and e-mini trucks to cater to the booming last-mile mobility space.

Pinnacle Mobility has entered into a 74:26 partnership with one of Europe's largest family-owned enterprises - VDL Groep - to cater to this growing demand. The company will set up a 5,000-unit electric bus manufacturing facility in Pithampur, Madhya Pradesh, and a 15,000-unit plant for emini vehicles in the 1-2 tonne space in Pune.

The company will be hiring about 1,000 people across two locations.

It will make a range of 9-12 metre electric buses and 1-2 tonne minitrucks over the next two years.

Sudhir Mehta, Chairman of Pinnacle Mobility Solutions, told ET that electric vehicles will be among India's single biggest industries by size. Pinnacle started working on a grounds up solution with a unique lego concept that can be adapted to smaller set ups that don't need large investments. The complete product range is developed in India with several patents already obtained and in process, Mehta said.

Pinnacle intends to use its JV expertise in building smart lean factories and expand into multiple small bases across the country. It has created a modular vehicle platform based on the lego concept to deliver a better total cost of ownership, claims Mehta.

"Our intention is to participate in democratizing EVs in the country. One has to develop products that are innovative and affordable, without subsidy," Mehta said. "One doesn't



need large factories to cater to the market; our lego set-up can be adapted in smaller settings. We will be coming out with a range of products and may partner local STUs to build scale at low cost."

The company has also been selected to avail benefits under the government's production linked incentive or PLI scheme.

The push toward EVs is gaining momentum. The government's think tank, Niti Aayog, expects 40% of the buses running in the country to be EVs by the end of this decade.

There is a tender of 5,000 electric buses by CESL, which will have to be delivered in the next few years and Pinnacle will be participating in that exercise.

Already under FAME II – 12,000 buses are eligible for incentives. Alternatively, the last-mile delivery industry, too, is expected to grow at 9% annually, backed by robust traction in the Indian online grocery market expanding at a CAGR of 57%.

For the first 18 months, Mehta said the focus will be on the Indian market. However, over the next three to four years, the company intends to expand into Sri Lanka, the Middle East, South East Asia and Africa to build scale and cater to growing needs globally.

It already has a long-standing partnership with VDL on the engineering front for the last six years. Since then, the JV has done engineering work for the leading automotive companies globally.

The architecture developed by Pinnacle is packaged and protected to bring in hydrogen fuel in the future. Its inter-city hydrogen fuel cell bus will be ready in six months, Mehta said.

Pinnacle Industries expects to gain from the synergies at some of its group companies focused on commercial vehicle seating, an interior systems and specialty vehicles maker for manufacturing bus seating systems and interiors, a manufacturer and exporter of sheet metal structures and products for manufacturing bus structural parts.

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Ashok Leyland Mulls Separate Plant For EVs; Lines up Rs 500 Cr Investment For Alternative Fuel Tech

Bullish on the future of green mobility, the Hinduja Group flagship Ashok Leyland plans to set up a new manufacturing facility in the

country to roll out electric vehicles, according to a top company official, reported PTI

The Chennai-based firm has also lined up a Rs 500 crore investment to develop powertrains based on alternative fuels like CNG, hydrogen and electric for its commercial vehicles range.

The company has already announced a USD 200 million (nearly Rs 1,500 crore) investment through its UK-

based arm Switch Mobility for electric mobility.

The commercial vehicle company aims to expand its electric vehicle portfolio as well as develop new engines keeping in mind the changing market requirements in the domestic as well as international markets.

"In Spain, we are coming up with a manufacturing facility and R&D centre and there are plans to grow this over the next few years. In India, we will be optimising the facilities that are available with Ashok Leyland.

"But I'm sure very soon we will require an independent facility as well. And that is something that is being looked at by the management team," Ashok Leyland Executive Chairman Dheeraj Hinduja told PTI in an interaction.

Asked if the company has set some timeframe for the new plant, he noted that a lot will depend on the volume growth of electric vehicles. "We are looking at all the opportunities and options available, so that capacity never becomes an issue if the market requires more products. So, I wouldn't put a date to it right now.



But we are keeping all our alternatives and options open," Hinduja stated.

He noted that at the moment, the company feels quite comfortable regarding the production capacity for the next two years.

"We feel quite comfortable that for the immediate, let's say, 24 months or so. Ashok Leyland would be able to provide the electric products that are needed for Switch," Hinduja noted.

On the company's EV product plans, he said Dost and Bada Dost models would be utilised to cater to the domestic and the SAARC markets.

"We are also looking at the production of a brand-new LCV (light commercial vehicle) range from the perspective of Switch which will be for the European UK and the US markets," Hinduja said.

He noted that the company has electrified Dost and Bada Dost and prototypes are currently running.

"We are looking at Q4 of 2022 to be

able to start production of our electric LCV from Switch's perspective," Hinduja stated.

Ashok Leyland is investing around Rs 500-700 crore for products for the

domestic market, while Switch plans to spend close to USD 200 million in the next two- three years for the development of their new products, he added.

"It encompasses the electric buses and the electric LCV programme as well. But like I said, this is an ongoing program. Our immediate requirement would be around USD 200 million, but to complete all these programs, of course, over the course of

time, more and more funds will be devoted to it," Hinduja said.

He noted that over the next decade, alternative powertrains comprising battery electric and fuel cell electric will emerge, and Ashok Leyland has dedicated teams focusing on the development of these segments.

"In the next 3-4 years, we expect to spend around Rs 500 crore in the development of these technologies. Our ambition is to steadily move towards being carbon neutral, across all stages, while being customer centric," Hinduja said.

He further said: "When we talk about alternative fuels, CNG, LNG, hydrogen, electric, we are working on ensuring that we can cater to all the requirements of the market."

The company's vision is to be a top-10 global commercial vehicles player creating reliable and differentiated products and solutions, while delivering outstanding stakeholder value, he added.

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CV Sales Volume to Grow 18%-23% in FY22: CRISIL

ommercial vehicle (CV) sales volume will grow 18%-23% this fiscal, with the third wave of the Covid-19 pandemic not expected to materially impact the ongoing recovery. The industry should sustain the double-digit volume growth next fiscal also on continuing economic recovery and infrastructure spending. According to CRISIL, operating margin, which is expected to be flat this fiscal because of a material increase in raw material prices, will expand sharply in the next. The consequent higher absolute profits, in turn, will drive an improvement in the credit metrics of CV manufacturers.

Their balance sheets also remain robust, a CRISIL study of three CV makers, which account for about three-fourths of industry revenue, indicates.

"Sales volume of medium and heavy commercial vehicles (MHCVs) is expected to grow 37%-42% this fiscal because of the strong demand from the infrastructure segments such as construction, roads, mining, steel and cement. Volume in light commercial vehicles (LCVs) is expected to rise 9%-14% on higher demand for lastmile connectivity from sectors such as FMCG and ecommerce - but will be partly offset by supply constraints amid the semiconductor shortage. Next fiscal should see sustained growth of 13%-18% in CV demand because of improved industrial activity and the government's thrust on

infrastructure. But volume, despite high double-digit growth this fiscal and the next, will still be below fiscal 2019 levels," said Pushan Sharma, Associate Director, CRISIL Research, reported ET Auto.

Apart from higher volume, multiple price hikes — cumulatively over 5% — and increasing share of higher-value MHCVs would mean revenue growth outpacing volume growth this fiscal. The trend is expected to continue next fiscal.

"The higher revenue growth would be accompanied by a flat operating margin of 4%-5% this fiscal because of the surge in raw material prices, particularly steel and iron, which together account for about half of the total raw material cost. However, next fiscal, operating margin should rise a healthy 300 basis points to 7-8% due to higher volume and easier input prices," Naveen Vaidyanathan, Director, CRISIL Ratings said.

An improvement in absolute profit would drive an uptick in credit metrics. Interest cover is seen increasing from the low of 1.4x in fiscal 2021 to a moderate 2x this fiscal and a healthy 4.2x next fiscal.

Liquidity is ample, and gearing is seen modest at 0.8x and 0.6x as of March 2022 and March 2023, respectively. After peaking in fiscal 2019, CV volume had fallen sharply by about 29% and 21% in fiscal years 2020 and 2021, respectively, as the easing of axle norms, high fuel prices, economic contraction, and mobility restrictions due to the pandemic dented demand

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significantly.

While this fiscal began with the second wave of the pandemic, CV demand recovered on a low base, growing 28% in the first ten months of this fiscal. MHCV and LCV sales rebounded with the economy because of demand from infrastructure-related sectors and e-commerce. Improved

While this fiscal began with the second wave of the pandemic, CV demand recovered on a low base, growing 28% in the first ten months of this fiscal. MHCV and LCV sales rebounded with the economy because of demand from infrastructure-related sectors and e-commerce

profitability of fleet operators, with freight rates outpacing diesel price increase by December 2021, compared with April 2021, also helped.

Demand in the seasonally strong fourth quarter is expected to be healthy, too, supported by continued economic activity with limited lockdowns despite the third, or omicron, wave of the pandemic. Volume, however, is expected to be flattish on-year, as last fiscal's comparable quarter saw a surge because of both strong demand and CV makers pushing wholesale volume owing to low inventory at dealerships. In the road ahead, the pace of economic recovery and risks from further waves of the pandemic would bear watching.

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MAN to Deliver First Electric Truck in 2024

erman commercial vehicle maker Traton's MAN unit plans to deliver its first electric truck in early 2024, MAN said, adding that it was on

track to meet its goal of more than doubling its profit margin in coming years.

Seen as the problem child at Traton, in which Volkswagen has a 89.72% stake, MAN said in March last year it was targeting 8% margins to finance its transition to electric vehicles but did not specify when it aimed to reach the target.

Despite posting first half margins of 3.3% in 2021, the MAN bus and trucks unit is on track to hit its goal, CEO Alexander Vlaskamp told Reuters in an interview.

"We are confident we can reach our targets in coming years... and make a very good contribution to the Traton Group," Vlaskamp said.

In June 2021, MAN had announced it would start series production of its first electric truck model e-LGTM in early 2024 but said it did not expect deliveries to start until 2025.

Traton CEO Christian Levin told the German paper F.A.Z. earlier in February that MAN's current restructuring was the last chance for the company, whose profitability lags far behind its sister brand Scania's double-digit margins.

Further, Daimler Truck, the Traton Group and Volvo Group have signed an agreement to create a joint venture (JV) to install and operate a highperformance public charging network for battery electric, heavy-duty longhaul trucks and coaches across Europe, reported Engineering News.

The parties say they are committed to initiating and accelerating the necessary implementation of charging

The parties say they are committed to initiating and accelerating the necessary implementation of charging infrastructure to cater for the increasing number of electric vehicle customers in Europe, and to contribute to climate-neutral transportation in Europe by 2050

infrastructure to cater for the increasing number of electric vehicle customers in Europe, and to contribute to climate-neutral transportation in Europe by 2050.

The planned JV - to be equally

owned by the three parties — is scheduled to start operations this year, following the completion of all regulatory approval processes.

The parties are together committing to

invest €500-million, which is assumed to be by far the largest charging infrastructure investment in the European heavyduty truck industry to date.

The plan is to install and operate at least 1 700 high-performance green energy charging points on and close to highways, as well as at logistic and destination points, all within five years of the

establishment of the JV.

The number of charging points is, over time, set to increase by adding partners to the JV, as well as through public funding.

The future JV is planned to operate under its own corporate identity and is to be based in Amsterdam, Netherlands.

"We have the strong opinion that we as the Traton Group, together with our brands Scania and MAN, as well as the commercial vehicle industry as a whole, will be part of the solution when it comes to a carbon-neutral world," adds Traton Group CEO Christian Levin.

"A collaboration with strong competitors like Daimler Truck and Volvo Group might seem unusual.

"However, the topic is of crucial importance and this unique cooperation will make us faster and more successful in delivering the transformational action needed to tackle climate change."

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Commercial Vehicle Makers Count on Pent-up Demand, Ageing Fleet to Drive Recovery

he commercial vehicles (CV) industry is counting on pent-up demand for fleet

replacement as the existing vehicle park ages to bring in a growth cycle for trucks and the re-opening of schools and work-from-office to revive the demand for buses.

The country's second-largest truck maker Ashok Leyland said there was pent-up demand for trucks in India as the average age of a truck in India today was 9.5 years, which is among the oldest ever, as fleet owners deferred purchase of new vehicles

over the past couple of years, said Gopal Mahadevan, director and chief financial officer at Ashok Leyland.

"There is a huge pent-up demand for vehicles because till December last year, there were almost eight quarters of de-growth that had happened," he said, reported ET. "There is a replacement cycle that will also get in. You are going to see demand going up once covid is over."

Even the demand for buses will bounce back as offices resume inperson work and schools reopen, Mahadevan said. Presently, bus sales have dropped to 10,000-12,0000 units a year, which was a quarter of the precovid demand of around 40,000 buses a year.

Market leader Tata Motors said that truck owners, especially the retail buyers, have been holding on to their purchases over the past two years due to the volatile economic environment and intermittent Covid-19 induced

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induced restrictions

restrictions. "With the Omicron wave behind us, and the increased capital expenditure announced in the budget, we expect CV sales to revive in the coming quarters," said Rajesh Kaul, Vice President, Sales & Marketing, CVBU, Tata Motors.

Rival VE Commercial Vehicles has similar expectations. "The commercial vehicle industry has continued to improve quarter on quarter and is expected to continue the growth path with a lot of pent up replacement demand and strong focus continuing on infrastructure investments," Vinod Aggarwal, MD & CEO VECV said this week.

Ratings agency Crisil in a research report said CV sales

are expected to grow and will continue double-digit volume growth next fiscal on continuing economic recovery and infrastructure spending. This comes after CV sales dipped by 29% and 21% in FY20 and FY21, respectively.

The industry was also betting on compressed natural gas (CNG) powered smaller trucks to bring incremental sales. The intermediate and light commercial vehicles (ILCV) segment has increasingly moved towards CNG due to its lower operating cost than diesel. ILCVs account for 35-40% of the CV sales volume in India and CNG accounts for a third of ILCV sales.

While Tata Motors has taken the lead in the segment, Eicher Motors and Ashok Leyland have also followed with products.

"The value of an idea lies in the using of it." — Thomas Edison

CNG's Becoming Preferred Choice For CVs



ompressed natural gas, already popular among cost-conscious passenger vehicle buyers, is now becoming the fuel of choice in the commercial vehicle segment, amid a sharp rise in the price of diesel.

Senior industry executives ET spoke to said the uptick in demand for CNGdriven commercial vehicles has been especially strong in the past 12-18 months.

"The price differential between diesel and CNG has increased in the past few months. There has been an increase in the price of both diesel and CNG, but CNG still has a lot of headroom to grow. Sales of CNG vehicles have been rising due to its better cost efficiency," said Sanjeev Kumar, head (medium and heavy commercial vehicles) at Ashok Leyland.

"We expect demand for CNG vehicles will continue to grow, especially on shorter routes," he said, speaking on the sidelines of the launch of the company's E-Comet Star ICV CNG range.

Vinod Aggarwal, managing director of

VE Commercial Vehicles, confirmed the higher demand. "There has been a

Vinod Aggarwal, managing director of VE Commercial Vehicles, confirmed the higher demand, "There has been a huge migration towards CNG in lightand medium-duty trucks. In Delhi, the price differential between diesel and CNG is more than Rs 40. Fuel efficiency is similar. Operators are now replacing older vehicles with CNG," he said

huge migration towards CNG in lightand medium-duty trucks. In Delhi, the price differential between diesel and CNG is more than Rs 40. Fuel efficiency is similar. Operators are now replacing older vehicles with CNG," he said.

The fuel cost for running a mediumduty truck for 7,000 km, at 7 km a litre of diesel, ranges between Rs 80,000 and Rs 90,000, but if the fuel is CNG, the cost would reduce to Rs 45,000-50,000. In Delhi, diesel was selling at Rs 86.67 a litre and petrol at Rs 95.41. CNG was priced at Rs 43.40 per kg.

Rajesh Kaul, vice president (sales & marketing), Commercial Vehicle Business Unit at market leader Tata Motors, said: "Apart from vehicle operating cost savings on account of improved fuel efficiency and lower prices of CNG, the CNG vehicles also offer a reduction in costs owing to the exemption in green tax in certain states."

At Tata Motors, the share of CNG vehicles in intermediate and light commercial vehicles and small commercial vehicles has reached around 44% and 33%, respectively, from 16% and 5% in FY21. In its overall commercial vehicle portfolio, CNG accounted for about 16% year-to-date in FY22, compared with 3.4% in FY21.

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Ashok Leyland Launches ICV E-Comet STAR CNG Range

ommercial vehicle manufacturer Ashok Leyland launched the E-Comet STAR ICV CNG Range which offers best in class range and KMKG, Power & Single fill range in the segment. The customers can choose from two options of 16.1T and 14.250T GVW and three CNG cylinder options - 360, 480 and 570 litres.

Sanjeev Kumar, head-MHCV, Ashok Leyland, said, "With the ICV CNG segment witnessing a spurt in demand, we have introduced our first of many CNG trucks range – the E-Comet STAR, based on our highly successful E-Comet platform. As the transition towards cleaner mobility solutions is progressing forward, the customers' needs are also evolving and hence, the CNG range can cater to those needs with safer, fuel-efficient, and best-in class Total Cost of Ownership (TCO)," reported ETAuto.

"This new range will further strengthen our portfolio, helping us improve our market share in the fast-growing CNG space. It will also help us in our journey to achieve our vision of being amongst the top 10 commercial vehicle manufacturers globally," he added.

The company claims that the new range comes with an advanced digital driver assist dashboard that meets the new-age customer expectations and round head lamp to increase safety during night operations. Coupled with high fuel efficiency, better tyre life, longer service intervals and overall lower maintenance cost it translates to enhancement in the turnaround time (TAT) for the fleet owner thereby resulting in best-in-class TCO.

The new range is supported by Ashok Leyland's 4-hour response and 48-hour restoration promise and a warranty of 4 years 4/lakh km for the vehicles. Customers have 3000+touch points for ease of access to sales and aftersales support, all supported by 24x7 customer assistance, Uptime Solution Centre, Advanced Telematics – i-Alert, and the Service Mandi network.

TuSimple Says it Has Completed 550 Miles of Fully Driverless Trucking, Plans Texas Expansion

TuSimple Holdings Inc said its autonomous trucks have completed more than 550 miles (885 km) of public road driving in Arizona without a human behind the wheel.

The company also said it planned to expand fully autonomous freight services to other large shipping areas, including Texas, by the end of 2023.

Most self-driving trucking companies continue to operate their trucks with safety drivers behind the wheel to take over when needed. TuSimple at the end of December began to run trucks driverlessly on an 80-mile stretch between Phoenix and Tucson, Arizona.

The company said it has since completed a total of seven fully autonomous runs on that route, adding that no humans were used to operate the truck remotely, or intervene in traffic, reported Reuters.

TuSimple said it is the first company to operate fully driverless heavy-duty trucks.

Competitor Gatik has said it is operating smaller box trucks for grocery giant Walmart on a seven-mile stretch in Arkansas without a safety

Other self-driving truck companies including Aurora Innovation Inc and Embark Technology Inc, continue to use safety drivers on the pilot runs they operate.

Autonomous vehicle startups and automakers are under pressure to start generating revenue from billions of dollars of engineering investment over the past decade.

TuSimple said railroad Union Pacific will become its first customer to move freight on the fully driverless trucks between Tucson and Arizona.

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NOTIFICATION

(Ministry of Road Transport and Highways)

Vehicles carrying two wheelers can have maximum of three decks And four wheelers can have maximum of two decks.

G.S.R. 161(E).—Whereas, the draft of certain rules further to amend the Central Motor Vehicles Rules, 1989 were published, as required under subsection (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R 885(E), dated the 27th December, 2021, in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the official Gazette containing the said notification were made available to

the public;

And whereas, copies of the said Gazette notification were made available to the public on the 28th December, 2021;

And whereas, no objections and

suggestions were received from the public in respect of the said draft rules; Now, therefore, in exercise of the powers conferred by section 110 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely:-

- 1. Short title and commencement.-
- These rules may be called the Central Motor Vehicles (Fourth Amendment) Rules, 2022.
 They shall come into force on the date of their publication in the Official Gazette.

- 2. In the Central Motor Vehicle Rules, 1989, in Rule 93, in sub-rule (1) (A),-
- (I) in clause (VI), after the Table, after the third proviso, the following proviso shall be inserted, namely:-
- "Provided also that vehicles carrying two wheelers can have maximum of three decks to carry vehicles with load body not projecting over the driver's cabin:";
- (ii) in clause (VII), after the Table, after the second proviso, the following provisos shall be inserted, namely:-
- "Provided also that vehicles carrying two wheelers can have maximum of three decks to carry vehicles with load body not projecting over the driver's cabin:

Provided also that vehicles carrying four wheelers can have maximum of two decks, with the load body as per AIS-113.".

[F. No. RT-11036/34/2021-MVL]

Development Impossible Without Good Roads Says Nitin Gadkari



he budget 2022-23 has sanctioned Rs. 199107.71 crores to the Ministry of Road Transport and Highways. This is a staggering figure compared to Rs. 37800 crores to the National Health Mission, Rs. 60000 crores to Jal Jeevan Mission, Rs. 39553 crores to National Education Mission, Rs. 19000 crores to Pradhan Mantri Gram Sadak Yojana, Rs. 68000 crores to PM Kisan, Rs. 6400 crores to Aatmanirbhar Bharat Rojgar Yojana and Rs. 10000 crores to Pardhan Mantri Swasthya Suraksha Yojana.

However, all the citizens of India will agree that to develop as nation roads are inevitable. It is impossible to mark one country's presence on the world map without good roads, and that is the reason why the Centre is focusing on improving motorways in the country.

Nitin Gadkari, Union Minister for Road Transport and Highways, said much before the budget that a new nationalhighway, to be constructed for Rs 40,000 crore, which will link Surat in the western state of Gujarat to South India. The highway will pass through Nashik, Ahmednagar and Solapur districts of Maharashtra and efforts will be made to link it to Latur district and some other parts of the state's Marathwada region.

The minister was speaking at the foundation stone laying ceremony of 19 road projects, to be built for Rs 1,023 crore, at Dr Babasaheb Ambedkar Park in Latur. The programme was organised by the Union Road Transport and Highways Ministry and the Maharashtra government. During which he also stated, "A large number of highways

are under construction in Latur district. These new roads will shape the future of the youth. They will provide new employment opportunities to many youths".

Further, he said that the Modi government has been focusing on improving the condition of roads. "Development is impossible without roads. That is why the focus is on improving the roads from the very beginning. In the last few years, several roads have been constructed in the country," Gadkari said. "When I became a minister there were only 124-km-long highways in Latur district but now that length has increased to 587 km. The number of highways has increased by 338 per cent and works worth Rs 5,000 crore has been sanctioned".

Adding to this statement, he went on to claim that in the coming years' Rs 3,000 crore to Rs 4,000 crore will be sanctioned for the Latur district. Speaking about the broad gauge metro rail project in the Vidarbha region, Gadkari promised to help launch such a venture in Marathwada too. The minister said he felt sad that water was supplied by train to Latur - a drought-prone district in central Maharashtra.

Addressing the issue, he further said that "Therefore, it is necessary to deepen lakes, rivers and nullahs while constructing national highways in the future. This will increase water storage and eliminate water scarcity forever".

Nitin Gadkari was more than happy to announce the sanction of a four-lane highway between Latur and Tembhurni in Solapur district, which was demanded by the former minister and local MLA Sambhajirao Patil Nilangekar, and this announcement was made on the spot.

BUDGET 2022-23 AT A GLANCE

Reviewed by Ramesh R. Agarwal

ith a population of 138 crores, India is the second-largest populated country in the world. Alongside, its growing economy makes its yearly budget the most-awaited and talked about budget across the globe. It not only decides the fortune of every household but also the fate of the trade and business community.

From lower middle class to upperclass people across all segments look forward towards it with lots of curiosity and hope, as the budget impacts their lifestyle. The general public may not understand the financial terms such as Gross Domestic Products and Per Capita income but their interest is unquestionable. However, in this write-up, I will try to bring the budget benefits in simple and understandable language.

On February 1, 2022, Nirmala Sitharaman - Union Finance Minister, Government of India, presented the Budget 2022 – 23 and seek approval from the parliament. Like every year, it talked about the identified source of income from the existing and new taxes or other incomes and proposed expenditure in different areas for the next year. And also, justified source of income and expenditure and if it's a deficit budget in such case source of borrowing.

As the budget needs to cover a major portion of its allocations for social causes (Food, Shelter, Education, Health) for all, besides, devoting some segments to Agriculture, Banking, Infrastructure Development, Startups, Domestic Industries and Defence, etc. the budget 2022-23 too was supposed to introduce all these benefits to citizens of India. And, in my view, the Government has succeeded to a large extent in realizing the same. The budget shows spark to push the nation in the path of growth and to scale up India's economy to make India 'Atamanirbharta' in the year of 'Amritmahotsav'.

Here are the take-homes:

- 1) There is no change in Taxes.
- 2) Cryptocurrencies have received the first hint or sense of acceptance (though not legalized yet) but have been heavily taxed and RBI-backed ' Digital Rupee' is going to be a reality, which is to be launched in FY 2023.
- 3) Prime Minister's GATI SHAKTI plan is to provide infra support to the economy, measures to accelerate Digital, Agricultural transformation and meditech will help not only in revival of the economy but also in growing the economy.
- 4) Post offices as Bank Branches are a big push for financial inclusion.
- Tax shop for STARTUP to help increase employment, simplification the process to save time and money.
- 6) Alternate Minimum Tax reduced on co-operative societies to 15% and the surcharge has been reduced from 12% to 7%.
- Surety Bonds as a substitute to Bank Guarantees will help reduce the indirect costs for suppliers and work contractors.
- 8) Tax benefits for the disabled.



- 9) Tax benefits for the state governments' employees, who can claim a tax benefit of 14% on NPS from FY 2022-23.
- Two years window to rectify or filing of updated returns, subject to an additional tax on payable taxes.
- 11) Higher TDS to the extent of 10 30% for non-filers of previous assessments year income tax returns.
- 12) Surcharge on AOPs and long term capital gains arising on transfer of any type of assets capped at 15%.
- 13) Rail Logistics to enter speed track with integration of Posts and Railways, which will bring better Logistics solutions for people living in remote areas and will further boost with one station one product concept to help local businesses and supply chains. Railways will also introduce 400 Vande Bharat Trains and 100 cargo terminals over the next 3 years, which will be a major leg up.
- 14) Green power has got a big push with production linked incentives for manufacturing of solar modules for setting up 30-35 GW of solar modules capacity.
- 15) 75 Digital Banking Units in 75 Districts of the country by scheduled commercial banks.
- 16) Contracts for implementation of Multimodal Logistics Parks at four locations through PPP modes to be

awarded in 2022-23.

- 17) Contracts for 8 Ropeway projects in difficult hilly areas for a length of 60 km to be awarded in 2022-23.
- 18) Issuance of e-passports with embedded chip and futuristic technology to be rolled out.
- 19) Use of Kisan Drones will be promoted for crop assessment, digitization of land records, spraying of insecticides and nutrients.
- 20) Amendments have been proposed to the insolvency and Bankruptcy code and make cross border insolvency resolution easier, with emphasis on speedy dispute resolution and litigation management.
- 21) Proposed to set up International Arbitration Centre in GIFT CITY at GANDHINAGAR for timely settlement of disputes under international jurisprudence.
- 22) Reduce tax disputes, litigation management will be introduced to avoid repeated litigation in courts for the identical cases to question of law in a pending appeal before High courts and Supreme Court in a particular case, the filing of further appeals in the case of the assessee's by the income tax department will differ until the same is decided by the court. This arrangement will reduce substantial legal costs and time apart from harassment to taxpayers.
- 23) The Special Economic Zones Act will be replaced with new legislation that will enable states to become partners in the Development of Enterprise Service Hubs.
- 24) Battery swapping technology will address upfront cost, reduce anxiety and long charging time enabling faster adoption of Electric Vehicles and will reduce carbon emissions.
- 25) Defence is a very important area and the government has increased allocation to Rs. 5.58 lac crores for the capital expenditure, creating

infrastructure on the line of control along the borders of China, Pakistan, Bangladesh, Myanmar, Nepal and Bhutan. Also, the Government plans to open Defence R&D and manufacturing for the private industry, startups and academics to reduce the dependency on the import of equipment for the armed forces and of course salaries and pension of the armed forces.

- 26) Custom duty phased out / rollback on 350 items to push make in India.
- 27) Concessional Corporates Tax of 15% extended till March 2024 for new manufacturing units a huge step towards making Indian companies globally competitive.
- 28) Government has allocated Rs.2.37 lac crores for the purchase of wheat and Paddy under the Minimum Support Price (MSP scheme) to support the farmers to get the better price for their crops and direct transfer of payments to their bank accounts.
- 29) The plan to connect all the villages with Optical Fibre by 2025 will help to bridge the gap in physical and digital learning.
- 30) An additional credit of Rs. 2 lac crores will be facilitated for Micro and Small enterprises under the revamped credit guarantee will help the MICRO and MSME to a great length.
- 31) The budget has emphasised the benefits of a stronger health care system and announcements of the national digital health ecosystem, Meditech, clean energy and fintech will be benefiting the people.
- 32) Allocation of Rs. 48,000 crores for the construction of 8 million homes by 2023 in rural and urban areas in line with PMAY will help to achieve the goal of housing for all.
- 33) Rs. 60,000 crores for the tap water connection to provide water connection to 38 million households. Under 'Har Ghar Nalse Jal' will give

big relief to the women's & children's, who used to travel miles to get the drinking water.

34) Ken - Batwa River link project in Madhya Pradesh will provide irrigation to 900000 hectares of farmland.

However, the critics in the parliament have voiced during the discussion on Budget that it's a capitalist and Zerosum Budget and does not have any solution to unemployment, which I think is a negative and misguiding statement.

The Government's decision to increase the marriage age for a girl from 18 to 21 years is a step in the right direction. In the age of digitalization when new avenues are opening up for girls this step is a positive and calculated stride. Various verdicts of the Supreme Court such as the inclusion of women as permanent commission in the armed forces have also added to this action.

The increasing cost is an after-effect of COVID-19 Pandemic and International Issues like the war kind of situation between Russia and Ukraine.

We must realise that India handled the third wave of the Covid-19 pandemic due to extensive vaccination programs and free medical help throughout the country, of course, with budgetary support from the Government of India. International issues will also get resolved with the mediation of America and other countries and prices of Petroleum products and other items will also fall.

The Budget 2022-23 covers almost all the sectors under its ambit and its progrowth budget will address the unemployment issue.

(The author has penned several articles on current topics for Lokmat and also forwarded suggestions to the Govt. of India. This article is his review and not AITWA's.)

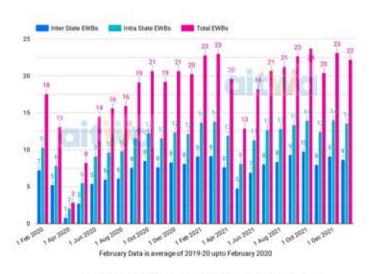


Eway Bill Dashboard

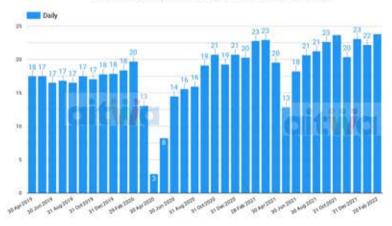


Last updated on 22th February 2022 | Data as on 20th February 2022

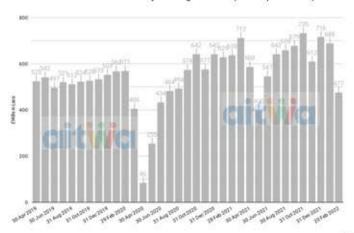
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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





पीएम गित शक्ति राष्ट्रीय मास्टर प्लान (एनएमपी) के तहत 22 ग्रीनफील्ड एक्सप्रेसवे, 23 प्रमुख बुनियादी ढांचा परियोजनाएं, 35 मल्टी-मॉडल लॉजिस्टिक्स (एमएमएलपी) और अन्य राजमार्ग परियोजनाएं मल्टी-मोडल कनेक्टिविटी में सुधार के लिए प्रस्तावित हैं

सड़क परिवहन एवं राजमार्ग मंत्रालय (एमओआरटीएच) ने देश भर में मल्टी-मॉडल कनेक्टिविटी और अंतिम छोर तक पहुंच (लास्ट माइल कनेक्टिविटी) में सुधार लाने के उद्देश्य से "'पीएम गति शक्ति राष्ट्रीय मास्टर प्लान (एनएमपी)" के तहत महत्वपूर्ण प्रगति की है।

"गित शक्ति" एक डिजिटल मंच है, जो औद्योगिक समूह और आर्थिक नोड्स (व्यापार और व्यापारियों पर केंद्रित) के लिए आधारभूत संरचना कनेक्टिविटी परियोजनाओं की एकीकृत योजना और समन्वित कार्यान्वयन के लिए रेलवे तथा सड़क परिवहन सिहत 16 मंत्रालयों को एक साथ लाएगा।

पीएम गित शिक्त एनएमपी के तहत मंत्रालय भारतमाला पिरयोजना और मंत्रालय की अन्य योजनाओं के हिस्से के रूप में 22 ग्रीनफील्ड एक्सप्रेसवे, 23 अन्य प्रमुख आधारभूत संरचना पिरयोजनाओं व अन्य राजमार्ग पिरयोजनाओं और 35 मल्टी-मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) विकसित करने की योजना बना रहा है। कुछ प्रमुख एक्सप्रेसवे और कॉरिडोर निर्माणाधीन चरण में हैं। इनमें दिल्ली-मुंबई एक्सप्रेसवे, अहमदाबाद-धोलेरा एक्सप्रेसवे, दिल्ली-अमृतसर-कटरा एक्सप्रेसवे, बेंगलुरु-चेन्नई एक्सप्रेसवे, अंबाला-कोटपुतली एक्सप्रेसवे, अमृतसर-भिटंडा-जामनगर एक्सप्रेसवे, रायपुर-विशाखापत्तनम एक्सप्रेसवे, हैदराबाद-विशाखापत्तनम एक्सप्रेसवे, यूईआर॥, चेन्नई-सेलम एक्सप्रेसवे और चित्तूर-थाच्चूर एक्सप्रेसवे शामिल हैं।

कुछ प्रमुख बुनियादी ढांचा परियोजनाएं, जो निर्माणाधीन चरण में हैं। इनमें जोजिला सुरंग (लद्दाख), कृष्णापट्टनम बंदरगाह (आंध्र प्रदेश) को जोड़ने के लिए सड़कें, मध्य जलडमरूमध्य क्रीक (संकरी खाड़ी) (अंडमान और निकोबार द्वीप समूह) पर एक प्रमुख पुल, लालपुल-मनमाओ बदलने वाली सड़क (अरुणाचल प्रदेश) को 2 लेन का बनाना, फफामऊ (यूपी) में गंगा पुल पर 6 लेन का पुल और धुबरी-फुलबारी (मेघालय) के बीच ब्रह्मपुत्र पर 4 लेन के पुल का निर्माण शामिल हैं।

मंत्रालय ने अपनी कार्यानवयन एजें सियों एनएचएआई/एनएचएलएमएल और एनएचआईडीसीएल के माध्यम से भारतमाला परियोजना चरण-। के तहत विकास के लिए चिन्हित 35 एमएमएलपी परियोजनाओं को लागू करने के लिए इनसे तालमेल बना रखा है। असम के जोगीघोपा एमएमएलपी, जिसे एसपीवी परियोजना में इक्विटी साझेदार के रूप में असम सरकार के साथ साझेदारी में विकसित किया जा रहा है, यह पहले से ही निर्माणाधीन है। इसके अलावा तीन एमएमएलपी के लिए बोलियां आमंत्रित की गई हैं। ये हैं 1 एमएमएलपी नागपुर : इसे सिंडी गांव में जेएनपीटी के साथ साझेदारी में विकसित किया जा रहा है। 2. एमएमएलपी चेन्नई : इसे चेन्नई पोर्ट ट्रस्ट और तिमलनाडु सरकार के साथ अपने औद्योगिक निकाय एसआईपीसीओटी के माध्यम से मप्पेडु में विकसित किया जा रहा है। 3. एमएमएलपी बेंगलुरु : इसे कर्नाटक सरकार के बुनियादी ढांचा निकाय कर्नाटक औद्योगिक क्षेत्र विकास बोर्ड (केआईएडीबी) के माध्यम से साझेदारी में विकसित किया जा रहा है।

"पीएम गित शक्ति" के तहत चल रहीं परियोजनाओं के संबंध में अब तक हुई प्रगित से लोगों को अवगत कराने के लिए मंत्रालय ने पिछले दो सप्ताह में सोशल मीडिया पर विशेष अभियान चलाया। इस अभियान के तहत मंत्रालय ने विभिन्न सोशल मीडिया मंचों जैसे ट्विटर, फेसबुक, इंस्टाग्राम और कू पर ग्रीनफील्ड एक्सप्रेसवे और कॉरिडोर, मल्टी-मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी), रोपवे और अन्य प्रमुख बुनियादी ढांचा परियोजनाओं जैसी योजनाओं की वर्तमान स्थिति से लोगों को रूबरू कराया।

13 अक्टूबर, 2021 को नई दिल्ली में प्रधानमंत्री नरेन्द्र मोदी द्वारा शुरू किया गया यह महत्वाकांक्षी कार्यक्रम है। इसका उद्देश्य विभागों में सीमित दायरों में काम करने की परंपरा को तोड़ना, अधिक समग्र व एकीकृत योजना बनाना और परियोजनाओं का निष्पादन करना है, जो लॉजिस्टिक लागत को कम करने और उपभोक्ताओं, किसानों, युवाओं के साथ-साथ व्यवसायों में लगे लोगों को भारी आर्थिक लाभ में बदलने में मदद करेगा। इसके बाद 21 अक्टूबर, 2021 को आर्थिक मामलों की मंत्रिमंडलीय समिति (सीसीईए) ने विभिन्न आर्थिक क्षेत्रों को मल्टी-मॉडल कनेक्टिविटी देने के लिए 'पीएम गति शक्ति राष्ट्रीय मास्टर प्लान (एनएमपी)' के विकास के प्रस्ताव को मंजूरी दी। मंत्रालय पूरे देश में निर्बाध कनेक्टिविटी देने के प्रधानमंत्री के दृष्टिकोण को साकार करने के प्रयासों को और तेज करने के लिए कदम उठा रहा है, तािक भारत 2025 तक 5 टिलियन डॉलर की अर्थव्यवस्था बन जाए।

केवल स्वचालित परीक्षण स्टेशन के माध्यम से वाहनों के अनिवार्य फिटनेस के संबंध में मसौदा अधिसूचना जारी की गई

सड़क परिवहन और राजमार्ग मंत्रालय द्वारा वाहनों की अनिवार्य अनुकूलता (फिटनेस) के संबंध में आम लोगों के विचार के लिए मसौदा अधिसूचना जारी की गई है।ये फिटनेस केवल ऐसे स्वचालित परीक्षण स्टेशन के माध्यम प्राप्त किये जा सकते हैं, जिन्हें स्वचालित परीक्षण स्टेशन की मान्यता, विनियमन और नियंत्रण के नियम 175 के अनुसार पंजीकृत किया गया है –

- (i) भारी माल वाहनों/भारी यात्री मोटर वाहनों के लिए 01 अप्रैल 2023 से प्रभावी, और
- (ii) मध्यम माल वाहनों/मध्यम यात्री मोटर वाहनों और हल्के मोटर वाहनों (परिवहन) के लिए 01 जून 2024 से प्रभावी।

सा.का.जन. 98(अ)—कें द्रीय मोटर यान जनयमावली, 1989, जिनमें केंद्र सरकार मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 56(1) के द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए संशोधन करने का प्रस्ताव करती है, में और अधिक संशोधन करते हुए निम्निखित प्रारूप कितपय नियमों को इस अधिनियम की धारा 212 की उप-धारा (1) के द्वारा यथावश्यक इसके द्वारा प्रभावित होने की संभावना वाले सभी व्यजियों की जानकारी के लिए एतदद्वारा प्रकाशित किया जाता है; और एतदद्वारा नोटिस दिया जाता है कि प्रारूप नियमों को उस तारीख से तीस दिन की अवधि समाप्त होने के बाद विचारार्थ स्वीकार कर लिया जाएगा जिसको सरकारी राजपत्र में यथा प्रकाशित इस अधिसूचना की प्रतियां जनता के लिए

उपलब्ध करायी जाती हैं;

इन प्रारूप नियमों के प्रति आपित्तयों एवं सुझावों, यदि कोई हो, को संयुक्त सिचव (परिवहन), सड़क परिवहन और राजमार्ग मंत्रालय, परिवहन भवन, संसद मार्ग, नई दिल्ली-110001 या ईमेल: comments-morth@gov.in, के माध्यम से भेजा जा सकता है। विनिर्दिष्ट अवधि समाप्त होने के पहले उक्त प्रारूप नियमों के संबंध में किसी भी व्यक्ति से प्राप्त होने वाली आपित्तयों या सुझावों पर केंद्र सरकार द्वारा विचार किया जाएगा।



मसौदा नियम

- संक्षिप्त शीर्षक एवं प्रारंभ-(1) इन नियमों को केन्द्रीय मोटर यान (.संशोधन) नियम, 2022 कहा जाएगा।
- (2) ये प्रकाशन की तारीख से लागू होंगे।
- 2. उक्त नियम के नियम 62 के उप-नियम (1) में-
- (i) खंड (ख) के सीान पर निम्नलिखित खंड को अंत: सीापित किया जाएगा, अर्थात्:-
- (ख) परिवहन वाहनों के संबंध में फिटनेस प्रमाण पत्र का नवीनीकरण आठ साल पुराने वाहनों के लिए दो साल और आठ साल से अधिक पुराने वाहनों के लिए एक साल।

फिटनेस अनिवार्य रूप से, स्वचालित परीक्षण स्टेशन की मान्यता, विनियमन और नियंत्रण के लिए नियम 175 के अनुसार पंजीकृत किसी स्वचालित परीक्षण स्टेशन के माध्यम से ही निम्मानुसार किया जाएगा-

- (i) भारी माल वाहनों/भारी यात्री मोटर वाहनों के लिए 01 अप्रैल 2023 से और
- (i) मध्यम माल वाहनों/माध्यम यात्री मोटर वाहनों और हल्के मोटर वाहनों (परिवहन) के लिए 01 जून 2024 से

राष्ट्रीय समाचार

किशनगढ़ : सोमवार, 31 जनवरी 2022

03

गडकरी ने निर्माण क्षेत्र से डीजल की जगह वैकल्पिक ईंधन का इस्तेमाल करने को कहा

नई-दिल्ली, 25 जनवरी।

केंद्रीय मंत्री नितिन गडकरी ने निर्माण उद्योग में डीजल के उपयोग पर चिंता जताते हुए मंगलवार को कहा कि क्षेत्र को जीवारम ईंधन की जगह जैव-एधनॉल, एलएनजी और सीएनजी जैसे वैकल्पिक ईंधन के उपयोग की दिशा में काम करना चाहिए। उन्होंने कहा कि यह न केवल खतरनाक उत्सर्जन को कम करेगा बल्कि भारी आयात बिल में भी कटौती करेगा।

उद्योग मंडल सीआईआई के कार्यक्रम को

संबोधित करते हुए गडकरी ने कहा कि फिलहाल भारत अपनी कुल जरूरत का 85 प्रतिशत कच्चा तेल आयात करता है। इस पर सालाना आठ लाख करोड़ रुपये खर्च होते हैं। यह अर्थव्यवस्था पर काफी बड़ा बोझ है। उन्होंने कहा, ''फिलहाल, डीजल का बड़े पैमाने पर निर्माण उद्योग में उपयोग हो रहा है। दुर्भाग्य से, यह ग्रीन हाउस गैस उत्सर्जन के लिये भी काफी जिम्मेदार है।'' मंत्री ने कहा, ''…हमें डीजल के स्थान पर अन्य वैकल्पिक ईंधन का उपयोग करना होगा। खतरनाक उत्सर्जन को कम करने के साथ

भारी आयात बिल में कमी लाने के लिये यह जरूरी है।''

सड़क परिवहन और राजमार्ग मंत्री ने कहा कि अगर हम डीजल के स्थान पर जैव ईंधन का उपयोग नहीं करते हैं, तो अगले पांच साल में देश का कच्चे तेल का आयात बिल 25 लाख करोड़ रुपये तक पहुंच जाएगा। गडकरी ने यह भी कहा कि वह अपने चीनी कारखानों में बायोडीजल का उपयोग कर रहे हैं, और ट्रैक्टरों को सीएनजी पर चलाने के लिये उसमें जरूरी बदलाव किये गये हैं।

टेस्ला पर भारत सरकार का रूख साफ नितिन गडकरी ने चीन का नाम लेते हुए दिया ये बड़ा बयान

नई-दिल्ली, 12 फरवरी।

टेस्ला की भारत में एंट्री पर सरकार ने अपना रुख साफ कर दिया है। केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गड़करी ने चीन का नाम लेते एक बड़ा बयान दिया है। टेस्ला और भारत सरकार के बीच मामला सुलझने के बजाय और उलझता जा रहा है। टेस्ला भारत सरकार से टैक्स में रियायत चाहती है और सरकार का कहना है कि टेस्ला भारत आकर ही अपने गाड़ियों की मैन्युफैक्करिंग करे, जिससे देश में रोजगार भी पैदा हों।

वहीं, केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने कहा है कि चीन में टेस्ला गाड़ियों का निर्माण और भारत में बिक्री हम सभी के लिए पचने योग्य नहीं है, क्योंकि एलन मस्क देश में अपनी इलेक्ट्रिक कार बेचने के लिए कर छूट की मांग कर रहे हैं।

चीन में निर्माण और भारत में बिक्री पचाने योग्य नहीं

नितिन गडकरी ने कहा कि भारत की सड़कों पर टेस्ला कारों को उतारने के लिए मस्क को पहले यहां आकर (भारत) करना होगा। उन्होंने बयान में स्पष्ट किया कि अगर टेस्ला की रुचि चीन में कार निर्माण करने और इसे भारत में बेचने की है, तो ये ठीक नहीं है और यदि भारत में शुरू करते हैं, तो आपका स्वागत है, लेकिन चीन में निर्माण और भारत में बिक्री हम सभी के लिए ये पचाने योग्य नहीं है।

छुट देना एक बड़ी समस्या

टेस्ला की इलेक्ट्रिक कारों पर सीमा शुल्क में कटौती की मांग के बारे में पूछे जाने पर गडकरी ने कहा कि भारत एक बहुत बड़ा बाजार है। हमारे पास ग्लोबल लेवल की बड़ी कंपनियां मर्सिडीज बेंज, टोयोटा, बीएमडब्ल्यू, वोल्वो, होंडा, हुंडई हैं। हम अगर एक कंपनी को ये छूट देते हैं, तो हमें सभी कंपनियों को ये लाभ देना होगा, जो एक बड़ी समस्या है।

एलन मस्क ने भारत सरकार को ठहराया जिम्मेदार

आपको बता दें कि एलन मस्क ने हाल ही में ट्वीट किया था कि भारत में टेस्ला के प्रोडक्ट को लाने में कंपनी को सरकार की चुनौतियों का सामना करना पड़ रहा है। मस्क ने पोस्ट में लिखा कि सरकार के साथ चुनौतियों के कारण टेस्ला अभी तक भारत में नहीं आई है।







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Kashmiri Gate		1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market		236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	1	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	÷	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	÷	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar		10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	*	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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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-884 ANSWERED ON-09/02/2022

PROGRESS OF DEREGISTRAITON OF OLD VEHICLES

884. SHRI A. VIJAYAKUMAR: SHRI SANJAY SETH:

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

- (a) whether it is a fact that Government has started the de-registration of 10 years old diesel and 15 years old petrol vehicles in the country;
- (b) if so, the details of vehicles de-registered during the last one year, State-wise and the action taken against vehicles still being used after deregistration;
- (c) whether Government has also given the option of retrofitting them with electric kits; and
- (d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) No. However, in compliance of orders of Hon'ble NGT and Hon'ble Supreme Court of India, the de-registration of 10 year old Diesel vehicles is being carried out by the Transport Department of Government of NCT, Delhi. With regard to 15 year old Petrol vehicles, it is informed that a motor vehicle other than Transport Vehicle shall not be deemed to be validly registered after the expiry of validity entered in the certificate of registration as per rule 52(3) of CMVR, 1989. A Certificate of Registration is valid for a period of 15 years, which is renewable. However, in NCT of Delhi, the Registration/Certificate of Fitness of Motor vehicles after the age of 15 years is not renewed in compliance of orders of Hon'ble NGT and Hon'ble Supreme Court of India with regard to prohibition on plying of diesel vehicles more than 10 years old and petrol vehicles more than 15 years old.
- (b) The total number of de-registered vehicles for the year 2021 by Government of NCT of Delhi is 22753.
- (c) & (d) Government has notified GSR 167(E) dated 1st March 2019 for retro-fitment of hybrid electric system or electric kit to vehicles and their compliance standards shall be as per AIS 123. The Transport Department, GNCTD vide order dated 14.12.2021, has given option to vehicle owners to convert their 10 years old diesel/15 years old petrol vehicles to Pure Electric Propulsion by retro-fitting them with Pure Electric Retrofit kits approved by the designated testing agencies under rule-126 of CMVR, 1989.

**** _____ x ____



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Transport Industry Reacts To The Budget Analysis '22



verpopulation. pollution, and safety difficulties continue to plague Indian cities. The primary reason for these issues is that vehicle growth, both two-wheelers and vehicles, is still quite strong, and the multimodal fraction of nonmotorized and public transportation is shrinking. This is primarily considering the lack of a city-wide transportation policy. The de facto objective is to make every effort. Increase the number of roadways, add flyovers, and expand parking to handle more vehicles.

In the face of persistent global challenges and economic chaos, finance minister Nirmala Sitharaman prioritised growth above fiscal austerity for the second year in a row, dramatically increasing capital and infrastructure investment in the Union Budget for the fiscal year beginning 1 April.

What do the numbers say?

The allotment for the Ministry of Road

The allotment for the Ministry of Road Transport and Highways has increased by 68 percent in the Union Budget 2023, with 1,99,107.71 crore earmarked for it

Transport and Highways has increased by 68 percent in the Union Budget 2023, with 1,99,107.71 crore earmarked for it. This is in keeping with Finance Minister Nirmala Sitharaman's ambitious goal of increasing the National Highways network by 25,000 kilometres by 2022-2023. The 81,006 crore boost for the Ministry is nearly exclusively dedicated to NHAI investments, which have increased by 133 percent from 57,350 crore in previous year 's Budget to 1,34,015 crore for the year.

Unveiling of the National Master Plan for multi-modal Connectivity

-PM GATISHAKTI

The current regime is yet to announce the expressway plan in 2022-2023, which is a part of the PM Gati Shakti initiative. To supplement public funding for highway projects, the government would raise 20,000 crore through creative financing. Four of the 35 multimodal logistics parks planned by the authorities around the nation will be granted in the beginning of the financial year.

The PM Gati Shakti initiative, which envisions synchronised coordination among Ministries and States for infrastructure development. The emphasis will be on preparation, finance, including creative approaches, innovation, and faster execution. World-class contemporary connectivity and logistics synergy among multiple means of transportation - both of people and commodities - and the project site will be the cornerstone of the Master Plan [under PM Gati Shakti]. This will contribute to increased productivity as well as faster development and economic growth.

To broadly state, the PM Gati Shakti -National Master Plan for Multi-modal Connectivity, a digital platform that brings together 16 ministries, comprising Railways and Roadways, for strategic approach and coordinated execution of infrastructural connectivity projects, was unveiled by Prime Minister Narendra Modi. People, commodities, and services will be able to flow seamlessly from one mode of transportation to another thanks to multi-modal connectivity. It will improve infrastructure connection at the final mile and minimise people's commuting time.

Budget answering the lackadaisical agony towards the Truckers

The 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, all act as a stumbling block for the truckers in the transportation sector. But, the transport connectivity is envisioned to cater to many developmental challenges and smoothen the supply chain of the trackers all over.

Lawyer on the Spot - LotS corroborates with the Government's approach towards the transport link that is expected to address a variety of developmental issues; as the budget

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upholds LotS' ultimate motive of working for the heroes of the transport sector - the Truckers. To resolve stagnating projects, the Ministry has taken several steps, including:

 implementing an exit policy that allows private developers to take out all of their equity and exit operational Build-Operate-Transfer (BOT) projects two years from the start of operations, regardless of the date of award:

- providing rationalised compensation to concessionaires for languishing NH projects in BOT mode for delays not attributable to concessionaires; and
- · establishing an NH project

The allocation towards safety provides for various things such as road safety programmes, setting up of facilities on NHs, extending relief to accident victims, strengthening of public transport, research and development, and training. Ministry also allocates funds towards the development of highways in areas with poor connectivity. Some of these projects include the Special Accelerated Road Development Programme in North East (SARDP-NE), Externally Aided Projects and Roads Projects in Left-Wing Extremism Affected Areas.

The collaborated initiative of AITWA (All India Transporters Welfare Association) and Lawyered -Lawyer on the Spot (LotS) is appreciative of the Government's approach towards the transportation industry as it has prioritised the growth of transport infrastructure rooted in environmental and social sustainability. The only suggestion that can be put forth as LotS analyses through its 24*7 on road legal assistance plan of action that there is a dire need of some mechanism to be established which can quantify the money being allocated for various categories of transport projects and how it correlates to the principles of sustainable transportation being endorsed by the Government.

TOTAL FREIGHT (INT'L+DOM.)

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

S.	Airport	For	The Mon	Freight (and the second second second	il To Dec		
no.	Amport	Dec	Dec	w %		2020-21		
au.		2021	2020	Change	2021-22	2020-21	Change	
(A)	15 International		2020	Change			Change	
			6874	14.3	68480	46520	47.5	
2	Kolkata Chennai	7855	8359	-20.5	53332	46520 44148	47.2 20.8	
3	Goa	6646 484	509	-4.9	3420	2212	54.6	
4	Srinagar	617	537	14.9	6949	4339	60.2	
5	Bhubaneswar	908	768	18.2	7811	4432	76.2	
6	Varanasi	360	376	-4.3	3174	2034	56.0	
7	Calicut	36	38	-5.3	504	373	35.1	
8	Amritsar	79	137	-42.3	620	584	6.2	
9	Coimbatore	599	575	4.2	4921	3625	35.8	
10	Vijayawada	169	152	11.2	1809	1167	55.0	
11	Imphal	931	622	49.7	5125	2685	90.9	
12	Portblair	668	498	34.1	4330	2671	62.1	
13	Trichy	0	0	27712	0	0	554.1	
14	Tirupati	9	0	-	43	0		
15	Kushinagar	0	0		0	- 0		
Tota	the state of the s	19361	19445	-0.4	160518	114790	39.8	
	6 PPP Internation		19443 fe	-0.4	100316	114790	39.0	
_				2.0	21777	3/075	10.3	
16	Ahmedabad	3686	3955	-6.8	31761	26855	18.3	
17	Lucknow	1285	862	49.1	8880	6273	41.6	
18	Mangalore	180	21	12.0	1890	1100	71.8	
19	Guwahati	2191	1874	16.9	16297	10491	55.3	
20	Jaipur	1394	1437	-3.0	10129	7926	27.8	
21	Trivandrum	185	132	40.2	1211	643	88.3	
Tota		8921	8281	7.7	70168	53288	31.7	
(C)	7 JV Internationa	al Airports						
22	Delhi (DIAL)	30036	30054	-0.1	243301	187534	29.7	
23	Mumbai (MIAL)	20472	18241	12.2	160013	99136		
24	Bangalore (BIAL)	12786	12764	0.2	105155	83436		
25	Hyderabad (GHIAL)	5911	5029	17.5	48198	32238	49.5	
26	Cochin(CIAL)	1149	1060	8.4	9175	6097	50.5	
27	Nagpur (MIPL)	701	886	-20.9	5565	4105		
28	Kannur (KIAL)	3	0	-	3	0		
Tota		71058	68034	4.4	571410	412546	38.5	
	1 ST Govt./Pvt.	INTL Air				77,22,10		
29	Shirdi	0	0	- 3	0	0		
-	Participation and the second			-			-	
Tota (E)	10 Custom Airpo	-	0		0	0		
30	Patna	1108	1129	-1.9	9440	8353	13.0	
31	Pune	2923	3444	-15.1	20467	18479	10.8	
32	Bagdogra	747	715	4.5	6922	4153	66.7	
33	Chandigarh	892	1049	-15.0	8403	5084	65.3	
34	Visakhapatnam	266	264	0.8	3039	2471	23.0	
35	Indore	702	1113	-36.9	6246	4350	43.6	
36	Madurai	119	265	-55.1	1014	1306	-22.4	
37	Surat	359	403	-10.9	3718	2950	26.0	
38	Aurangabad	71	102	-30.4	634	476	33.2	
39	Gaya	0	0	-	0	0		
Tota		7187	8484	-15.3	59883	47622	25.7	
(F)	69 Domestic Air	oorts			United the la		F	
40	Ranchi	459	705	-34.9	4170	3614	15.4	
41	Raipur	559	562	-0.5	4567	3098	47.4	
42	Jammu	125	104	20.2	1120	623	79.8	
43	Dehradun	79	104	2012	450	40	12.0	
44	Agartala	345	179	92.7	2684	1243		
45	Gorakhpur	0	0	740	0	0		
46	Bhopal	216	163	32.5	1553	814	90.8	
47	Udaipur	18	103	2000	78	2	20.0	
48	Dibrugarh	78	109	-28.4	761	525	45.0	
49	Prayagraj	0	0	4,02	0	0	40.0	
50	Leh	268	326	-17.8	1675	1109	51.0	
51	Jodhpur	0	0	-17.0	0	1109	31.0	
52	Vadodara	122	391	-68.8	868	1039	-16.5	
	Silchar	62	72	-13.9	612	420	45.7	
53 54	Belgaum	2	0	-13.9	30	420	43.7	
55	Rajahmundry	1	0		6	0	-	
	Jharsuguda	4	2		29	20	45.0	
	iJnarsuguda	4	- 4			20	45.0	
56 57	Darbhanga	9	0	-	80	0		

S.	Airport	Freight (in MT.) For The Month For The Period April To Dec										
no.		Dec 2021	Dec 2020	% Change	2021-22	2020-21	% Change					
(F)	69 Domestic Air		2020	Change	_		Change					
58	Rajkot	32	9		158	13						
59	Jabalpur	0	0	- 5	0	0						
60	Tuticorin	0	0.		0	0						
61	Hubli	6 124	3	-	28	56	-50.0					
62	Dimapur	124	37	-	694	171						
63	Gaggal (Kangra) Kishangarh	0	0	- 1	0	0						
65	Mysore	0	0	-	0	0						
66	Kolhapur	0	0		0	0						
67	Kandla	0	0		0	- 0						
68	Gwalior	0	0		-0	0						
69	Kanpur (Chaken)	22	28	-21.4	170	50	-					
70	Kalaburgi	0 29	17	70.6	171	91	87.9					
71 72	Juhu Cuddapah	0	0	70.0	0	91	87.5					
73	Jaisalmer	0	0	- 1	0	0						
74	Jorhat	2	5	-60.0	7	16	-56.3					
75	Bikaner	0	0	-	0	0						
76	Jamnagar	0	0	-	0	- 0						
7.7	Salem	0	0		0	0	- 3					
78	Diu	0	0	-	0	0						
79	Porbandar	0	0		0	0						
30	Adampur (Jalandhar) Bhui	0	0	-	0	0						
81	Hindon	0	0		0	0						
83	Pantnagar	0	ő	-	0	0						
84	Lakhimpur (Lilaberi)	2	0	-	3	0						
35	Pakyong	0	0	-	0	0						
36	Bhavnagar	0	0	- 5	0	0	- 1					
\$7	Pathankot	0	0	-	0	0						
38	Bhuntar	0	0		0	0						
39	Ludhiana	0	0	-	0	0						
00	Agatti	5	0	- 5	87	0						
)1	Jalgaon Barapani (Shillong)	0	0		0	0						
3	Bilaspur	0	Ü		0	0						
14	Tezpur	0	0	-	0	0						
)5	Agra	0	0		0	0						
96	Baareilly	0	0	-	0	0						
7	Hyderabad (Begampet)	0	0		0	0						
8	Shimla	0	0		0	0						
9	Khajuraho	0	0		0	0						
	Pondicherry	0	0	- 1	0	0						
	Bhatinda Kota	0	0	-	0	0						
	Sholapur	0	0	-	0	0						
	Keshod (Junagarh)	0	0		0	0						
	Safdarjung	0	0	-	0	0						
106	Tezu	0	0		0	0						
107	Coochbehar	0	0	-	0	0						
	Rupasi	0	0		0	0						
	9 Domestic Airports	2569	2723	-5.7	20001	12944	54.					
	14 St.Govt. / Pvt	Airports		.0	70.0							
	Durgapur	- 1	0		2	0						
10	Nasik(Hal ozar)	0	16		1	17	-94.					
	Lengpui(aizwal)	30	48	-37.5	254	284	-10.					
	Nanded	0	0		0	0						
	Jagdalpur	0	0	-	0	0						
14	Vijayanagar Bidar	0	0	-	0	0						
	Pasighat	0	0	-	0	0						
17	Hisar	0	0		0	0						
	Mundra	0	0	-	0	0						
	Pithoragarh	0	0		0	0						
	Bangalore(Hal)	0	0	-	0	0						
21	Kurnool	0	0	-	0	0						
22	Sindhudurg	0	0	-	0	0	1					
G) 1	4 St.Govt. / Pvt Airports	31	64	-51.6	257	301	-14.0					
	Other Airports	0	0	-	0	0						
	otal (A+B+C+D+E+F+G+H)	109127	107031	2.0	882237	641491	37.					

OCEAN FREIGHT TRAFFIC HANDLED AT MAJOR PORTS (DURING APRIL TO JANUARY'2022* VIS-A-VIS APRIL TO JANUARY'2021)

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L.	e, Liquids	Iron Ore Incl. Pellets	Fertilizers			oal	Containers			TOTAL	0.0000000000000000000000000000000000000	CAGR*(%)
		(Crude, Prod., LPG/ LNG)				RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs	Misc. Cargo		AGAINST 2020-21	2019-20 AND 2021-22
SMP, KOLKATA	War downer was a control	1												
Kolkata Dock System	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	310 252 520	405 281 600	31	236 424 688	24 7 6		1342 2526 1729	7095 6861 8272	480 446 578	3105 2302 2640	12517 12653 14486	-1.07	-7.04
Haldia Dock Complex	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	8430 7463 7999	4286 3976 4039	924 3354 2762	181 193 137	315 313 323	95 522 1751	10706 12481 12736	2855 2262 2615	141 118 145	6957 6584 6030	34749 37148 38392	-6.46	-4.86
TOTAL: SMP, KOLKATA	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	8740 7715 8519	4691 4257 4639	924 3354 2793	417 617 825	339 320 329	95 522 1751	12048 15007 14465	9950 9123 10887	621 564 723	10062 8886 8670	47266 49801 52878	-5.09	-5.46
PARADIP	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	28368 26992 31847	1650 1386 1349	16237 23474 18557	340 480 434	4147 4166 3491	23909 19506 21879	11497 10390 9984	162 224 188	8 13 10	7339 6990 5658	93649 93608 93387	0.04	0.14
VISAKHAPATNAM	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	11671 13694 15868	1713 1616 1786	11964 14973 11846	991 1877 1966	1267 989 747	7367 4824 8475	4139 4927 6203	7127 6797 7322	421 400 429	10529 8393 6526	56768 58090 60739	-2.28	-3.32
KAMARAJAR (ENNORE)	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	4082 3753 4205	115 99 117	1 104	99	35	15472 11122 16168	1735 549 829	0.0000.500	394 128 109	2299 1672 3024	31299 19665 26554	59.16	8.57
CHENNAI	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	9229 8178 11281	951 890 1193	33	135	208 165 175	1 15	7 4 -	26047 21261 22875	1350 1102 1185	3562 4078 4280	40004 34744 39804	15.14	0.25
V.O. CHIDAMBARANAR	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	317 409 482	841 786 1067	25	283 794 296	625 339 547	6271 5645 5696	4035 4304 4969	12926 12115 13773	656 609 670	2027	28458 26419 29933	7.72	-2.49
COCHIN	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	17890 14994 19003	422 - 463	9 90000	22	259 240 157			8580 7607 7189	615 550 519	10 10 to 10	28245 24674 28020	14.47	0.40
NEW MANGALORE	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	18966 17389 17918	1971 1813 1634	3222 3696 4172	250 682 459	87 72 97	2872 2374 3598	386 305 557	1937 1861 1828	127 123 125		31179 28913 30915	7.84	0.43
MORMUGAO	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	417 311 525	150 148 146	2655 5428 1212	36 108 52	- 8	1363 1306 1235	6252 6526 6652	176 258 349	13 19 27	3859 3090 3246	14908 17175 13417	-13.20	5.41
MUMBAI	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	30382 27659 32179	1384 1349 1690	5668 5594 5838	278 325 235	124 37 91	4442 3094 2978	290 925 2392	214 211 267	20 21 24	6622 3870 5676	49404 43064 51346	14.72	-1.91
J.N.P.T.	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	2687 3028 3253	2356 2013 2124		·	2		:	57305 45536 50549	4700 3687 4205	654		22.98	5.35
DEENDAYAL	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021 TRF APRIL-JAN., 2020	44574	9229 8419 8479	297	3340 4040 4154	581763	17397 13818 12883	533 452 875	6845	411 425 368	16530	107834 95094 101965	13.40	2.84
ALL PORTS	TRF APRIL-JAN., 2022 TRF APRIL-JAN., 2021	100 OF \$ 60 CO FEED.		41370 56849			79188 62211	40922 43389	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	9336 7641	B-0000138325550	592020 542478	9.13	
% Variation from previous year	TRF APRIL-JAN., 2020	8.29	11.84	-27.23 45004	-	-	27.29 74663	-5.69 46926		22.18	18.98 59302	9.13 585732		0.54

(*) CAGR = Compound Annual Growth Rate between April to January 2020 and April to January 2022

MoRTH Chief Hails The Budget as Historic Giving New Vision to New India

nion Minister for Road Transport and Highways Nitin Gadkari hailed the Budget as historic giving new vision to new India. He said it is exactly the vision of 21st century and the economic vision and priority has already decided by this budget. Gadkari said the highest priority is for Scheduled Castes, Scheduled Tribe, Farmers, Rural India, Agricultural India Tribal India, Gaon, Garib Majdoor Insaan, welfare of all the sectors is the highest priority in this budget. The second highest priority is for

infrastructure.

The Minister said he was really happy because he got the opportunity to work with Bharat Mala and Sagar Mala and now Parvat Mala a new programme has been started. Now it is rope way, cable car which are a great gift for the area particularly hilly area of the country. He said it benefits North East, Uttarakhand, Himachal and Kashmir. Gadkari said it is very important for not only goods but tourism also as this can create more employment potential. He said the budget reflects the new vision of Prime Minister and he was thankful to Finance Minister for giving this excellent Budget for the country.

Developing an efficient transport network is a big challenge in hilly areas. The rail and air transport networks are limited in these areas, while the development of road network has technical challenges. In

BUDGET. 2022

> Developing an efficient transport network is a big challenge in hilly areas. The rail and air transport networks are limited in these areas, while the development of road network has technical challenges

> this backdrop, Ropeways have emerged as a convenient and safe alternate transport mode.

> Government has decided to develop Ropeways in hilly areas of the country. The Ministry of Road Transport and Highways (MORTH) has so far been responsible for development of Highways and regulating the road transport sector across the country. However, in February 2021, the Government of India (Allocation of

Business) Rules 1961 was amended, which enables the Ministry to also

look after the development of Ropeways and Alternate Mobility Solutions. The move will give a boost to the sector by setting up a regulatory regime. The Ministry will also have responsibility for development of ropeway and alternative mobility solutions technology, as well as construction, research, and policy in this area. Formulation of institutional, financial, and regulatory framework for the

technology will also fall under the ambit of this allocation.

Union Finance Minister Nirmala Sitharaman, while presenting Union Budget for 2022-23 announced National Ropeways Development Programme - "Parvatmala" -- will be taken up on PPP mode, which will be a preferred ecologically sustainable alternative in place of conventional roads in difficult hilly areas, The idea is to improve connectivity and convenience for commuters, besides promoting tourism. This may also cover congested urban areas, where conventional mass transit system is not feasible. The Finance Minister announced that contracts for 8 ropeway projects for a length of 60 km would be awarded in 2022-23. The scheme is being presently started in regions like Uttarakhand, Himachal Pradesh, Manipur, Jammu & Kashmir and the other North Eastern states.

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