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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Tech-driven Logistics Players Are Doing It For The Entire Industry

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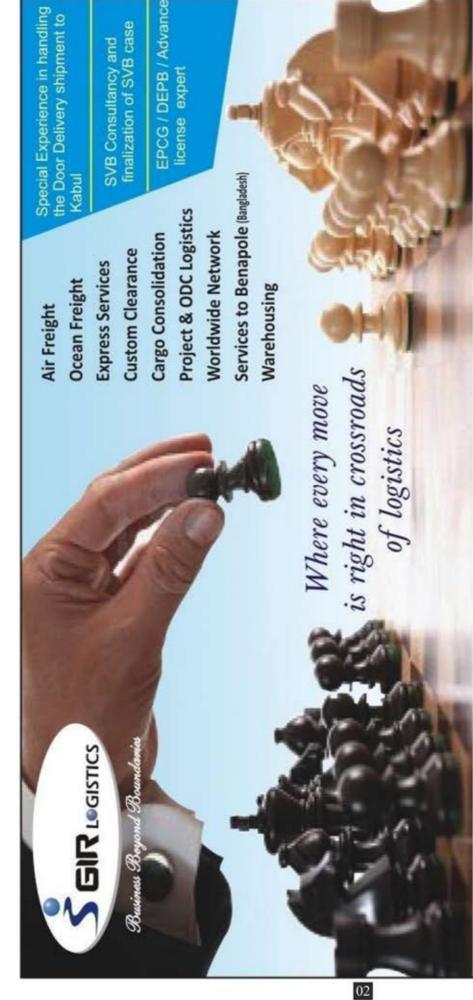
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Impact of Diesel Price Hike: Freight Charges Likely to Go Up

or cricket enthusiasts, nervous ninety is not an unheard phrase. Often a batsman tends to become nervous while coming close to scoring a century. But when it comes to fuel pricing, neither petrol nor diesel seems to have come to that state. While the petrol price has scored a century and is not out on 105, the diesel price is safely playing with citizens at late 90s (Diesel price on April 20 is Rs. 96.67 in Delhi).

The price hike of fuel has led to a precarious situation for the logistics market. No doubt, costing has been a major factor to ruin the competitiveness of goods and also destabilizing the financial equation of each individual. The transportation cost is playing a significant role in increasing the logistics cost. Presently, 60-65 per cent of the logistics cost is transportation cost, which again is directly impacted by fuel price. As the fuel price goes up, the logistics cost also moves up.

However, one remains to wonder why the fuel price in India is 'unreasonably' high when non of our neighbouring countries has such a price tag? If one researches on the matter he would know that it is purely because of the taxes (excise duty and VAT - which varies from state to state) imposed on the fuel that compels citizens to pay a hefty amount for fuel. But interestingly the price of fuel for dealers (excluding VAT and excise) is just half what an end-user end up paying. The government should not levy such a hefty tax on fuel, which eventually adds to the logistics cost.

With the repeated increases, the cost has increased by nearly 10% already and fares in spot markets have gone up.

The latest diesel price hike may lead to truck rentals going up further at least by 2-3%, as fleet owners are facing

increased input costs, forcing them to pass on the hike to their customers. Unlike in the earlier occasions of diesel price hikes, this time around, fleet owners are facing much heat with vehicle prices going up from April 1,

Unlike in the earlier occasions of diesel price hikes, this time around, fleet owners are facing much heat with vehicle prices going up from April 1, coupled with third party insurance costs rising further and toll rates witnessing another round of increase

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Experts have also expressed their views in a similar tune and say that since all the input costs have gone up, now there is no reason to believe that rentals will not increase further. The truck rentals are expected to climb by 2 to 3 per cent now.

Crisil Research also suggested that an increase in diesel price by Rs 5 per litre would push up freight rates by 2-3 per cent. The liabilities of diesel price would fall into the sectors like steel and cement as the government is planning to invest and borrow for the sectors in the first half of the year. Though these sectors may find it easier to pass the buck on end-users shoulders it won't be tough for the



Ashok Gupta

consumption sectors such as fastmoving consumer goods/durables and textiles to pass on the incremental cost to end-consumers.

Further, the harvest season for fruit, vegetables and wheat has begun earlier than the normal period because of the prevailing heatwave conditions. This is adding to the vehicle demand in the mandis. But considering the current diesel price, the prices of such goods are also expected to be on the higher side, even during the peak season.

The heavy demand of truck fleet on trunk routes due to the beginning of summer crop harvest with increased arrival of food items by 20-25 per cent and the peaked up dispatches from factory gates at the end of the fiscal have cumulatively led to 4 to 5 per cent increase in truck rentals in last 8-9 days of March 2022. The exportimport trade too has touched its best performance and as such has added to the strong truck freight market.

However, overall, the price hike of diesel is breaking the backs of transporters and passing the hike is not possible immediately and will take time. Margins are under tremendous pressure and uncertainty about future increases is a looming worry for the sector. Truck plying due to year-end was high in March but in April it has drastically dropped down, no doubt pricing of diesel is one good reason for this.





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In Search Of A Solution To Drivers' Crisis!

here is no denying the fact that logistics is the tail of commerce and trucking is the tip of the tail. This is a universal perception approved across the globe. From India's viewpoint, trucking operations can be explained as the lifeline of commerce and economic development. The interconnectivity that trucking operations provide ensures all most household goods are available across the nation, across the length and breadth of India.

It touches not just geographical boundaries but also human lives. Directly or indirectly, over 12 crore people in India depend on the freight transport business for their bread and butter. The road goods carriers transport more than 60 per cent of the total freight and help the logistics sector represents 5 per cent of India's GDP. However, the sector, being highly unorganized, faces numerous challenges every day.

Does it matter? Yes, it does. The bitter truth remains that the sector is still vulnerable and strives to grow.

One of the reasons attributing to this challenge is the shortage of truck drivers. Currently, there are 20 lakh truck drivers in India and the driver to truck ratio is below 750 per 1000. A survey conducted by a reputed firm estimated that about 28 per cent of (approximately 8.5 million) trucks on the road are currently idling away for want of drivers. Owing to the shortage of truck drivers in India, there has been a financial loss of about USD 60 bn per year.

The study further revealed that truck drivers in India consistently are overworked and clock abnormal high working hours. Around 48 per cent of the drivers agreed that they undertook more than 12 trips a month and 50 per

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cent of them confirmed that the average duration of a trip was over 12 hours. The research disclosed that due to unplanned work culture 53 per cent of drivers suffer from some health issues; while 23 per cent battle lack of sleep, about 18 per cent face physical stress, 12 per cent mental stress and issues like backache, joint/muscle pain and gastrointestinal problems are



Mahendra Arya National President, AITWA

common. Employers must know that the drivers should not drive more than 10 hours in a day and take regular breaks at least every 2 hours so that they stay alert, recommended by road safety experts.

However, after going through so much, what are the earnings of a truck driver? On average, the remuneration of 53 per cent of the drivers is between INR 10,000 to INR 20,000 per month. So, their living conditions are abysmal with no standardisation in wages, lack of social security and incentives to complete a trip on time. Moreover, they receive no social security benefits (such as provident fund, pension, health insurance, life insurance, and gratuity).

In addition to these, drivers too want to lead a respectful life. How would one feel if he is always being left out in society? Truck drivers often become victims of abusive locals and authorities. On many occasions, truckers have complained about discriminatory behavioural issues of authorities, especially in check posts or while entering markets. This often

happens due to state-specific laws, which unnecessarily lead to complications. Most drivers do not have the educational background to deal with these legal complications, so they end up with unnecessary troubles with authorities.

Also, we know highways are the second home to drivers, as they spent most of the time on roads. But aren't they humans? Staying away from home for long periods is tough. They too have their emotional and physical needs. So, escaping to their near and dear ones after extended working hours is nothing new.

All India Transporters Welfare Association (AITWA) has been raising this issue for a long that there should be proper roadside infrastructure and amenities for truck drivers but nothing has been done comprehensively, which means truck drivers have to live with unhygienic food, toilets and bathrooms, and improper rest areas. This increases the chance of accidents.

Various steps have been initiated by AITWA to offer drivers their due. 'Highway Heroes' is the first major campaign to aware people not look drivers down and offer them their due respect. The project also was about upgrading the lives of their family members and insurance cover for drivers and their families. 'Lawyer on the Spot (LotS)' is another project taken up by AITWA to help truckers and drivers on the spot in real-time.

Besides, all members of the trucking community along with the government will have to come on one page to end the driver crisis. Plus, efforts need to be put to improve the salary structure. The current payment structure is highly unstructured and needs reform, so that truck drivers have higher visibility on their monthly take-home salaries. Additionally,

social security benefits should be a part of drivers' pay packages as the nature of work is highly hazardous. The Ministry of labour and employment must step in to lay down the guidelines for this sector.

Also, commercial vehicle manufacturers must prepare vehicles



The current payment structure is highly unstructured and needs reform, so that truck drivers have higher visibility on their monthly takehome salaries.

Additionally, social security benefits should be a part of drivers' pay packages as the nature of work is highly hazardous

that are more suitable for the Indian climate, which will curb accidents. Further, Health and Life Insurance provisions must be offered as the country reports over 4.5 lakh road accidents each year, 30 per cent involving commercial vehicles.

Health camps for truck drivers are a must as they are highly vulnerable to several health risk factors including poor eyesight and hearing loss, hypertension, fatigue, sleep-related disorders, and insufficient physical activity. Furthermore, developing road infrastructure and roadside amenities should be on the priority list as these are necessities.

There is no doubt that to mitigate the issue of driver shortage we will have to have an eye that can see beyond the present time. Certainly, it doesn't have a quick fix solution but the measures discussed are a pivot to overcome it.

Believe It Or Not, It's True! Truckers Drive Our Economy!!

he transport sector is the backbone of the Indian economy. Between the two main modes of transport, i.e., road and rail, road transport controls 90 per cent of passenger traffic and 67 per cent of freight in the country. And, truck drivers play a significant role in transporting India's freight. Hence it won't be an exaggeration to say that the truckers are the movers and shakers of India's economy. There is no second thought that they are the backbone of the freight transportation sector. However, the unorganised nature of trucking prohibits drivers from getting their due share compared to other industrial counterparts. From being paid paltry sums to unrealistic delivery schedules to poor sanitation, they brave it day in and day out to make our economy stronger.

Amongst many expectations, drivers are expected to don many sacrifices. Here are a few of the lists:

Braving their lives now and then

In India safety has been a major concern all through. Though the advanced technologies have boosted the truck's features there is still a long way to go. Today, trucks come with cabins, from the manufacturer itself, having basic safety features such as seat belts. But the trucks with a cabin built by the body-builders, lack even the basic safety features. Not to forget the poor cabin ergonomics.

Meeting deadline is crucial even at the cost of the driver's life The demand of delivering cargo on time and without any damaging pressure that a driver has to live with every time he is on the road. Plus, all most all of the truckers are overworked and tired. There is no designated driving time. Stressed to meet the deadline, drivers often have to do extra work. A normal duty turns into a 12 to

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16 hours duty per day, leaving them tired and prone to drowsiness, which eventually results in deadly accidents. In 2018 only, road crashes claimed

over 1.5 lakh lives in the country. Out of this, over 15,000 road crash victims have been truck and lorry drivers. In terms of vehicle category, trucks and



S. K. Kedia
National Treasurer, AITWA

lorries are involved in over 57,000 crashes.

Don't they deserve proper rest?

Unlike the west, there are no proper truck stops, for them to stop over and have a good night's sleep. Continuous sleepless nights for days result in accidents. And, India tops the world in road crash deaths. Other additional factors like overloading and load protrusion increase the exposure to risk for other road users. Despite being a serious traffic offence, the overloading of trucks has contributed to 12% of total road crash deaths.

No consideration for their harsh working conditions

Though road conditions have improved drastically in the last few years, Indian road conditions are still not at par with Europe or America. However, drivers are required to be on the wheel even if it is a rainy day or an extremely hot sunny day, they have got a delivery to make and they ought to do it on time.

They also have emotions, how long can they control them?

Humans are social animals and they want to spend time with their families. Then, how can drivers be different? They have their emotions and physical needs, when these become inevitable they get distraction and driving becomes difficult.

How good Indian trucks are?

Many factors attributes to a quality truck. But unfortunately, Indian trucks lack even the basic safety features like reflector stickers, working headlight/tail lights, under-run bars

etc. Owners bother to have them repaired only when the trucks go for FC. It's a nightmare to drive these trucks on our roads. The truckers driving these poorly maintained trucks pose a potential safety threat to other road users as well. The government should strictly direct the manufacturers to build trucks that can match up to the standards of the western world.

Drivers are very lowly paid

In India, a truck driver is paid anywhere between Rs. 15, 000 to 25, 000 a month., which is not justified at all in comparison to the hardship they go through. Further, the salary comes in instalments. Employers should think about whether it is enough to take care of their and their families' well-being or not. It is one of the reasons that has led to the driver crisis.

They too deserve health and hygiene

Highways are their home but do they get proper food, sanitation or rest? No. On most occasions they eat on highway dhabas and sleep in their trucks, so, had to compromise on proper sanitation also. But don't they deserve these facilities? Ideally, there should be proper restrooms, eateries, toilets etc. after every few km.

Truck drivers are treated like

criminals, how fare is it?

The third-degree method of handling routine investigations by police and the habitual way of treating them as petty criminals by Toll-Tax authorities, tax evaders and the like are use diesel frugally and operate at excruciatingly low speeds of 40-45 Km/hour. Victims of HIV/AIDS because of no

sex education

Many studies were being conducted

across the country to track the status of HIV in truckers and reports have suggested that they are most vulnerable to HIV transmission. National Aids Control Organization estimated in 2010-11 that 2.59% of the two million truckers in India are living with HIV. Lack of proper sex education and physical urge lands them in this place. For this, society looks down on the entire drivers'

community and social stigma is attached to them.



torture and unequal means to treat drivers.

Employers too show no mercy on drivers

Drivers are handed a truck worth Rs. 25,00,000/=, loaded with goods of equal value, which means his employer is trusting him to deliver material worth half a crore. But when it comes to sharing a faction of benefit, say worth an Rs. 500/=) with him he is being debarred. The point to make here is that the drivers do not get swayed by money but little the respect they get.

The truck's speed is directly proportional to the diesel price

If there is one industry which bears the brunt of fuel price rise, it is the trucking industry. Many a time, to meet the fuel economy demands of the fleet owners, the truckers are forced to

Who can make a driver's life easy?

Corporate houses can ensure that a driver need not wait much once he reaches the destination, so that, he may attend to nature's call, take a bath, and serve himself some hot tea and snacks; followed by maybe a small nap. Otherwise, his life becomes more miserable than while driving.

The transporters fraternity believes that if these problems are sorted out the drivers' crisis will also get sorted and more people will come forward to pick the driving profession as their livelihood. However, this will only be possible if the government, the truck owners and corporate houses come together under one banner to resolve this issue.

Tech-driven Logistics Players Are Doing It For The Entire Industry



bstacles have arrived one after another - first the Covid 19, then, the Russia-Ukraine war – and yet the Indian economy is growing steadily. A lot of credit has to go to the digitalization of logistics operations and the development of road infrastructure. Also, ignoring the government's initiatives such as 'Make in India', and 'Aatmanirbhar Bharat' would be biased.

All these aspects have played a crucial role in driving the logistics sector towards growth and making it a profitable industry. The World Bank has already ranked India 46th in the list of strong logistics performance indexes, so, it has been able to draw eyeballs toward it. But the situations weren't the same a few years back, even though all know how logistics is critical to any country's growth. Neither lawmakers nor stakeholders used to give adequate attention to the sector. Things would have been at a

different level if they extended a little help for tech integration and streamlining of processes.

With almost 90 per cent of the Indian trucking industry comprising small-scale, unregulated transporters, and driver-owners, there are a lot of disconnects the industry faces. What to say about supply chain integration and digitization? Even though the industry knows that warehousing and transportation jointly make up the logistics process, only a small percentage of large transport companies and the logistics arms of e-commerce operators focus on it, and most small logistics players give it a miss completely.

Further, a lack of accountability has created a creak in the pillars of reliability, which has forced transporters and shippers to engage in business deals only with their localized or personal connections. It offers two perspectives – one, it

assures safety, and the other one is, that it can lead to costs going up and the optimization going down. This means a trucker who trusts only some specific agents/ transport companies may have to wait for several days for getting a shipment suitable for his lorry or route. This applies to the other side as well, as a shipper might have to rely on the availability of a vehicle from a trusted source, and the nonavailability of transport can delay the shipping, hence causing customer dissatisfaction and increasing costs. Further, where is the guarantee that there would be no obligation from the driver's side even after a load is shipped? There's always a chance that the truck driver might not abide by any rules. For instance, he might escape reporting at the destination as per the set time or might opt out of reaching the load pickup spot despite having committed to it. Such activities can happen and these lead to huge losses.









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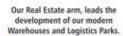














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KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



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Additionally, in the case of perishable goods or high-value items, both truck drivers and shippers can get into trouble.

In addition to all these issues, the resource crunch that the Indian logistics sector witnesses are another area that needs to be focused upon. Besides a rare breed of qualified drivers, shippers, and other trained personnel there are hardly any qualified people. And, the Covid 19 has added more spice to it, as finding competent staff has become very rare. The outcome of this is, that a majority of the logistics companies today are operated by poorly unskilled or average-skilled personnel. This

means the involvement of shippers, and business owners have increased, ultimately killing their valuable time for channelling these people, which otherwise could have been devoted to building businesses or planning business strategies.

Also, the lack of infrastructure and unorganized work culture has raised many issues for the industry. Along with these, the high fuel prices have pushed the Indian logistics sector backwards and today it has landed in a situation where it can be called one of the most under-utilized segments, despite having great potential and demand. However, technology can play a crucial role and rebuilding the industry.

The new and digital-first logistics startups have already taken a step in this direction. They have started to transform the industry and become a threat to both small and big players. Now the reputed companies have also adopted to digital work culture and finding their grips once again. No doubt that the strategies that the new players have applied are slowly and steadily becoming mainstream, especially in the wake of the



The new and digitalfirst logistics startups
have already taken a
step in this direction.
They have started to
transform the
industry and become
a threat to both small
and big players

pandemic. When the Covid disruption struck the Indian trucking industry, operators big and small had no option, but to integrate whatever technology they had to keep going.

It is a proud moment for the industry, though a few may not like it, as the new players or startups are showing others the direction of moving forward, where there is no room for a lack of trust. This is purposely done through streamlining, standardizing, and creating an integrated logistics ecosystem that can influence all.

Today, the end-to-end supply chain solutions comprising transportation, warehousing, e-commerce support,

and value-added services like marketing, are the highlights of new platforms that serve customers better. There can be no greater relief that all the stakeholders (shippers and truckers) have come under one digital platform and are eliminating distrust and inefficiency.

The industry must be thankful to the new players and the startups that their intervention and presence have enabled major productivity enhancement, ensured

complete visibility of the supply chains, provided real-time tracking of vehicles, helped to meet delivery deadlines, optimized warehouse and vehicle space management, guaranteed superior customer experience, and provided seamless transportation movement.

If we are to believe industry experts, the new adoptions have increased a truck's on-road time from 16-17 days to as many as 25-26 days a month. So, there is a spike in revenue generation. Isn't such development augur well for all stakeholders and the government?

In short, the new technologies and players have taught everyone a lesson - a positive lesson that is for everyone's benefit. We are witnessing a techdriven Indian logistics sector and so we can also experience investors flying in and pouring crores into this sector. If the government plans to offer infrastructural development to the sector, the Indian logistics sector will soon stand tall in the global market and compete with world leaders!

- X



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Rules And Regulations For Driver's Welfare

Introduction:

As per the current situation in the country, the recorded road accidental deaths in the year 2020 were around 1.20 Lakh, an average of 328 on a daily basis. There is a dire need to scrutinize the reason behind such high numbers and also if any change in any law or rules is required for controlling the same. The study conducted by NCRB (National Crime Record Bureau) showed that the number of fatalities and road accidental deaths are caused due to over speeding, dangerous or careless driving, overtaking, force of nature, sometimes due to poor weather conditions and other causes like deliberate or negligent conduct on the part of human beings. Further, the report recorded that riders of two wheelers are more prone to road accidents followed by drivers of cars, trucks, buses and lorries etc. During the study by NCRB, it was found that the accidents reported in rural areas were more than the urban areas.

General Safety Rules for Drivers:

- Sticking to the Speed Limits: Always follow the speed limit as mentioned on the sign boards. Going beyond the speed limit will attract fines and penalties from authorities and lead to road accidents.
- 2. Avoid Distraction: Make sure that there should not be any distractions while you drive. Stay alert and focussed while driving. Example: Talking on mobile phone is a punishable offence and is a major reason behind road accidents. Another



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example of distracted driving include listening to loud music while driving.

- 3. Wearing Safety Gear while driving: Wearing a seat-belt while driving is a must for the driver to protect himself from the collision against the windshield. Not only the driver but also the pillions must make sure that they are strapped in order to avoid the after effects of the accident on them.
- 4. Avoid Drink and Driving: Driving under the influence of alcohol can impair the reaction time. This kind of driving can always lead to judgment errors and mishaps. Even if the driver feels fine after drinking, he must refrain from doing so.
- 5. Maintaining Good condition of the Vehicle: The driver must make sure that he has properly maintained the vehicle and should always recheck before driving. Checking the tyre pressure, break fluids, coolant levels are some of the essential requisites which must be checked and rechecked by the drivers.
- 6. Maintain safe distance: The driver should make sure that there is a safe distance maintained between his

own vehicle and the vehicle next to him in order to avoid accidents. It gives enough time to react in the given unavoidable circumstance. The threesecond rule is a rule of thumb by which a driver may maintain a safe distance at any speed. The rule is that a driver should ideally stay at least three seconds behind any vehicle that is directly in front of the driver's vehicle.

- 7. Use dipper: Car dipper is used to signal the vehicles in front of your car to give you the space to overtake. It is generally used at night time. The driver must use a dipper during night time on the highway to let another driver know that you are overtaking.
- 8. Indicator: The indicators give signal to the driver as to which direction the driver is turning. This helps in avoiding accidents.
- Follow your lane: This practice by the driver helps in following a particular path during the whole iourney.
- 10. Road Signs: At the side boards on the road, there are some sign boards which mention the speed limit, no honking zones, speed-breakers etc. Follow these signs to avoid any mishaps.
- To overtake from right: Since India follows right hand driving, hence the driver must remember to overtake from right.
- 12. Always give way to an Emergency Vehicle: It is the responsibility of every person to give way to an emergency vehicle and move to a side when any ambulance or fire brigade is about to cross the road.

Updated List of Traffic Fines for Different Violations in India:

Violation	New Penalty from 1st Sept-2019		
Driving without license	₹ 5,000 and/or community service		
Driving under the influence of an intoxicating substance	₹10,000 and/or 6 months prison ₹15,000 and/or 2 years jail for repetitive violation.		
Over speeding ₹2,000- ₹4,000 (+license seizure)			
Driving without Seat Belt	₹1,000 and/or community service		
Driving without Insurance	₹2,000 and/or 3-months prison, community service ₹4,000 for subsequent offense		
Violating Road Regulations	₹500- ₹1000		
Driving while on the mobile (Handheld)	₹5,000		
Speeding, Racing	₹5,000 and/or 3-months prison, community service ₹10,000 for subsequent violation and up to 1 year in prison, community service		

Vehicle Documents: To be Carried During All Times

It is mandatory that the driver must be well equipped with the valid driving license, vehicle's registration certificate, Pollution control certificate, insurance policies and the required permits. Having all these documents in place would lead one to

avoid the unnecessary panic created by the traffic police officials and also avoid the risk of being caught.

Lawyer on the Spot in association with AITWA-

While on the road, if any situation arrises wherein one needs or assistance of any lawyer or in need of any legal advice, the team from LotS (Lawyer on the Spot) is available 24*7 for help. If any driver is caught by the authorities for any reason, valid or invalid, the LotS Team is available on a call for the benefit of the transport fraternity. The Team can help in providing a quick solution to all your on-road legal issues.

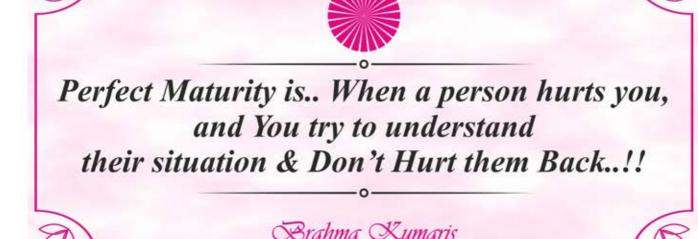
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Financial Support for Deceased/Injured in Road Accidents

Authority of India (NHAI) has envisaged a cashless treatment facility on all four arms of Golden Quadrilateral stretch to provide Hospitalization Insurance cover to the immediate road Accident Victims (including Drivers/Passengers/Pedestrians/Cyclists) on the identified National Highway stretches between

Delhi-Mumbai/ Mumbai-Chennai/ Chennai-Kolkata/ Kolkata-Agra & Agra-Delhi Corridor of Golden Quadrilateral (NH) on cashless basis for treatment of bodily injury caused by and arising out of road accident only, so as to take care of the immediate needs of the hospitalization of the victims for the first 48 hours from the time of hospitalization or providing necessary treatment up to a cost of Rs. 30,000/, whichever occurs earlier starting from the time of the ambulance reaching the accident site, as recorded in the Control Room.

As per the data received from police department of Uttar Pradesh, total number of road accidents and persons killed on National Highways in the State of Uttar Pradesh during the last three calendar years 2018 to 2020 is given in the table below:

Year	National Highways (including expressways)				
	Road Accidents	% increase or decrease over previous year	Persons killed	% increase or decrease over previous year	
2018	16198		8818		
2019	16181	-0.1	8830	0.14	
2020	13695	-15.36	7859	-11	

Green Technologies Used in Construction of Roads



inistry of Road Transport & Highways has taken several initiatives to promote use of state of the art and green technology in construction of National Highways. These include, use for waste materials/by-products/organic materials such as fly-ash, slag, crumb rubber, modified bitumen, waste plastic, recycled aggregates, geosynthetics, jute, coir, etc. and processes like recycling, cement treated sub-base/ base, soil stabilisation, etc.

All States in the country are likely to get benefit under Bharatmala Pariyojana.

183.34 lakh trees have been geotagged with the help of "Harit Path" mobile app.

Rainwater Harvesting on National Highway Corridors



inistry of Road Transport and Highways has issued guidelines for providing rainwater harvesting and artificial recharging on all the buildings and structures such as toll plaza building,

wayside amenities, grade separated structures etc. which are to be developed as part of the project corridor.

The locations and design of such structures are based on the rainfall intensity and geo-technical strata and also the depth of ground water table and norms issued by Central Ground Water Board. The provision of rain water harvesting and artificial recharging are made part of the scope of highway implementation and upgradation projects and implemented by contractor/concessionaire.

Andaman & Nicobar Island Connectivity Programme



nion Minister for Road
Transport and
Highways Nitin
Gadkari has said that in
line with Prime
Minister Narendra Modi's vision of

reaching the last mile, we are committed to build safer all weather roads to provide seamless connectivity in the islands.

In a series of tweets Gadkari informed that the Beodnabad to Ferrargunj In a series of tweets
Gadkari informed that
the Beodnabad to
Ferrargunj section of
NH-4 in Andaman and
Nicobar Islands was
completed in 2019

section of NH-4 in Andaman and Nicobar Islands was completed in 2019. He said this 26 km stretch constructed at a cost of Rs. 170 Crore was envisaged under the ambitious Andaman & Nicobar Island Dweep Connectivity Programme.

The Minister said it has improved access and ensured seamless traffic movement from Port Blair to other towns of Andaman districts. NH-4, the 'Andaman Trunk Road' is lifeline of the islands and is playing an important role in the socio-economic development of A&N Islands, he added.

Government Calls For Advance Action By Companies To Recall All Defective Batches Of Electric Vehicles

nion Minister for Road
Transport and
Highways Nitin
Gadkari has said several
mishaps involving
Electric Two Wheelers have come to
light in last two months. It is most
unfortunate that some people have lost
their lives and several have been
injured in these incidents. In a series of
tweets, Gadkari said companies may

take advance action to Recall all defective batches of vehicles immediately. He said under the leadership of Prime Minister Narendra Modi our government is committed to ensure safety of each and every commuter.

The Minister informed that an Expert Committee has been constituted to enquire into these incidents and make recommendations on remedial steps. He said based on the reports necessary orders on the defaulting companies will be issued and quality-centric guidelines for Electric Vehicles will also be issued soon.

Gadkari said if any company is found negligent in their processes, a heavy penalty will be imposed and a recall of all defective vehicles will also be ordered.

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3 National Highway Projects Worth Rs 131.87 Crore in Raigad

nion Minister for Road Transport and Highways Nitin Gadkari has stated that the work on Mumbai-Goa highway will be completed within the next one year. Gadkari was speaking at the inauguration of three national highway projects worth Rs 131.87 crore in Raigad district and a ground-breaking ceremony for 42 km of roads worth Rs 430 crore.

The work on Mumbai-Goa highway is underway in eleven phases. He said the initial work was delayed due to land acquisition and obtaining permissions from railways and forest department. "Mumbai-Goa is the heartbeat of this region. So we will definitely complete this work within a year. This highway now exists not only Mumbai-Goa, but it has been extended to Mangalore. If government land becomes available on the Mumbai-Goa Highway, we will do our utmost to help set up a logistics park and truck

terminal", stated the Union Minister on the occasion.

Regarding the employment opportunities for the youth of Konkan region, Gadkari said, "In the last seven years, JNPT has done development work worth Rs one lakh crore. The Special Economic Zone (SEZ) was launched in JNPT in 2016 at a cost of Rs 570 crore. It now has 24 companies operating from there. An investment of Rs 60,000 crore will come soon through this channel. This will provide employment to 1.5 lakh youth in Konkan".

Maharashtra, especially the Konkan, has a rich heritage of forts, stated the Union Minister. "Therefore, we will fulfil all the proposals for ropeways in the state regarding forts", said Gadkari. The Union Ministry of Road Transport and Highways has Austrian Duffelware technology available for ropeways, which can be used in the state, he said. He also suggested arranging light and sound shows at all

the forts to attract more tourists.

Gadkari was speaking at the inauguration of three national highway projects worth Rs 131.87 crore in Raigad district and a ground-breaking ceremony for 42 km of roads worth Rs 430 crore.

The Minister was speaking at the inauguration of three national highway projects worth Rs 131.87 crore in Raigad district and a ground-breaking ceremony for 42 km of roads worth Rs 430 crore, held in Raigad.

As a part of this development, Harihareshwar Temple, Diveghar Golden Temple, Murud-Janjira Fort, Padmadurga Fort, Shrivardhan and Diveghar beaches have good road connectivity now. The highway caters to transportation of heavy vehicles to Dighi Port, provides the connectivity for areas of the tourism industry in the vicinity around the Konkan belt in Raigad and is also the only one road connecting existing NH-66 Mumbai-Goa Highway to Dighi Port.

5 National Highway Projects of 297 km Length Costing Rs 2,872 Crore in Sonepat, Haryana

nion Minister for Road
Transport and Highways
N i t i n G a d k a r i
inaugurated 5 National
Highway projects of 297 km length
costing Rs 2,872 crore in Sonepat,
Haryana. Speaking on the occasion he
said the construction of Jind to Gohana
highway included in these projects
will provide connectivity to NCR,
Sonipat, Narwana and Punjab.
Gadkari said with the construction of

Bhiwani-Mundhal-Jind 2-lane road it will be easy to reach Rajasthan, Haryana, NCR and Uttar Pradesh.

The Minister said the construction of Jhajjar to Loharu 98 km 2-lane highway will provide better connectivity with Haryana, Rajasthan, NCR and Uttar Pradesh and benefit the farmers. He said these routes will save time as well as facilitate the movement of people, reduce the cost of maintenance of vehicles, reduce

accidents and increase the employment of the people living in the area. Along with this, the economic condition of the farmers will also improve, he added.

Haryana Chief Minister, Manohar Lal Khattar, Union Minister of State, General Dr. V.K. Singh, Deputy Chief Minister Dushyant Chautala, state ministers and all MPs-MLAs, officers and other dignitaries were also present on the occasion.

5 National Highway Projects Worth Rs. 4,135.91 Crore at Panvel, Mumbai

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stone for National Highway projects worth Rs. 4,135.91 crore at a function held at Panvel, Mumbai. The development work comprises dedication of Rs. 3,500 crore JNPT Port Road Connectivity Project to the nation and groundbreaking ceremony for work on National Highway No. 48, Mumbai-Pune Expressway, Kalamboli Junction Improvement Project and the eastern entrance of proposed Navi Mumbai International Airport.

Road project work has been completed to enhance the connectivity of JNPT, the country's largest container-handling port. The Union Minister reiterated the need for waterways that connect with Navi Mumbai Airport. He said as a shipping minister he had approved jetties at Belapur and Nerul. Now the state government needs to

take this further to encourage waterways. If waterways get operational, one can easily reach Navi Mumbai Airport from any part of Mumbai within 13 to 21 minutes. The state should look after water taxis, he added.

The Minister announced a new National Highway to ease traffic congestion in Panvel. The new highway will start from Chirner via Uran-JNPT-Chowk and will connect to Goa-Mumbai highway, Mumbai-Pune Expressway and Mumbai-Pune old highway. This will help to reduce traffic in Panvel. The proposed highway has four tunnels. The length of the new highway is 32 KM and is proposed to be completed in the 'Bharatmala' scheme. JNPT and the proposed Navi Mumbai airport are the growth engines of the state, added the Minister.

The improvement work of Kalamboli Junction will help to reduce traffic congestion and also to reduce pollution. Because of Delhi-Mumbai highway, traffic on this road will rise by 1 lakh 85 thousand vehicles. Kalamboli junction will be a state-ofthe-art junction, with four level roads costing Rs. 1,200 crore.

Gadkari further suggested developing a smart city of 10 lakh capacity to reduce the burden on Mumbai and Navi Mumbai. Now the era is of planned development. This will in turn usher in overall development of the state as well, said Gadkari.

In the last seven years, 18 highway project works worth Rs. 10,000 crore have been sanctioned for National Highways in Raigad district, out of which five have been completed and 13 are in progress. Moreover, four works of Rs. 1792.75 crore were sanctioned recently, informed the Union Minister on this occasion. Considering the heavy rainfall in Konkan region, the Minister said that all the roads in Konkan would be made of cement concrete.

33 National Highway Projects in Raipur, Chhattisgarh Worth Rs 9,240 Crore

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stone of 33 National Highway projects in Raipur, Chhattisgarh worth Rs 9,240 crore.

Speaking on the occasion he said these road projects will facilitate connectivity of Chhattisgarh with the states of Odisha, Maharashtra, Madhya Pradesh, Jharkhand and Uttar Pradesh. The Minister said a smooth road network will be available to connect the backward areas of the state with the developed areas of the state and it will be easy to reach cultural and tourist places located at Mungeli and Kabirdham.

Gadkari said under the leadership of Prime Minister Narendra Modi, our government is moving in a planned direction to ensure the prosperity and development of Chhattisgarh. He said the construction of these projects will result in savings in fuel, travel time, distance and overall transportation cost. He said road traffic will be smooth on the Coal Heavy Rail Traffic Zone of Anuppur-Ambikapur and there will be ease in the traffic of heavy and big vehicles. The Minister said these projects will provide easy access to business centres, commercial vehicle centres, mines, proposed thermal power plants.

7 National Highway Projects Worth Rs. 5569 Crores in Aurangabad, Maharashtra

aking another step towards giving a new dimension to the development of Aurangabad district which is one of the major industrial and educational centers in Maharashtra, Union Minister for Road Transport and Highways Nitin Gadkari inaugurated 7 National Highway Projects worth Rs. 5569 crores.

Speaking on the occasion he said road transport in the city is important in the development of tourist centers in Aurangabad district, which is a major tourist destination of the state. The Minister said the construction of these national highway projects will accelerate the development of Aurangabad district along with transportation. Improving traffic in the city will help reduce the number of accidents and environmental

pollution. The rural areas of the district will be easily accessible to the city, he added.

Gadkari said efforts have been made to alleviate the water crisis through road projects in the water-starved Aurangabad

district. He said in the construction of roads, many ponds have been constructed on the lines of Buldhana pattern and the soil and stones have been used for the construction of roads.

He said through this, the soil extracted from the ponds created in Adgaon-Gandheli, Valmi and Nakshatrawadi

areas, Teesgaon and Sajapur village areas has got double benefit. Deepening has made it possible to create ponds in each area. Gadkari said his will help in reducing the water crisis by increasing the ground water level. The construction of such ponds in the district has increased the water capacity to 14 lakh cubic meters till date, he added.

10 National Highway Projects of 292 Km Worth Rs. 8,181 Crore in Solapur, Maharashtra

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated 10 National Highway projects of 292 kms worth Rs. 8,181 Crores in Solapur, Maharashtra.

The Minister said these road projects, which have the potential to bring Solapur district and its environs into the mainstream of the country, will be important for the well-being and development of the people of Solapur. He said these projects will help in streamlining the traffic in the city and reducing the incidence of accidents

and environmental pollution. It will be easier to connect the rural areas of the district with the city, he added.

Gadkari said strengthening of road network is of great importance for Solapur district which has important temples like Siddheshwar Temple, Akkalkot, Pandharpur. He said built with these factors in mind, these highway projects will facilitate access to spiritual sites in the city and district and will also help in smoothing the transportation of agricultural goods.

In order to alleviate the frequent water scarcity in Solapur district the Minister said several lakes have been constructed in Solapur district on the pattern of Buldhana pattern through NHAI since 2016-17. He said many available reservoirs were deepened and the soil and stones obtained from them were used for road construction. He said through this, about 73 villages in Solapur district have come under water. The water level in the area has increased by 6,478 TMC and 561 hectare area has come under irrigation. 2 water supply schemes have benefited from this project and 747 wells in the area have been recharged, he added.

12 National Highway Projects of Total Length of 460 Km Worth Rs. 8000 Crore and 7 CRIF Projects in Hyderabad

nion Minister for Road Transport and Highways, Nitin Gadkari inaugurated 12 National Highway Projects of total length of 460 Km worth Rs. 8000 Crore and 7 CRIF Projects in Hyderabad in the august presence of Union

Projects in Hyderabad in the august presence of Union Minister G Kishan Reddy, MoS Gen V. K. Singh, Vemula Prashanth Reddy, MPs, MLAs, MLCs and dignitaries.

The NH Projects of a total length 460 KM with an investment of Rs 8,000 Crore will boost the inter state connectivity by enabling seamless travel from Telangana to Maharashtra, Karnataka and Andhra Pradesh. The fast paced Highway development will boost trade and commerce in the region and create sustainable employment opportunities for the youth.

Under the leadership of PM Narendra Modi, the network of state of art and safe National Highways built will have transformational impact on the socio-economic prosperity of the people in Hyderabad and Telangana.

2 National highways Projects Worth Rs 1,791.46 Crore in Dhule, Maharashtra

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stones for 2 National highways projects worth Rs 1,791.46 crore in Dhule, Maharashtra. Speaking on the occasion he said these projects will give impetus to the economic development of Dhule and Nandurbar districts as well as provide new employment opportunities in the region.

Gadkari said these road projects will be useful in streamlining the transportation of agricultural produce in Dhule district, which is famous for its pepper production. He said planned under Bharatmala scheme these projects will provide modern and high quality roads to Dhule-Nandurbar districts and will further strengthen the connectivity of Maharashtra with Gujarat, Karnataka and other states. This will help in reducing the traffic congestion in Dhule and Chalisgaon, he added.

The Minister said these road projects will make it easier for the citizens to reach the tourist attractions like Brass Cave-Caves and Gautala Sanctuary, the world famous Ajanta Caves and Daulatabad Fort as well as Chalisgaon Railway Station will be easily accessible. He said it will be easy to reach religious places in Dhule as well as Aurangabad district. He said the Shewali-Nandurbar road project will be useful for the development of tribal areas in the region.

16 National Highways Projects Worth Rs 2,460 Crore in Jalgaon, Maharashtra

nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stones for 16 National highways projects worth Rs 2,460 crore in Jalgaon, Maharashtra. Speaking on the occasion he said road connectivity is important for the transportation and milling of agricultural commodities in Jalgaon district, which is an important hub for banana, cotton and sugarcane production and has the highest banana production in the country.

The Minister said these road projects in the district will improve the connectivity of Gujarat, Maharashtra, Odisha and Chhattisgarh. This will help in reducing traffic congestion in M u k t a i n a g a r, Varangaon, Nasirabad, Jalgaon, he added.

Gadkari said these projects will speed up transportation and save fuel and time and will help in reducing traffic jams and accidents in

Jalgaon city. He said these cementconcrete roads will provide relief from potholes. He said connectivity with



nearby rural areas will be improved and construction of bridges under this project will make the journey of citizens easier and safer.

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ABOUT US

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5 Steps For Transportation Companies To Improve Their Customer Experience

n most businesses, customer experience has taken over the price and product as key brand differentiators. And, a report from Capgemini suggests that 80 per cent of consumers are willing to pay more for a better customer experience. As competition has touched new high transportation companies have also started to plan their go-to-market strategy, including a better

strategy, including a better understanding of what matters most to today's buyer, in a different direction. The priority for price and product has been pushed back and the focus has moved toward the customer experience.

Here are the 5 simple steps that transportation companies should focus on to improve their customer experience.

Message-Make it personalized

We can witness that customer expectations are evolving, and we

have observed that customers' needs and prospects have changed over the years. The more you attempt to understand their unique situation, the more trustworthy you are to the buyer, and the more engaged they become. An easy way to personalize your message without writing one-on-one content is to leverage marketing automation software. Such tools allow you to automate personalized messaging through email workflows based on how a customer or prospect interacts with you. Perhaps they viewed a certain page on your website or clicked on a call to action. Maybe they submitted a form.

Website - Keep it up-to-date

The more customers communicate with your business, the better it is. It enhances the overall customer experience. And, part of that communication is done by your website and often it becomes your customer's first impression of your

organization. A user-friendly website that is easy to use and communicates the information your customer is looking for is essential to creating a positive customer experience. For example, imagine visiting a website that takes forever to load and is a disaster to navigate through. This type of engagement creates a negative experience. A few things to pay



attention to when it comes to keeping your website up to date include: Site load time – the load time should be fast, as a slow load time of your site can result in a negative user experience; Ease of use – a clean and organized website let your users access the information they need; Mobile optimized - a report conducted by BrightEdge stated that 57 per cent of all internet traffic comes from smartphones and tablets, so ensure your website is optimized for mobile devices.

Value Proposition – always emphasise a strong one

A strong value proposition describes your offering, and why your company or your solution is the best fit compared to other options. So, always focus on having a value proposition that gets noticed as well as easily connects to target audiences. You will have to understand that your value proposition is not meant for anyone and everyone. Find out customers' pain points and problems and explain how your company provides a solution to these problems. Always think about what you can offer to your customers differently than your competitor. An explanation about the value of your products or services has to be offered to convince your customers. Remember, it has to be

clear, compelling and concise.

Team and Company Culture – create a solid foundation

Your team can play a huge factor in a positive customer experience. Whether you are in the office or travelling on business, every employee should reflect on the company positively and respectfully. Here is the base to create a strong team and company culture: Focus on employee engagement - if your employees have a positive outlook on the company, the

positive outlook will likely radiate through their actions and engagements with customers; Recruit and retain top talent - recruiting top talent is more difficult than it seems, especially for the transportation industry where finding workers is one of the biggest challenges; Become an employer of choice - the more you work to position your company as an employer of choice, the more your company will stand out in this competitive hiring market.

Industry trends - evolve with them

Technology in the transportation and logistics industry is evolving. Telematics and GPS fleet tracking systems, ELDs (electronic logging devices) and mobile technology are a few of these. Not only can these technology advancements improve the customer experience by minimizing errors and providing more transparency into deliveries, but they can also save time and money for your company as well.



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

Sri Lanka's Economic Woes Hit India CV Exports



ri Lanka's economic problems have had an impact on auto exports from India and severely depleted demand. The island nation is a small but important export market particularly for light commercial vehicles (LCVs) from India, with companies like Tata Motors, Ashok Leyland, M&M and others regularly exporting LCVs and CVs to that market.

"Share of small commercial vehicles (sub-5 tonne) exports to Sri Lanka have decreased from about 16% in FY18 to around 12% in FY20; post which, it has fallen steeply to around 0.5% in the April-January period of FY22. The economic crisis in Sri Lanka has led to a significant decline in small commercial vehicle exports to the country," said Pushan Sharma, director, CRISIL Research, reported TNN.

This sharp decline in Sri Lanka's share of Indian exports comes at a time when commercial vehicle exports in general have picked up speed in FY21-22, despite pandemic related disruptions particularly in the neighbourhood markets of Bangladesh, Nepal and Sri Lanka.

According to SIAM, total CV exports doubled in April-December 2021 at nearly 65,000 units up from 30,294 units in the year-ago period. Of this, LCV exports were at 42,579 units in the first 3 quarters of the fiscal, more than double the 20,550 units sold in the year-ago period. This uptick comes after a year-on-year decline in exports for the last 3 years.

After hitting a peak of 108,270 units in FY17, CV exports came down to 99,930 units in FY19, 60,380 units in FY20 and 50,330 units in FY21. Of this, light commercial vehicle exports have come down from 52770 units in FY18 to 51260 units in FY19, 38,050 in FY20 and 32790 units in FY21.

With the prevalent situation, India's exporters are rethinking plans to send shipments to Sri Lanka as state-run companies have run out of money and private buyers have cancelled orders, reported India Today. Without assurances from the government, exports to the island nation are set to shrink from April, analysts say.

During such situations, shipments with high freight-on-board value are the first to be hit. These are mostly products that get imported into the country.

As of now, import of vehicles, engineering goods such as iron and steel, heavy machinery, and electronics have begun to reduce as exporters are looking to renegotiate contracts or hold off on shipments coming to Sri Lanka.

Recently, the Export Credit Guarantee Corporation, which provides credit risk insurance and related services for exports, put Sri Lanka in the Restricted Cover Category-I. This has further complicated and made exporters wary of shipping goods into Sri Lanka.

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Truck Rentals Up, Utilisation Levels Remain Flat as Fuel Price Hike Starts to Pinch

he transportation sector is beginning to feel the pinch of fuel price hikes with fleet utilization levels staying flat and truck rentals going up in March. Truck rentals in March have gone up by 4-5% on trunk routes, even as diesel prices are up by nearly Rs 6 per litre, says the Indian Foundation of Transport Research & Training, reported TNN.

Trunk route round rates have gone up by Rs 5,000- Rs 9,000 between March 1 and April 1 partly riding on agri dispatches following the summer crop harvest. According to a latest report by Crisil Research, sectors like cement and coal mining are seeing improved utilization, whereas auto carriers and petroleum tankers have remained flat in March.

Utilisation levels have been hit by price hikes in sectors like FMCG and automobiles. "Consumer durable companies will also start taking price increases as the crude and raw material pinch gets worse," said Hemal Thakkar, director, Crisil Research.

"Accordingly consumer linked nondiscretionary products or low-ticket consumer electronics segments will face a challenge. Consumption sectors such as FMCG, fast moving consumer durables and textiles, would find it difficult to pass on the incremental cost to end-consumers."

Already, freight rates have gone up 21% from October 2020 to March 2022, says the Crisil report. As a result, transporters have seen their free cash flow improve from 10% in April 2021



Already, freight rates have gone up 21% from October 2020 to March 2022, says the Crisil report. As a result, transporters have seen their free cash flow improve from 10% in April 2021 to 21% in March 2022

to 21% in March 2022.

"Freight available has been similar in December, January, February and March even though truck prices have gone up so the transporter's elbow room to replenish his fleet will be somewhat impacted," said Thakkar.

Utilisation however has gone up five times since the June 2021 low following the second wave of Covid infections. Medium and heavy trucks have seen a recovery since July 2021, riding on improved economic activity and the government focus on capexdriven growth in cement and steel, added Thakkar.

IFTRT senior fellow and coordinator SP Singh added that much of the trunk route rental hike has happened in the last week of March, a spurt driven by the summer harvest.

"On the back of heavy demand of truck fleet on trunk routes due to beginning of summer crop harvest with increased arrival of food items by 20%-25% and from factory gates as well the dispatches at fiscal year-end, all of which combined to thrust a 4%-5% increase in truck rentals in last 8-9 days of March 2022," he said.

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Musk Opens Gigafactory in Texas to Build 'Epic' Cybertruck



lectric car-maker Tesla has opened its Austin, Texas-based Gigafactory, as Elon Musk aims to take his electric car company to the next phase of growth with the production of Cybertruck.

Tesla held an event, billed as a "Cyber Rodeo," to which it invited 15,000 people to listen to live music, eat food, and pay homage to Elon Musk and his company, The Verge reported.

"We are really entering a new phase of Tesla's future. I can't wait to see this baby in production, it's going to be epic," said Musk at the event.

Along with Cybertruck, the company also displayed a new Roadster vehicle that is likely to go into production next year.

Texas Gigafactory is fourth Tesla

Texas Gigafactory
is fourth Tesla
manufacturing
facility in the US,
after Fremont,
California, a battery
factory in Sparks,
Nevada and a solar
factory in Buffalo,
New York

manufacturing facility in the US, after Fremont, California, a battery factory in Sparks, Nevada and a solar factory in Buffalo, New York.

Tesla also has a factory in Shanghai and recently opened its first European factory near Berlin, Germany.

"We need a place where we can be really big, and there's no place like Texas. We going to move to a truly massive scale," Musk was quoted as saying.

Tesla delivered 310,048 vehicles in the first quarter of 2022, despite what Musk said was an "exceptionally difficult quarter", citing global supply chain issues and a brief closure at Tesla's Shanghai factory.

Tesla said the Model 3 and Y made up 295,324 of these deliveries, while 14,724 were for the Model S and X, reports The Verge.

At its Texas factory, Tesla will make its long-delayed Cybertruck.

The automaker aims to complete Cybertruck development this year for production in 2023.

When Tesla unveiled the Cybertruck back in 2019, Tesla said that the electric pickup truck would make it to market by the end of 2021. As the deadline was approaching, the automaker confirmed that production slipped to 2022.

Musk later said that Tesla was targeting a start of production for the electric pickup truck in "late 2022" at Gigafactory Texas.

- X

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Magenta Ties up with Euler Motors to Deploy 1,000 E-cargo Vehicles in Key Cities



EV solutions company Magenta in association with Euler Motors is planning to deploy 1,000 e-cargo three-wheelers in cities such as Bengaluru, Hyderabad and Chennai in coming months, reported PTI. Besides providing charging infrastructure for electric vehicles (EVs) in the country, Magenta owns EVET brand of electric vehicles.

Electric commercial vehicle maker Euler offers 688-kg capacity e-cargo three-wheeler, HiLoad in the market.

Under its eFaas (electric fleet as a service) operating model, EVET offers a comprehensive end-to-end solution, Magenta said in a statement.

The partnership has already deployed 100 EVET e-cargo three-wheelers in Bengaluru. The fleet is meant for midmile and last-mile delivery, servicing e-commerce, food delivery, pharma and other last-mile logistics clients, it said. While Euler will cater to vehicle deliveries and service support, EVET via its full stack technology and ecosystem, will oversee customer deployments and servicing last mile transportation, it said, adding the key cities targeted for the deployments include Hyderabad, Chennai, Bengaluru, among others.

Magenta said under EVET, it is

Magenta said under EVET, it is already operating over 400 electric cargo transport services, using the electric mobility platform

already operating over 400 electric cargo transport services, using the electric mobility platform. The company had earlier this year announced its aim to deploy and operate over 2400 EVs in its fleet in Bengaluru, Hyderabad, Mumbai and Chennai in 2022.

According to the company, EVET has witnessed 10x growth since launch in the Bengaluru market in the previous fiscal year.

"With the growing customer confidence, we intend to make our EVs more accessible and strengthen our presence in new markets and delivery hubs of southern India," said Saurav Kumar, Founder and CEO, Euler Motors.

Seed funded by HPCL in 2018, Magenta is also backed by the Microsoft Startup Program further to strengthen its advanced technology platform for e-mobility.

X



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Olectra Launches Heavy-duty Electric Truck Trials



lectra Greentech Ltd, a part of industrial conglomerate MEIL, said it has begun trials of a 6x4 heavy-duty electric tipper as part

Olectra Greentech Ltd, a part of industrial conglomerate MEIL, said it has begun trials of a 6x4 heavyduty electric tipper as part of an expansion into the electric truck segment

of an expansion into the electric truck segment. "Pioneer and market leader in electric bus manufacturing, Olectra now entered into truck manufacturing and this prototype is built on heavy-duty electric tipper platform," the firm said in a statement, reported PTI.

The first of its kind truck in India, Olectra tipper, with a 220-km range on a single charge, is built with a heavy-duty bogie suspension tipper capable of managing gradability of more than 25 per cent (scaling slopes on roads with elevation, and ghat roads).

"Olectra Greentech Ltd has successfully begun 6x4 heavy-duty electric tipper trials" in Hyderabad, it said.

The manufacturing will be scaled up in the state-of-the-art facility coming up on the outskirts of Hyderabad soon.

Speaking on the occasion, chairman

and managing director KV Pradeep said, "Being a pioneer in electric mobility in India, Olectra has now begun heavy-duty tipper trials. This is

Speaking on the occasion, chairman and managing director KV Pradeep said, "Being a pioneer in electric mobility in India, Olectra has now begun heavy-duty tipper trials. This is the first of its kind truck in India. This breakthrough gives us immense pleasure and a moment of pride."

the first of its kind truck in India. This breakthrough gives us immense pleasure and a moment of pride."

"As the fossil fuel costs are skyrocketing, the electric trucks will be a game-changer in the segment. This first-of-its-kind tipper has many super performance features. As the market is looking for cost-effective and highly efficient tippers, the Olectra has finally realised the dream as promised earlier," he said.

Established in 2000, Olectra is part of Megha Engineering and Infrastructures Ltd (MEIL). It introduced electric buses in India in 2015. It is also the largest manufacturer in India of silicone rubber/composite insulators for power transmission and distribution networks.

- X

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Ashok Leyland Ties up with Mahindra First Choice Wheels for Pre-owned CV Business

shok Leyland, the flagship of the Hinduja Group and India's leading commercial vehicle manufacturer, signed a MOU with Mahindra First Choice Wheels Ltd (MFCWL) to launch an exclusive hybrid ecosystem for its used commercial vehicle business, reported ETAuto.

The phygital platform will facilitate an exchange and proper disposal and purchase of old commercial vehicles.

The phygital
platform will
facilitate an
exchange and proper
disposal and purchase
of old commercial
vehicles

With the entry into this segment, Ashok Leyland aims to streamline the used vehicle market by leveraging its digital ecosystem, its existing and potential channel partners for physical interactions in over 700-plus Parking Yards spread across the country, and other advanced technologies, the company said in a release.

Through effective and efficient processes, the company will bring in more transparency into this space and increase the options to reduce the number of old vehicles plying on the roads in India.

According to the company, the

customers will also have access to other v a l u e - a d d e d s e r v i c e s l i k e iALERT telematics solution, Driver SAATHi skilling solution, valuation, breakdown services, fuel solutions, etc. through various digital solutions offered by Ashok Leyland.

"It is a great moment

for us in this association of AL with MFCW to provide larger options for our customers with the combined strength of our knowledge in CV and of MFCW on the yards and digital ecosystem. We believe this relationship will provide enhanced value to our customers," Sanjeev Kumar, Head - MHCV, Ashok Leyland, said.

"We are glad to associate with MFCW in this new initiative of providing greater value to the customer as a onestep solution be it disposal, exchange or mix of both. This initiative is another proof of Ashok Leyland's belief in collaboration and innovation, and its combined strength of physical and digital presence in the spirit of 'Aapki Jeet. Hamari Jeet,'" Kalyankumar Sidram Hatti, Head – UV Business, said.

The pre-owned or re-purposed vehicles sector is experiencing exponential and consistent growth since the beginning of the pandemic



due to the increase in the waiting period for vehicles and financial challenges. Through facilities like exchange, disposal, hybrid, and special vehicle inspection, the platform aims to become the first choice among the customers planning to exchange their vehicles. This will create an opportunity for Ashok Leyland to reach as many fleet and single truck owners across India, as possible.

"eDiiG is the largest used vehicle auction platform and we are glad all leading OEMs see great value in partnering with us. Through the OEMs expertise of the Commercial Vehicle Segment and our phygital auction platform which include 20,000-plus eDiiG network strength spread across India, we aim to expand and bring forth further innovations in the preowned vehicle segment both for end-consumers and institutional clients," Ashutosh Pandey, CEO, Mahindra First Choice, said.

Chetak Foundation signs an MoU with Vision Spring to enhance safety on Indian Roads

Partners to check vision and provide free spectacles to one million drivers leading to their safety and better employability

hetak Foundation and VisionSpring a for-purpose organization today signed an MoU to address the grave issue of Road Safety on Indian roads, through vision correction intervention for commercial drivers.

Ella R Gudwin, Global CEO, VisionSpring, a for-purpose organization which is part of VisionSpring Inc, USA exchanged MoU documents with Mukesh Haritash, Trustee Member, Chetak Foundation in the presence of P.S. Gehlot, MD, Indian Potash Limited and Mentor Chetak Foundation, Sachin Haritash, Trustee Member, Chetak Foundation, Arun Arora and Deepak Chauhan, Directors Governing Board, Chetak Foundation and Anshu Taneja, Indian CEO, VisionSpring, at a Roundtable on Road Safety attended by many industry stalwarts.

Chetak Foundation is the Corporate Social Responsibility (CSR) arm of Chetak group, a leading player in logistics, in India. The Foundation is working on improving the quality of life for underprivileged communities in the logistic space and public at large in the domains of Road Safety, Environment, Health & Nutrition and Education.

Ella R Gudwin, Global CEO VisionSpring said, "We are delighted to enter into an MoU with Chetak Logistics to address the issue of Road Safety in India, covering one million drivers over the next five years. Our vision-correction interventions will help improve the road safety of the drivers, pedestrians and the public at large. Corrected vision will also help improve the employability of drivers and those involved in the supply chain. We wish that many more organizations



like Chetak Group come forward and join the campaign for safer roads under "See to be Safe Alliance. We will be working with Chetak Foundation and look forward to a long and fruitful relationship."

VisionSpring is a pioneering social organization creating access to eyeglasses for low-income adults and children through VisionSpring's See to Earn, See to Learn and See to be Safe programs. The organization delivers on its eye health mission across 23 states, working with more than 500 hospitals/healthcare facilities and NGOs, 15 state governments and agencies, and 50 corporates/CSRs.

Sachin HaritasH, Director, Chetak Logistics said "We are delighted to have tied up with the prestigious for-purpose organization VisionSpring. Our father Late Shri J K Sharma created livelihood opportunities for thousands of people, setting up operational and safety standards in the Logistics sector. To take his vision forward, the Foundation is committed to working closely with VisionSpring in improving the vision of drivers and helpers. We are thankful to VisionSpring Global CEO Ms. Ella R Gudwin and her team for this alignment, which will result in improved safety on

the road and will also motivate the drivers to perform even better."

The Chetak Foundation has rolled out amazing schemes to take its mission forward. Poshan Plus (Hunger alleviation and Nutrition), Swasthya Plus (Health & Fitness), 'Siksha se Rozgaar' (Education to Livelihood), Zindagi Plus (Road safety), Oxygen Plus (Environment protection), and Sahayata Plus (Disaster/Emergency support).

Recently the Chetak Foundation was bestowed upon with the CSR India Award for Skill Development and CST Times Award for its Health Initiatives during Covid. The Foundation distributed high-quality sanitization kits to thousands of Covid front-line workers and safety helmets to two-wheeler riders and pillion.

In addition to VisionSpring, Chetak Foundation has tied up many more prestigious organisations like Delhi Skill & Entrepreneur University, Sir Ganga Ram, Max & Fortis Hospitals, Delhi Metro, Indian Oil Corporation, Haryana Government and CRPF for its health, nutrition, environmental and road safety projects.

Source: India CSR

Notification Issued for Detailed Accident Report and Incorporation of Validated Mobile Number in Certificate of Insurance

Transport and Highways has issued notification dated 25 Feb 2022 to mandate the procedure for detailed investigation of road accidents, the Detailed Accident Report (DAR) and its reporting along with timelines for different stakeholders, for quick

inistry of Road

of validated mobile number in the Certificate of Insurance. Here're glimpses of the Gazette

notification:

settlements of claims by the Motor

Accident Claim Tribunal (MACT).

Further, it has mandated incorporation

G.S.R 164(E).-Whereas the draft 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. 528 (E), dated the 2nd August, 2021 in the Gazette of India, Extraordinary, Part-II, Section 3, Subsection (i) inviting objections and suggestions from affected persons before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on the 3rd August, 2021;

And, whereas, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore, in exercise of the

powers conferred by sub-section (2) of section 147, sections 149, 159, 160, 161, sub-section (2) of section 162, sections 164A, 164B, and clause (k) of sub-section (2) of section 164C 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. -

- (1) These rules may be called as the Central Motor Vehicles (fifth Amendment) Rules, 2022.
- (2) They shall come into force with effect from the 1st April, 2022.
- 2. In the Central Motor Vehicles Rules, 1989 (hereinafter referred to as the said rules), in rule 147, after the words "shall keep a record", the words "either electronically or otherwise" shall be inserted.
- 3. In the said rules, in rule 150, -
- (a) in sub rule (1), -
- (i) for the words, brackets and figures "sub-section (6) of section 158", the word and figures "section 159" shall be substituted;
- (ii) after the words and figures "shall be in Form 54", the following words shall be inserted, namely: -
- ", and the accident information report shall be submitted to the Claims Tribunal, insurer and such other agency as may be notified by the Central Government.";
- (b) in sub-rule (2), after the words and figures "the person eligible to claim compensation under section 160", the words "or insurer against whom a claim has been made and such other person as may be notified by the Central Government" shall be inserted.
- 4. In the said rules, after rule 150, the

following rule shall be inserted, namely:-

"150A. Procedure for investigation of road accident. - The procedure to be followed for investigation of all accidents arising out of the use of motor vehicles shall be in accordance with Annexure-XIII and in the manner of submission and form, including electronic submission on such Portal as may be specified."

- 5. In the said rules, -
- (a) in Form 51, -
- (i) after serial number 6, the following serial number shall be inserted, namely: -
- "6A. Validated Mobile number of the vehicle owner";
- (ii) after serial number 11, the following serial number shall be inserted, namely: -

"12. All vehicles

The policy does not cover liability for death, bodily injury or damage as excluded in section 150 (2) (ii) and (iii); (b) and (c) of the Motor Vehicles Act, 1988";

- (b) in Form 54, -
- (i) in serial number 2, before letters "CR. No.", the following letters shall be inserted, namely: -
- "FIR No./";
- (ii) after serial number 2, the following shall be inserted, namely: -
- "2A. Sections applied: IPC

MV Act:	
	57.

(iii) in serial number 12, after the words "Route Permit particulars", the following words shall be inserted, namely:-

"or, Licence of use particulars".

Notification Issued Regarding Mandatory Fitness of Motor Vehicles Through Automated Testing Station

he Ministry of Road Transport and Highways has issued a notification dated 5th April 2022 regarding mandatory fitness of motor vehicles only through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989, as under—

- For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards, and
- For Medium Goods Vehicles/Medium Passenger Motor Vehicles and Light Motor Vehicles (Transport) with effect from 01st June 2024 onwards.

Here're glimpses of the Gazette notification:

G.S.R. 272(E).—Whereas draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required under sub-section (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 vide number G.S.R. 98 (E),

dated the 2nd February, 2022 in the Gazette of I n d i a , Extraordinary, Part-II, Section 3, Sub-section (I) i n v i t i n g 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 Gazette containing the said notification were made available to public;

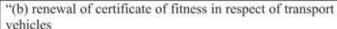
And, whereas, copies of the said Gazette notification were made available to the public on the 2nd February, 2022;

And, whereas, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore, in exercise of powers conferred by sub-section (1) of section 56 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. -

- (1) These rules may be called the Central Motor Vehicles (Eighth Amendment) Rules, 2022.
- (2) They shall come into force on the date of publication.
- 2. In the said rule, in rule 62, in subrule (1) for clause (b), the following clause shall be substituted, namely: -



Two years for vehicles up to eight years old and one year for vehicles older than eight years.

Fitness shall be done mandatorily, only through an Automated Testing Station registered in accordance with the rule 175 for recognition, regulation and control of automated testing station as under—

- (i) For Heavy Goods Vehicles/Heavy Passenger Motor Vehicles with effect from 01st April 2023 onwards; and
- (ii) for Medium Goods Vehicles / Medium Passenger Motor Vehicles and Light Motor vehicles (Transport) with effect from 01st June 2024 onwards".

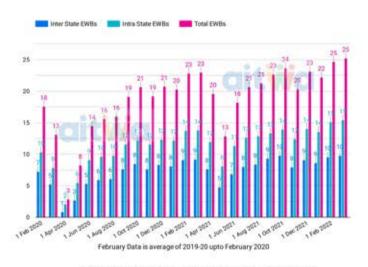


Eway Bill Dashboard

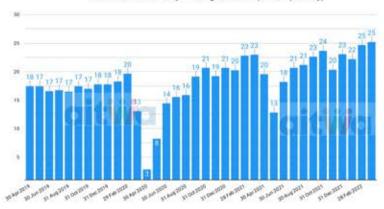


Last updated on 6th April 2022 | Data as on 31st March 2022

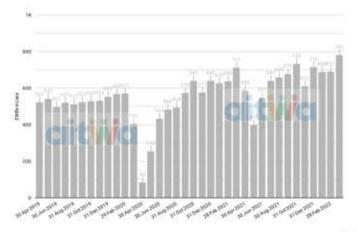
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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





Technology Trends To Drive Logistics In 2022

2021 has been quite intimidating! A series of challenges in the form of rising spot rates, labour shortages, container unavailability, skyrocketing customer expectations, increasing order volumes, demand for new fulfilment models, the pandemic, natural calamities, and even rumours cradled a perfect storm for the sector. These disruptions will continue to push logistics companies to innovate and execute operations strategically. Let's see what all trends Supply Chain Asia has listed that are likely to define the roadmap for the sector this year:

Sustainability will become mainstream: An IBM research says that a whopping majority of 57% of customers can change their purchase behaviour for environmental concerns. Dynamic route planners and en-route order clubbing can reduce miles travelled, eliminate empty miles, decrease trip volumes, boost delivery productivity, increase resource utilization, enhance first attempt success rate, reduce carbon emission, and do much more.

Cross-border e-commerce to witness huge growth: The global market research company, Forrester, validates the rapid proliferation of international e-commerce. The APAC is all set to become the largest e-commerce hub for exports and imports. Businesses must develop delivery visibility and scalability capabilities to tap into lucrative opportunities.

Quick commerce will continue to shoot up and up: Quick commerce will see a 10-15 times growth within the next five years, according to RedSeer. Evolving expectations are resorting customers to leverage the hyperlocal deliveries for the instant gratification of their needs. Further, popular delivery aggregators and largest online grocery stores have already adopted or are considering taking the under 10-minute route to success and include other products under the umbrella. As the model becomes more popular and stable, we can expect electronic devices, big-box items, food, and apparel to be delivered to the customer's doorstep within 10 minutes of placing the order.

Greater need for dark stores in proximity to customer: As e-commerce orders surge, brands will have to bring the inventory closer to the high order volume areas to make deliveries faster. Brands must optimize the logistics operations to boost delivery speed, profitability, and customer experience.

Neighborhood stores will have to provide inventory visibility: Things would be much easier for customers and delivery aggregators if they had real-time visibility over item availability. As on-demand delivery widens and orders swell, building technological capabilities and innovative strategies for business sustenance is a must.

Automation and hyperlocal will go hand-in-hand: The ultra-fast delivery promise needs precision in operations for timely order fulfilment. Automation can facilitate this. It not only speeds up the process but can also designate tasks to the right delivery partner/resource without errors.

Technology to be a frontrunner for seamless EXIM operations:

Manufacturers, retailers, e-commerce players, CEP companies, freight forwarders, carriers/shipping lines, logistics partners, and more will look for ways to make their operations agile and cost-efficient. AI-powered logistics management platforms could optimize, track, and automate the processes.

The use of blockchain will increase: The logistics industry is challenged with a lack of trust and transparency amongst stakeholders. Even though blockchain is still in its infancy, it will see greater adoption and application this year.

Greater demand for predictive analysis: When businesses lack dataled insights, it leads to poor decisions and unnecessary cost leakages. Businesses will leverage analytics and predictive intelligence to tide over unprecedented events or take better control of logistics operations this year.

Autonomous vehicles and drone deliveries will see more deployment: Autonomous vehicles and drones can transport goods and make deliveries to resolve the issue of rising logistics costs and workforce crunch across many sectors. The adoption will surge in the GCC region, which is already reaping the benefits of the technology to some extent.

Global supply chains and logistics companies have realized the importance of digital transformation. With these development anticipated over the year, there is no doubt we are inching towards a new dawn of the sector.

· X

Scania Super Wins Green Truck 2022



Scania has once again – for the sixth year in a row – been named 'Green Truck' for its outstanding transport efficiency and fuel performance. This time Scania entered a truck with the new Superbased powertrain. All the manufacturers of heavy trucks in Europe are invited to this prestigious comparison test that is organised annually by two German trade magazines with the aim of identifying the most fuel-efficient long-haul truck.

"I am extremely pleased that a Scania is ranked as the most transportefficient truck for the sixth time in a row," says Stefan Dorski, Senior Vice President and Head of Scania Trucks. "Our Super-based powertrain has

"I am extremely pleased that a Scania is ranked as the most transport-efficient truck for the sixth time in a row," says Stefan Dorski, Senior Vice President and Head of Scania Trucks. "Our Superbased powertrain has brought a completely new performance level to the market, with our customers now benefiting from its 8% fuel savings"

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Scania's new Super engine, a 13-litre inline six, was introduced in November 2021 and is available in four power outputs for Euro 6. It took part in this year's Green Truck test, which is held in Germany on public roads. The same 340 km route is used every year, with different conditions on the different legs. This time, 4x2

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The Green Truck test is organised by the leading trade magazines "Trucker" and "VerkehrsRundschau". The purpose is to identify the most efficient heavy truck by using a formula that takes both the fuel consumption and the average speed into consideration. The testing is rigorously monitored. Factors that influence the results (such as outdoor temperatures and headwinds) are compensated for by the use of a reference truck with well-documented performance, which takes each test in parallel with the competitors.

"Winning Green Truck is a testament to our achievements and a hallmark for the value that Scania offers," says Stefan Dorski, Head of Scania Trucks. "These tractors have the same specifications and fuel-saving features that we deliver to our customers, which make them the real winners here."

वाहनों की फिटनेस में देरी पर जुर्माने के संबंध में प्रकाशित झूठे/भ्रामक समाचारों के संबंध में स्पष्टीकरण



मंत्रालय ने हाल ही में मीडिया के एक वर्ग में छपे कुछ झूटे/भ्रामक समाचारों पर ध्यान दिया है, जिसमें आरोप लगाया गया है कि केंद्र सरकार द्वारा वाहनों की फिटनेस में देरी के लिए जुर्माने में भारी वृद्धि की गई है।

इस बीच सड़क परिवहन और राजमार्ग मंत्रालय स्पष्ट करना चाहता है कि इस तरह की खबरें पूरी तरह से झूठी, भ्रामक हैं और इनमें किसी भी प्रकार की कोई सच्चाई नहीं है। इस संबंध में, यह स्पष्ट किया जाता है कि सड़क परिवहन और राजमार्ग मंत्रालय ने वाहनों के पंजीकरण शुल्क, फिटनेस परीक्षण शुल्क और फिटनेस प्रमाणन शुल्क के संशोधन के लिए जीएसआर 714 (ई) दिनांक 04 अक्टूबर, 2021 के माध्यम से एक अधिसूचना जारी की थी।

यह उन वाहन मालिकों को निरुत्साहित करने के रूप में जारी किया गया था, जिनके पास बीएस I/II/III उत्सर्जन मानदंडों के अनुरूप 15 वर्ष से अधिक पुराने वाहन हैं, जो बीएस IV/VI उत्सर्जन मानदंडों के अनुरूप वाहनों की तुलना में तुलनात्मक रूप से अधिक प्रदूषणकारी हैं। यह स्पष्ट किया जाता है कि उपरोक्त अधिसूचना के अनुसार "पंजीकरण प्रमाण पत्र के नवीनीकरण के लिए आवेदन करने में देरी की स्थिति में, मोटर साइकिल के संबंध में हर महीने या उसके हिस्से की देरी के लिए तीन सौ रुपये का अतिरिक्त शुल्क और गैर-परिवहन वाहनों (निजी वाहन) के अन्य वर्गों के संबंध में हर महीने या उसके हिस्से पर देरी के लिए पांच सौ रुपये का अतिरिक्त शुल्क लगाया जाएगा।"

इसके अलावा, परिवहन वाहनों (वाणिज्यिक वाहनों) के संबंध में, फिटनेस प्रमाण पत्र शुल्क केवल 15 वर्ष से अधिक पुराने वाहनों के मामले में बढ़ाया गया है। 15 वर्ष से कम पुराने वाहनों की फीस में कोई बदलाव नहीं किया गया है। फिटनेस टेस्ट में देरी के लिए प्रतिदिन 50 रुपये शुल्क लगाने का प्रावधान है।

उपरोक्त के मद्देनजर, यह फिर से स्पष्ट किया जाता है कि 09 अप्रैल 2022 को कई समाचार पत्रों में प्रकाशित समाचार भ्रामक, झूठे हैं और इनमें किसी भी प्रकार की कोई सच्चाई नहीं है।







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DELHI BOOKING OFFICE

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	1	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	8	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	1	Shop No.11, Lakhmi Pyau, Kundii Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	÷	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar		Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal		B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanial Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana		"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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DRIVERS, STAY SAFE, COVID-19 IS BACK!



WASH YOUR HANDS

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



CLEAN YOUR CAB AND TRAILERS

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



AVOID CONTACT

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





KEEP COMMUNICATIONS OPEN

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



IF YOU'RE SICK

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



BE CAREFUL, BUT DON'T PANIC

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

Website: www.aitwa.org



भारकर Breaking • 135 करोड़ लोगों को हेल्थ कवर देने वाला एकमात्र देश होगा भारत

हर भारतीय आयुष्मान; 250 से 300 रुपए सालाना प्रीमियम पर 5 लाख रु. तक इलाज

आयसीमा की शर्त हटेगी

- 40 करोड़ नए लोग जोड़ेगी सरकार, लोगों
 को निजी वार्ड में भी इलाज की सुविधा होगी
- अभी निजी बीमा में 5 लाख तक कवर का सालाना प्रीमियम 7 हजार रु. से ज्यादा है

पवन कमार | नई दिल्ली

केंद्र सरकार देश के हरेक नागरिक को स्वास्थ्य बीमा देने की तैयारी कर चुकी है। दुनिया की इस सबसे बढ़ी स्वास्थ्य बीमा योजना का मसौदा तैयार कर लिया गया है। इसके अनुसार, साढ़े 8 करोड़ नए परिवार (40 करोड़ लोग) आयुष्मान भारत योजना में शामिल किए जाएंगे। ये लोग अभी तक किसी भी स्वास्थ्य बीमा योजना में शामिल नहीं हैं। कुल 69 करोड़ लोग पहले ही आयुष्मान भारत योजना में शामिल हैं। यानी, कुल करीब 109 करोड़ लोग आयुष्मान भारत योजना में शामिल होंगे। इनके अलावा 26 करोड़ लोग पहले से ही अलग-अलग स्वास्थ्य बीमा योजनाओं के तहत कवर हैं। इस तरह भारत 135 करोड़ लोगों को स्वास्थ्य बीमा देने वाला दुनिया का इकलीता देश बन जाएगा। अहम बात यह है कि आयुष्मान भारत योजना का लाभ उठाने के लिए अब आयसीमा की शर्त नहीं रहेगी।

नेशनल हेल्थ अथॉरिटी (एनएचए) ने नीति आयोग के सहयोग से इस योजना का रोडमैप तैयार किया है। योजना का लाभ उठाने के लिए हर व्यक्ति को 250 रु. से 300 रु. तक का सालाना प्रीमियम देना होगा। सरकार का मानना है कि एक परिवार में औसतन 5 सदस्य हैं। इस हिसाब से एक परिवार का सालाना प्रीमियम 1200 से 1500-रुपए तक होगा। इसमें हर व्यक्ति को 5 लाख रु. तक का मुपत इलाज मिलेगा। अभी किसी भी निजी बीमा कंपनी से मिलने वाले 5 लाख रु. तक हे हेल्थ इंश्योरेंस का सालाना प्रीमियम 7 से 15 हजार रु. तक होता है। इस लिहाज से नई योजना दुनिया की सबसे सस्ती योजना भी होगी।

हेल्थ बीमा की नई योजना इसलिए आकर्षक होगी क्योंकि, इसमें प्राहवेट वार्ड में इलाज कराने की भी सुविधा शामिल होगी, जो मौजूदा आयुष्मान भारत योजना में नहीं है। इसमें बीमा के समय या उससे पहले की सभी तरह की बीमारियों को कवर किया जाएगा। योजना की घोषणा अगले कुछ महीनों में हो सकती है।

भारत में अभी 95 करोड़ लोगों का हेल्थ बीमा है

	THE RESERVE THE COMMENTS OF THE PARTY OF THE							
थीमा योजनाएं	आबादी (करोड़)	आवादी (%)	परिवार (करोड़)					
• पीएम-जय	69.0	51	15.3					
• इम्प्लॉई स्टेट हेल्थ स्कीम	13.6	10	3.5					
• सेंट्रल गवनंमेंट हेल्थ स्कीम	0.4	0.3	0.13					
• प्राइवेट हेल्थ इंश्योरेंस	12.0	9	2.6					

 वर्तमान आयुष्मान भारत योजना के लिए सरकार प्रति परिवार की ओर से करीब 1,052 रुपए का सालाना प्रीमियम देती है।

वे सभी पात्र, जो अभी किसी हेल्थ बीमा योजना में शामिल नहीं हैं

सूत्रों के अनुसार हर वो व्यक्ति, जो अभी किसी भी हेल्थ बीमा योजना में शामिल नहीं है, नई आयुष्मान योजना में शामिल होने के लिए पात्र होंगे। देश की करीब 70% आबादी किसी न किसी तरह की हेल्थ इंश्योरेंस से कवर है। बची हुई 30% आबादी को नई आयुष्मान योजना में शामिल करने की तैयारी है। इसमें कृषि कार्य से जुड़े लोग, निजी काम करने वाले, दैनिक वेतनभोगी, सेल्फ हेल्फ युप, ओला-कबर जैसी केब कंपनियों के कमीं, जोमैटो, ई-कॉमर्स, टुक इड़्डवर एसोसिएशन, फुड बिजनेस ऑपरेटर आदि सभी तरह की कंपनियों में काम करने वाले जुड़ सकेंगे। इस संबंध में एनएचए के अधिकारियों की बीमा कंपनियों के साथ बैठक हो चुकी है।

दूसरे राज्यों में भी इलाज हो सकेणाः एनएचए के एक अफसर ने बताया कि नई योजना के तहत पीएम-जय से पंजीकृत सभी अस्पतालों में मुपत इलाज हो सकेगा। मरीजों को पोर्टेबिलिटी सुविधा भी मिलेगी। यानी, किसी भी राज्य का व्यक्ति अन्य राज्य में जाकर भी इलाज करा सकेगा।

जब्त वाहन को छोड़ने मप्र जैसे नियम बनें

एटवा प्रतिनिधिमंडल ने केंद्रीय मंत्री किरेन रिजीजू से की मांग

पीपुल्स ब्यूरो • नई दिल्ली

मो.नं. 7049116209

ऑल इडिया ट्रांसपोर्टर्स वेलफेयर एसोसिएशन (एटवा) के प्रतिनिधि मंडल ने संगठन के अध्यक्ष रमेश अग्रवाल के नेतृत्व में विगत दिनों केंद्रीय मंत्री किरेन रिजीजू से भेंट कर परिवहन उद्योग की विभिन्न समस्याओं से अवगत कराया तथा उनके निराकरण की मांग की।

प्रतिनिधिमंडल ने मंत्री से राजमार्गों पर होने वाली डकैती एवं लूट की घटनाओं से बचाने के लिए पुलिस



केंद्रीय मंत्री रिजीजू को सौंपा ज्ञापन। पेट्रोलिंग उपलब्ध करवाने की मांग की। इसके अलावा वाहन एवं माल के जब्त हो जाने पर उन्हें छुड़वाने की पुरानी व्यवस्था को हटाने की मांग की। प्रतिनिधिमंडल ने कहा कि इस संबंध में अधिकारियों को निर्देशित किया जाए कि वे ऐसी दशा में दिल्ली एवं मध्य प्रदेश में लागू हर्जाना बांड जैसी व्यवस्था को अपनाएं। प्रतिनिधिमंडल ने रिजीजू को बताया कि हाल ही में एक वाहन चालक नशील पदार्थों के साथ पकड़ा गया था। वाहन चालक को तो जमानत मिल गई, लेकिन वाहन एवं अन्य सामान अभी तक जब्त है। प्रतिनिधिमंडल ने मांग की है कि इस घटना में जब्त वाहन एवं सामान को अविलंब मुक्त किया जाए तथा वाहन चालक के खिलाफ कड़ी कार्यवाही की जाए।

Carrier's Legal Liability Policy



1. PREAMBLE

Whereas the Insured named in the Policy Schedule hereto carrying on the business of Common Carriers and none other for this insurance has applied to General Insurance company (hereinafter called 'the company') for the indemnity hereinafter contained and has made a written proposal and declaration which shall be the basis of this contract and is deemed to be incorporated herein and has paid or agreed to pay the premium as consideration for or on account of such indemnity for the period mentioned in the Policy Schedule.

2. OPERATIVE CLAUSE

We will indemnify You against Your legal liability for actual Physical Loss of or Damage to Goods or Merchandise whilst being transported in India by a Vehicle, details of which are specified in the Policy Schedule, by You under a contract of carriage in writing Provided that:

a) such loss or damage is directly caused by fire, explosion and/or accident to the carrying vehicle stated in the Policy Schedule during the Policy Period and within the Duration stipulated hereunder, on account of your negligence or negligence or criminal act of your employees or servants; and

 b) the Vehicle is damaged by such fire or explosion or accident and a claim in respect thereof is admitted under the Motor Insurance Policy covering the same.

The indemnity shall also include the necessary and reasonable defence costs and expenses that may be incurred by You, with Our written consent, in defending the alleged legal liability claim in connection with the lost or damaged Goods or Merchandise covered under this Policy.

DURATION

The Cover under this Policy shall apply only to fire or explosion or accident occurring during or after loading of the Goods on the Vehicle at the point of origin and until unloading of the same at the destination named in the contract of carriage or expiry of 3 days, unless specifically agreed otherwise and mentioned in Your Policy Schedule, after the first arrival of the Vehicle at the city or town of such destination, whichever may first occur.

Subject to the limits, terms, conditions, and exclusions contained herein or endorsed hereon.

3. LIMIT

The indemnity under this Policy shall not exceed:

- a) the Per Event Limit stated against AOA (Any One Accident) in the Policy Schedule for all loss/damage in respect of a fire or explosion or accident or series of fires or explosion or accidents, arising out of any one event or occurrence and
- b) in no case exceed the Total Sum Insured stated against AOY (Any One Year) in the Policy Schedule in respect of all loss or damage occurring during the Policy Period.

You shall bear the amount stated as Deductible in the Policy Schedule which shall be deducted out of every admissible claim.

4. DEFINITIONS:

- (a) Accident means an event or omission which is sudden, unexpected and unintentional.
- (b) Deductible means the amount stated in the Policy Schedule, which shall be borne by You First in respect of every Claim made under this Policy.

- (c) Policy Period means the period commencing from the effective date and hour as shown in the policy schedule and terminating at midnight on the expiry date as shown in the Policy Schedule.
- (d) Policy means the Proposal, Policy Wording, the Policy Schedule and Applicable Endorsements under the Policy. The Policy contains details of the extent of cover available to the Insured, the Exclusions under the Cover and the Terms, Conditions, Warranties, Deductible, Excess and Limitations.
- (e) We, Us, Our, Insurer means. General Insurance company.
- (f) You, Your, Insured means a person or an entity or an organization named in the Policy Schedule

5. EXCLUSIONS:

We shall not be liable to indemnify you under this Policy in respect of the following unless specifically agreed otherwise and mentioned in Your Policy Schedule/Certificate of Insurance:

- Liability for loss or damage to Goods or Merchandise due to accident occurring beyond the Policy Period and Duration of insurance stipulated in Your Policy Schedule.
- Liability for death/injury/property damage under the Motor Vehicles Act arising out of the use of the Vehicle or liability of any other nature whatsoever except in respect of Goods or Merchandise as per terms of Coverage clause stipulated herein.
- 3. Liability was undertaken by you under any contract or agreement unless such liability would have arisen and You would have been liable at the law governing the carriage viz. the Carriage of Road Act, 2007 including amendments if any, notwithstanding such agreement.

- Liability in respect of damage to Goods or Merchandise
- a. belonging to you or any of your servants, agent or sub-contractor or any other party, except those being transported by You under a contract of carriage entered into by You in its standard form.
- b. in Your custody or control or any of Your servant's, agent's or subcontractor's or any other party's custody or control, except such Goods or Merchandise, are transported by You under a contract of carriage entered into by You in its standard form.
- 5. Liability for loss or damage to Goods or Merchandise arising from:
- a. Inherent defect or vice, including insects, moth, vermin, mildew, mould, dampness, wear and tear, deterioration, spontaneous combustion or decay of perishable Goods.
- b. Depreciation, delay, loss of market, or any action including confiscation by a lawful or any Public Authority
- c. Consequential Loss arising from loss or damage to Goods.
- d. War (whether declared or not), the act of a foreign enemy, hostilities, civil war, rebellion, mutiny, insurrection or usurped power, civil commotion, an act of God,
- e. ionizing radiations or contamination by radioactivity from any nuclear fuel or any nuclear waste from the combustion of nuclear fuel or nuclear weapons material.
- f. any change in Law after issue of this insurance g. refusal on the part of Government, Government Agency or other competent authority to grant any necessary permit, License or sanction or deciding to revoke or qualify any such permit. h. strikes and/or riots
- i. Acts of Terrorism j. Contraband or

Goods which are being smuggled or otherwise transported illegally.

6. GENERAL CONDITIONS

1. Entire Contract

The Policy and the Policy Schedule shall be read together as one contract and any word or expression to which a specific meaning has been attached in any part of this Policy or the Policy Schedule shall bear such specific meaning wherever it may appear. The terms, conditions and exclusions of this Policy (and any phrase or word contained therein) shall be interpreted as per Indian Law.

2. Observance Of Terms And Conditions

The due observance and fulfilment of the terms, conditions and endorsements of this Policy by You servants insofar as they relate to anything to be done or complied with by You, shall be condition precedent to Our liability to make any payment under this Policy.

If there shall be any misstatement in or omissions of a material fact from the information supplied by you whether by the said Proposal and declaration or otherwise, this Policy shall be null and void and any premium paid thereon shall be forfeited.

No transfer in the interest in this Policy and no waiver of any terms, provisions, conditions and endorsements of this Policy or renewal thereof shall be valid unless made in writing and signed by Us

3. Duty Of Disclosure

This Policy shall be void and all premiums paid hereon shall be forfeited to Us in the event of misrepresentation, misdescription or non-disclosure of any material fact in the Proposal form, personal statement, declaration and connected documents, or any material information having

been withheld.

4. Alterations to the Policy

The Policy shall also stand cancelled with immediate effect if:

- a. The laws relating to the carriage of Goods are altered in any way
- b. Any change occurs in the ownership or management of the Insured or the area of Operation
- c. Any material change occurs in the information provided in the proposal form unless such change or alteration is brought to the notice of the company in advance and revised terms and premiums required by the Company are agreed to and paid.
- d. In the event of such cancellation after a claim has arisen during the current Policy period no refund of premium shall be made. In the event of such cancellation and no claim has arisen before the date of cancellation, a pro-rata refund of premium for complete unexpired months shall be allowed.

5. Notices And Alterations To The Policy

Every notice and communication to Us required by this Policy shall be in writing.

6. Fraud

If a claim is made by or on behalf of the Insured which shall be in any respect unsound or fraudulent or intentionally exaggerated or if any false declaration or statement be made in support thereof no claim shall be recoverable hereunder.

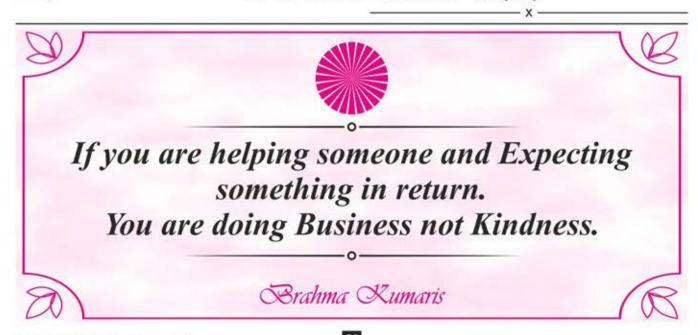
7. Duties of Insured

- a. It is the duty of the Insured and his/her employees/agents in all circumstances, to act with reasonable dispatch and take such measures as may be necessary for averting or minimizing a loss.
- b. You shall always ensure that all rights against bailees or other third parties are properly preserved and exercised as a condition precedent to claim under this Policy.
- c. You shall at all times exercise necessary care to ensure that:
- only competent employees and agents are employed to handle the Goods and the Vehicles;
- II. the Vehicles and their accessories and fittings are maintained in sound roadworthy condition and are fit for the purpose for which they are used;
- III. all statutory requirements

- including Rules and Regulations imposed by any public authority are duly observed and complied with in respect of the use of the Vehicle and carriage of the Goods.
- d. The details of all contracts of carriage issued, freight earned and of all vehicles employed or utilized shall be properly recorded and the Insured shall at all times allow the Company to inspect such account and records and furnish copies as may be required by the Company
- e. The Insured shall maintain a written record at each of its depots or delivery stations of the condition and nature of Goods received in a damaged condition immediately at the time of such receipt.

This policy can be issued on a lumpsum basis for the risk valuation or a per-vehicle basis depending upon the coverage required and parameters of coverage. The risk value is also determined using calculations based on the type of cargo, the risk involved and the logistics efficiency and technicals of the insured involved.

For more on this, we can evaluate on case to case basis and structure the CLL policy.





MAHAVEERA TRANSPORT PVT. LTD.

FLEET OWNERS & TRANSPORT CONTRACTORS

REGD. OFFICE: C-1/14, 2ND FLOOR, PRASHANT VIHAR, ROHINI, NEW DELHI-110085 PH.NO. 011-27557771-2-3 FAX: 011-27557775

Email: info@mahaveeratransport.com Visit us at: www.mahaveeratransport.com

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North Zone

R.K.JAIN-Director-9811065955 Rajendra Singh-Sr.Manager-9811848228

South Zone

S.K.JAIN-Director- 9342815898 A.K.JAIN-Director-9341217288

West Zone

SANJAY JAIN-Director- 9821045349 Pratik Jain- Business Specialist-

Specialist in- Automobiles, Container Services, ODC, Clearing & Forwarding, & Warehousing

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For Mar 2022	The Mon Mar 2021	th % Change	For The 2021-22	il To Mar % Change	
(A)	15 International		2021	Change		_	Change
-				723			227
1	Kolkata	13391	12739	5.1	138127	104953	31.6
2	Chennai	32351	35674	-9.3	349964	290093	20.6
3	Goa	473	552	-14.3	5127	3965	29.3
4	Srinagar	1475	841	75.4	9422	6572	43.4
5	Bhubaneswar	996	1106	-9.9	10504	7398	42.0
6	Varanasi	349	322	8.4	4345	2952	47.2
7	Calicut	811	729	11.2	10544	9295	13.4
8	Amritsar	143	101	41.6	1578	1253	25.9
9	Coimbatore	828	749	10.5	7552	5997	25.5
10	Vijayawada	131	417	-68.5	2264	1989	13.8
11	Imphal	676	734	-7.9	7195	4838	48.7
12	Portblair	446	544	-18.0	5837	4094	42.6
13	Trichy	555	414	34.1	5217	2740	90.4
14	Tirupati	15	0	+	83	- 0	-
15	Kushinagar	.0	0		0	.0	
Tota		52640	54922	-4.2	557759	446139	25.0
	6 PPP Internation			7.2	1001100	110122	20.07.10
16				21.7	00624	60740	40.2
	Ahmedabad	8387	6894	21.7	90634	60749	49.2
17	Lucknow	1416	1149	23.2	14942	9968	49.9
18	Mangalore	354	292	21.2	3521	2186	61,1
19	Guwahati	1830	2070	-11.6	21858	15951	37.0
20	Jaipur	1384	1332	3.9	14180	12204	16.2
21	Trivandrum	1330	1280	3.9	16579	14799	12.0
Tota		14701	13017	12.9	161714	115857	39.6
	7 JV Internationa						
_	The state of the s			0.1	024242	727424	200
22	Delhi (DIAL)	80461	80815	-0.4	924343	737431	25.3
23	Mumbai (MIAL)	69278	70527	-1.8	770953		30.0
24	(BIAL)	36109	34423	4.9	411550	0.0000000000000000000000000000000000000	26.0
25	(GHIAL)	13004	11914	9.1	140075	110789	26.4
26	Cochin(CIAL)	5342	4481	19.2	55484	42776	29.7
27	Nagpur (MIPL)	605	931	-35.0	7686	6726	14.3
28	Kannur (KIAL)	377	0	-	1559	0	
Fota		205176	203091	1.0	the first territory in the second	1817360	27.2
	1 ST Govt./Pvt.				1 20 11000	1011000	
	_				20		_
29	Shirdi	37	0		38	0	-
Fota		37	0	- 2	38	- 0	
(E)	10 Custom Airpo	orts					
30	Patna	1060	1158	-8.5	12409	11859	4.6
31	Pune	2870	2261	26.9	28702	26419	8.6
32	Bagdogra	647	602	7.5	8780	6024	45.8
33	Chandigarh	1110	934	18.8	11085	8069	37.4
34	Visakhapatnam	606	585	3.6	4326	3778	14.5
35	Indore	867	1411	-38.6	8797	8054	9.2
36	Madurai	139	279	-50.2	1596	2134	-25.2
37	Surat	655	978	-33.0	5075	4967	2.2
38	Aurangabad	94	107	-12.1	841	776	8.4
39	Gaya	0	0		0	0	- 9
ota		8048	8315	-3.2	81611	72080	13.2
	69 Domestic Air				**************************************		
40	Ranchi	472	730	-35.3	5608	5654	-0.8
41	Raipur	478	608	-21.4	6024	4948	21.7
						936	
42	Jammu	123	106	16.0	1483		58.4
43	Dehradun	73	8		655	62	
44	Agartala	294	259	13.5	3505	2002	75.1
45	Gorakhpur	0	0	1 30.5	0	0	255
16	Bhopal	207	263	-21.3	2113	1454	45.3
17	Udaipur	18	0		130	3	
18	Dibrugarh	87	76	14.5	1014	738	37.4
19	Prayagraj	0	0		0	0	
50	Leh	398	279	42.7	2976	2370	25.6
51	Jodhpur	0	0	76.7	0	0	and the
52	Vadodara	128	471	-72.8	1212	2494	-51.4
53		109			828		37.8
3.3	Silchar		68	60.3		601	
	Belgaum	1	6	-83.3	35	6	
54				100	9	0	
54 55	Rajahmundry	1	0				-
54 55 56 57		1 4 4	8	-50.0	38 96	49	-22.4

S. no.	Airport	For Mar	The Mon Mar	th %	For The	Period Apr 2020-21	ril To Mar
110.		2022	2021	Change	2021-22	2020-21	Change
(F)	69 Domestic Air			-			
58.	Rajkot	47	31	51.6	255	73	
59	Jabalpur	0	0		0	0	
60	Tuticorin Hubli	6	9	-33.3	45	67	-32.3
62	Dimapur	139	38	-33.3	1054	255	-04.0
63	Gaggal (Kangra)	0	0	-	0	0	
64	Kishangarh	0	0	-	0	0	
65	Mysore	0	0		0	0	
66	Kolhapur	0	0		0	0	
67	Kandla	0	0	_	0	0	
68	Gwalior Kanpur (Chakeri)	12	31	-61.3	200	123	62.6
70	Kalaburgi	0	0	-01.5	200	0	02.
71	Juhu	31	17	82.4	257	145	77.
72	Cuddapah	0	0	-	0	0	
73	Jaisalmer	0	0		0	0	2/28
74	Jorhat	3	1	- 2	13	24	-45.
75	Bikaner	0	0		0	0	
76	Jamnagar	0	0	-	0	0	
77 78	Salem Diu	0	0		0	0	
79	Porbandar	0	0	-	0	0	
80	Adampur (Jalandhar)	0	0	- 2	0	0	
81	Bhui	0	0		0	0	
82	Hindon	0	0		0	0	
83	Pantnagar	0	0	- 2	0	0	
84	Lakhimpur (Lilaban)	- 1	0	5	6	0	
35	Pakyong	0	0		0	0	
86	Bhavnagar	0	0	- 5	0	0	
37	Pathankot Bhuntar	0	0	-	0	0	
88	Ludhiana	0	0	- 3	0	0	
90	Agatti	4	5	-20.0	102	6	
91	Jalgaon	0	0		0	0	
92	Barapani (Shillong)	0	0		0	0	
93	Bilaspur	0	0	5	0	0	
94	Tezpur	0	0	-	0	0	
95	Agra	0	0		0	0	
96	Baareilly	0	0		0	0	
97 98	Hyderabad(Begampet) Shimla	0	0		0	0	
99	Khajuraho	0	0	+	0	0	
	Pondicherry	0	0		- 0	0	
	Bhatinda	0	0		0	0	
	Kota	0	0		0	0	
103	Sholapur	0	0		0	0	
104	Keshod (Junagarh)	0	0.		0	0	
	Safdarjung	0	0	-	0	0	
	Tezu	0	0		0	0	
	Coochbehar Rupasi	0	0	-	0	0	
	9 Domestic Airports	2640	3014	-12.4	27659	22010	25.
	14 St.Govt. / Pvt		3014	0144	27039	22010	200
and the same of	Approximate the first section is a second or the second or		0		17		
	Durgapur Nasik(Hal ozar)	10	26		35	101	-65.
II		25	22	13.6	319	364	-12.
	Nanded	0	0	15.0	0	0	140
	Jagdalpur	0	0	-	0	0	
14	Vijayanagar	0	0	-	0	0	
15	Bidar	0	0	- 2	0	0	1
16	Pasighat	0	0	-	0	0	
	Hisar	0	0	- 2	0	0	
18	Mundra	0	0	-	0	0	
	Pithoragarh	0	0	-	0	0	
20	Bangalore(Hal) Kurnool	0	0		0	0	
	Sindhudurg	0	0		0	0	
	4 St.Govt. / Pvt Airports	35	48	-27.1	371	465	-20.2
	Other Airports	0	0	-27,1	0	0	-20
***	otal (A+B+C+D+E+F+G+H)		v	-			

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other	Iron	Fertilizer		C	Coal		iners	Other	TOTAL	% VAR.	CAGR*(%)
			, Liquids	Ore Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage		Mise. Cargo		AGAINST 2020-21	BETWEEN 2019-20 AND 2021-22
SMP, KOLKATA														
Kolkata Dock System	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	306	453 328 707		276 571 747	30 7 6		2019 3482 2205	8237	570 538 675	2969	 0.590 (0.500) 	-3.79	-5.97
Haldia Dock Complex	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	10081 9052	5058 4909 4731	11 14000	181 213	375 340 372	95 522 2359	14157 15701 15540	2927	165 149 169	7857	42877 45468 46680	-5.70	-4.16
TOTAL: SMP, KOLKATA	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	10397 9358	5511 5237 5438		784	405 347 378	95 522 2359	19183	11164	735 687 844	10826	58175 61368 63983	-5.20	-4.65
PARADIP	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	35126 33117	1935 1600 1637	20065 28567	389 480	4802 4922 4075	30970 24240 27004	13741 13005 12157	185 279	10 16 12	8919 8339	116132 114549	1.38	
VISAKHAPATNAM	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	14249 16019	2018 1931 2128	14559 18861	1162 1957	1496 1076 899	9601 5770 10089	4850 5894	8583 8178	512 481 504	12512 10157		-1.16	
KAMARAJAR (ENNORE)	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	4929 4622	133 134 149		99		19255 14222 19313	1020	3870	480 201 131	2934 2020 3635	12 SIGNATURE TO 12	49.65	10.47
CHENNAI	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	10229	1155 1039 1396	33	135	268 202 187		7 7	30925 26768 26710	1602 1387 1384	5139	43552	11.51	1.91
V.O. CHIDAMBARANAR	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	454	992 935 1263		346 840 296	763 504 599	7488 6675 7190	4836	15023	781 762 804		34119 31790 36076	7.33	-2.75
COCHIN	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	22090 19515	518 648 571	11 2	22	319 256 184			10278 9550 8628	736 690 620	1534	31503	9.67	0.75
NEW MANGALORE	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	23737 21892	2592 2335 2255	4729	779	141 72 123	3550 2973 4259	421	2291	152 150 153	1008	36500	7.60	0.19
MORMUGAO	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	410	167 201 165	3552 7325 1723		200	1832 1456 1550	10 1/2/2000	307	14 22 32	4285	E 100000072.573	-16.00	7.34
MUMBAI	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	34274	1652 1630 1934	7170	325	162 37 91	5088 3544 3691	Fe 125, 100	255	22 25 27	5120	53324	12.32	-0.67
J.N.P.T.	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	2789 3604	3194 2548 2577		16 15				69093 57745 60941	5685 4677 5031	912	64809	17.26	5.37
DEENDAYAL	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021 TRF APRIL-MAR., 2020	58853 53267	10961 9983 10031	375	4106 4918 4584			1000000	8342	493 515 443	20933	117566	8,11	1.82
ALL PORTS	TRF APRIL-MAR., 2022 TRF APRIL-MAR., 2021	221721	30828 28221			8626 7571	97762 78024	10.090,000,000	C 9000000000000000000000000000000000000	11222 9613		720052 672680	7.04	
% Variation from previous year	TRF APRIL-MAR., 2020	7.24	-	-28.27 55010	-	-	25.30 92276	-		16.74 9985	-	7.04 704927		1.07

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

E-way Bill Generation Dips in April; May Hit May's GST Collection



eneration of e-way bills, which are needed to ship goods within and across states, eased a notch in April, suggesting that Goods and Services Tax (GST) collections this month could be lower than the previous month's record high, report MINT.

Data from GSTN, the company that processes GST returns, showed that 75.2 million e-way bills were generated in April, lower than the 78.1 million raised in March. However, the number is still the second highest since November 2020.

Businesses will pay GST for April transactions in May.

March had witnessed a spurt in e-way bills as companies pushed inventories at the end of the financial year to meet their targets, leading to a record ₹1.68 trillion in GST revenue collections. The revenue to be collected in May for the transactions in April could reflect the slight moderation seen in e-way bill generation, which is taken by analysts as a high frequency indicator of economic activity.

Economic recovery and improved tax

compliance have helped boost revenue collection in the recent past. It remains to be seen how the RBI's increase of its main policy rate by 40 basis points to 4.40% to tame inflation will impact consumption. RBI had earlier flagged that private consumption's share in gross domestic product is still a tad below prepandemic levels, going by FY22 estimates.

The S&P Global India manufacturing purchase managers' index had shown earlier this month that the manufacturing industry in India had a strong start to FY23, posting a marked expansion in new orders and production. PMI is based on a survey of 400 businesses, while e-way bill data is based on actual transactions.

Rising from 54 in March to 54.7 in April, the seasonally adjusted PMI highlighted a solid and faster improvement in operating conditions across the sector, according to S&P Global. Growth gathered momentum in the intermediate and capital goods segments, but there was a slowdown at consumer goods makers, it said on 2 May.

GST collections were less impacted during the second wave of the pandemic in the first half of FY22 than during the first wave, which had severely depressed revenue in the first half of FY21. Revenue receipts significantly improved in the latter half of FY22 as the economy recovered and pent-up demand drove consumption. Experts also say that in addition to the anti-evasion measures taken by the tax authorities, a surge in commodity prices is also having an impact on GST revenue collections.

Brisk goods shipments across the country also helped truck rentals in April. Greater momentum in wheat and cereal harvesting and higher cargo movement from factories, coupled with improved consumer spending during the peak marriage season helped truck rentals in April despite a jump in diesel prices, the Indian Foundation of Transport Research and Training said. The growth in GST revenue collection in recent months highlights the revenue collection potential the new indirect tax system offered by leveraging technologylinked compliance requirements.

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