aitwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Tata Motors Showcases 9 Commercial Vehicles/Trucks at EXCON 2022

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Emerging Mega Technology Trends that Drive Auto Industry to the Future

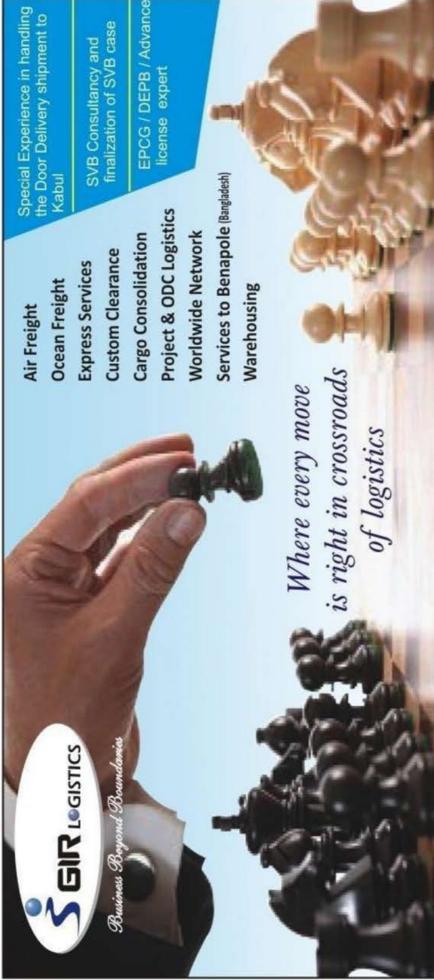
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GIR EXDEL DOMESTIC CARGO

GIR JUMBO ODC & PROJECTS

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PRINTED & PUBLISHED BY: Ashok Gupta

SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

OWNED BY: All India Transporters Welfare Association PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India

PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi -110055, India.

Tel: -011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com
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Association, Website: www.aitwa.org, Email: aitwaho@gmail.com, info@aitwa.org

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AITWA In A New Look

eith Rupert Murdoch, an Australian-born A m e r i c a n businessman, media tycoon, and investor once said "The world is changing very fast. Big will not beat small anymore. It will be the fast beating the slow. "Didn't he swing the right cord?

At the All India Transporters' Welfare Association (AITWA), we also believe in the same ideology. Time has indeed arrived to stay a step ahead so that one does not fall behind in the race of survival. AITWA always implements new ideas and new strategies for the betterment of the community. This is one of the reasons why we keep changing leadership.

Three years have passed and it was the time to implant a new approach and follow a new direction and applaud the outgoing team of Mr. Pradeep Singal, Chairman; Mr. Mahendra Arya, President; Mr. S.D Goyal, General Secretary; Mr. SK Kedia, Treasurer for their outstanding work during the tenure. The unaddressed issues of drivers were highlighted and a campaign named 'Highway Heroes' was run. The other successful project was to join hands with Lawyered to solve the issues of transport owners and drivers on the spot, which was named Lawyer on the Spot (LotS). As the name suggests, LotS denotes availability of lawyer Any Where Any Time across districts courts Pan India. Besides, the team kept on knocking on the doors of ministries and government authorities to resolve various issues like GST and E-way bills. This was also the phase of the pandemic when we witnessed a deadly virus that took thousands of lives. Awareness about staying safe was the primary objective that AITWA managed very successfully.

In the initial stage, after the formation of the leadership team, AITWA was redefined with a new logo which was indicative of the multi-coloured traffic lights. Since AITWA is an embodiment of welfare a new acronym was given to AITWA to define it.

A --- ADVICE; I--- INFORM; T--- TROUBLE-SHOOT, W—WELFARE; A---AGITATE.

Now the reins will be in the hands of newly elected members - Mr. Pradeep Singal Chairman; Mr. Mahendra Arya, Co-chairman; Mr. Ramesh Agarwal, National President; Mr, Puneet

Now the reins will be in the hands of newly elected members -Mr. Pradeep Singal Chairman: Mr. Mahendra Arva, Co-chairman: Mr. Ramesh Agarwal, National President: Mr, Puneet Agarwal, **Executive President:** Mr. Abhishek Gupta, General Secretary, Mr. Anil Kumar Gupta, National Treasurer to carry the baton forward

Agarwal, Executive President; Mr. Abhishek Gupta, General Secretary, Mr. Anil Kumar Gupta, National Treasurer to carry the baton forward.

The priority of the new team is expected to be roadside amenities for drivers at every 200 km, which should ideally include a dormitory for taking rest, hygienic toilets, quality eateries and vehicle parking space. This will make drivers' life safe, reducing accidents due to stress, lack of rest/sleep. The other issues on highways like robbery and theft cases



Ashok Gupta

will also slow down and drivers will be in a better space of mind, untouched by bad elements of society, who otherwise can take life of any driver at ease.

Also, it seems the new team is likely to focus on the AITWA Outreach Plan. This will strengthen AITWA and the zones. The inclusion of new cities /towns as AITWA chapters means a foundation of a proper chain in the level of membership and also an increase in membership. Regular interactions with members through workshops in zonal engagements will bind the team and help support the system. The purpose should be to ensure the participation and involvement of all the members in the organisation building.

The new team should also give attention to imparting technical knowledge. In this world of digitalization, it is the utmost priority to stay ahead in the race or to run shoulder with competitors.

In addition, we expect the new members will follow the route to uplift the transport sector as a whole, as a lot of areas are yet to be touched. The issues that trouble transporters daily have to be dealt with in a manner that the government finds a way to resolve, after all, the transport sector is the one that generates revenue to boost the economy. And, it does it in the best possible manner.

I would like to sign out taking the outgoing for achieving so much for AITWA and congratulating the new team for its future endeavours!

- X -





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Issues Are Plenty, We'll Have To Be A Little Witty!

"The only journey is the one within." — Rainer Maria Rilke

How true! No matter what our problems are or how big or small these problems are, it's how we decide to travel the journey that matters the most!

Similarly, the transport sector is surrounded by lots of issues, but it's about how we are going to deal with these issues that matter the most. As for me, I can enumerate the problems and challenges of transporters in two categories. First, the solution which can be achieved within the transport fraternity is to grow as a unit. Second, is the category which describes the issues related to government bodies and other authorities.

Generally, the issues related to transport can be counted as unhealthy competition, holding and deduction of payments by customers, cost-cutting and not being able to meet the increasing cost, inadequate adoption of technology and affordability of quality manpower. But have we tried to overcome these issues? By what means? My experience says we have not tried to overcome these problems, however, its not that enthusiasm was missing. Such issues can only be resolved by establishing a code of conduct for all transporters, which should be enforced and followed by all. Initially, it will be difficult to come in terms with this code of conduct but in long run it will surly be fruitful. Without this such issues will keep on bothering us.

The other nature of problems is related to the harassment under GST &E-way Bills. The rude behaviour of RTOs, MSME rules, motor vehicle act, toll tax, heavy taxation on vehicles, tyres, spare parts and other accessories, and the last but most serious of them all is the issue is not being made use of 24 lakh truck every day due to non availability of drivers.

There are other problems too at the regional and national levels. Often, it is felt that the government is unaware of the ground realities of the transport sector and has taken the community for granted. What height of ignorance it can be if the government decides to not consult transporters even before taking a major decision related to the sector itself? But, the best part is, the solutions are within.

Also, a lot of issues pop in because our sector is not organized sector. course, we can become one for sure but there are miles to go. This can get started with an effective logistics model (the existing one is outdated and deserves a retirement) which can benefit the industry, customers and the government. The sooner we implement a new model the sooner we will be witnessing the results. One can see the clear difference between Europe's and India's models. While an exporting container from Delhi to loading onto the vessel can take between 7-15 days, the same is accomplished within 5-6 days in Europe. The inefficient nature of the industry including unorganized facilities, lack of specialization, weak ICT support, high operational costs, poor management skills, poor backend operations, lots of intermediates, inefficient supply chains and poor infrastructure is constantly



Ramesh Agarwal
National President, AITWA

challenging the industry to emerge as the winner.

To begin with, rising fuel cost is a serious concern. In the current scenario, 60 per cent of the logistics cost is fuel. Needless to say that if the fuel price will remain high, the logistics cost will also move along with it. But, why is the fuel price 'unreasonably' high only in India and not in our neighbouring countries?

Besides, the crisis of drivers has pushed the industry backwards. Though the All India Transporters' Welfare Association (AITWA) traced the reasons behind the disintegration of drivers, finding a complete resolution was difficult. Drivers have a long list of reasons for leaving the industry, right from long distance travelling to returning home after months, unsafe environment to no job security, no PF to leave structure, ESI to gratuity, pension to risk cover, unavailable healthcare facilities to no respectable place in the society. They always live the life with fear. The transport fraternity should catch them young and train them in driving schools and inspire more to join the profession. AITWA introduced the 'Highway Heroes' campaign to give drivers their due and uplift their lives. Such initiatives should keep happening to attract them and inspire them.

AITWA is also striving to implant roadside amenities after every 200 km on highways, as it is observed that drivers are deprived of proper sleep, hygienic food and toilet. Restrooms, eateries and toilets every 200 km shall solve the basic need of drivers.

Further, drivers should always be alert that wherever there is checking there is a QR code available outside the checking officer's cabin, which a driver can scan and give his feedback on how the RTO officer attended to him. This means a truck driver has the right to approve or disapprove of his way of work. After all, when truck drivers will be able to drive fearlessly then will only the number of accidents will also get reduced.

Additionally, AITWA has been approaching the government to make documentation easy to excess. In the current setup, a lot of time is being wasted on getting the documentation done. Be it to issue a fresh or reissue of (driving license, vehicle papers, motor vehicle tax, motor permit, passing, traffic fee etc.) the existing one the governments (state and central) must make the process friendly.

For long we as a unit are fighting with the government to implement a unified tariff structure, under the Goods and Services Tax (GST) but this has been unsuccessful to date. The government should seriously consider this as there is so much confusion hovering in the minds about the GST that it looks more like a burden than simple tax reform.

And, what to mention about the E-way bills system! It gives more scare than relief. Most of the people working in the transport sector are not qualified academically, so, chances are there that there are errors in filling the e-way bill. But isn't there a difference between tax evasion and error? The government representatives simply overlook this perspective and impose heavy penalties on truckers.

Also, all of us take pride in India being so vast and vibrant. But this has

each state are different from one another. This impacts the delivery of logistics services.

Highway robbery is another issue that simply doesn't want to vanish and requires an urgent address. So what if



Also, all of us take pride in India being so vast and vibrant. But this has created a negative thought in the minds of transporters. Simply because the laws and regulations of every state are different. Especially the labour laws of each state are different from one another. This impacts the delivery of logistics services

created a negative thought in the minds of transporters. Simply because the laws and regulations of every state are different. Especially the labour laws of our highway system is fragmented in nature? Does that mean robbers will arrive at any point on the highway and snatch the goods? A special force can resolve the issue and goods carriers can confidently reach their destination. Also, zero FIR should be registered anywhere in India on the complaint of the truck owner. Then it can be transferred to the desired police station.

When the government will start giving importance to the logistics sector and starts seeing it as the backbone of the economy, truck drivers will be born in plenty, and 24 lakh non-operating trucks will start operating. And, the result will be worth witnessing - the economy will soar! If the government and private sector get engaged in CSR activities and develop 'Nindra Kendras' every 200 km, drivers would be able to halt and take proper rest, which offer them peace of mind. This eventually will reduce accidents, loads of goods, insurance claims and cases in the courts!

MSMEs's and Government's Role in Encouraging Transport Entrepreneurs

ith an 8.5 per cent unemployment ratio, we are fixed in a hopeless situation. The road transport industry is known to create jobs; in fact, it is next only to the agriculture sector in job creation. But in the last few years, it has failed miserably to help the young generation in winning their bread and butter.

The lack of much-needed support to the unorganized transport sector from the government has left the sector high and dry. However, the government's effort to inspire people towards MSME to be self-reliant and selfemployed has been seen as a big positive step.

I feel all transporters must become a member of MSME as it is immeasurably beneficial. But there are challenges too. Especially the parties (consignees) use various tricks to delay the billing date.

In today's digital age, when any document can be scanned and sent by cell phone, how can anybody not accept such acknowledgements and emphasis on paper documents? But, believe it or not, 95 per cent of companies play the same trick. A fresh procedural delay takes place when the paper is lost or destroyed by the driver. Further, asking the driver to deliver goods at their remote factory site waste nothing less than 10 precious hours of the driver.

In addition, many companies do not accept the date of the bill on the day, they receive the bill; they add another clause that the payment waiting cycle starts only from the date of their acceptance of the bill.

Further, many consignees put a remark while receiving goods that acceptance of goods/products are subject to checking of contents, even though they receive the parcels/cartons/drums in the correct number and intact packing. This adds to the miseries of the helpless transporters.

And, when it is the payment time, all companies under MSME, who avail of the services are supposed to make the payment within 45 days from the date of acceptance or the date of deemed acceptance, but only a handful follow this rule. Many customers release payment between 60 to 90 days but the helpless transporters have no option but to agree to the terms of customers and sign the contract. This practice itself defeats the very purpose of MSME.

Even Public Sector contractors are found short in honouring the provisions of MSME. Though they get their payments from their PSU customers their intention is not right as they do not make payments even after receiving payments.

It is also observed that the companies/consignees have this inappreciable ego that I am the paymaster, so, I decide the contract clauses and often they prepare a contract that suits them. For examples,

- if a vehicle is placed later than the allowed window of the margin of time, there will be deductions from the bill.
- if a truck owner gets delayed in loading or unloading, companies levy a detention rate.
- · if a vehicle cannot make it on transit time there will be a penalty,



Abhishek Gupta General Secretary, AITWA

which at times is as high as 5 per cent of total freight for each day.

So, to overcome all these issues, the MSME act should instead suggest:

• if an MSME transporter is not paid within 45 days, he can take the issue to the MSME Samadhaan portal.

For transporters, the ideal MSME act should be like the following and the ministry should seriously consider adding the pointers in the MSME rules;

- A Quick MSME Samadhaan Portal for faster resolution of issues, if a special cell can be established for the transporters, even better.
- Discrimination between an MSME and non-MSME transporter has to end.
 It simply cannot be the case because of the 45 days payment clause.
- Preference to foreign or private equity players because of the 45-day payment clause is ruining the business of Indian transporters. The government must intervene.
- A law must be introduced to protect the provisions of MSME so that no Private or Public Company can ignore them.
- Private sector companies should also follow the PSUs and give priority to MSMEs when it comes to business contracts.

In short, the provisions made in the MSME act need a little tweak to make the transport sector viable and to encourage youngsters to become transport entrepreneurs.

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KEY FACTS

Group Turnover



\$600 Mn.

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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A Brief Introduction Of AITWA's New Panel

Shri Ramesh Agarwal National President

Shri Ramesh Agarwal combines himself as an able administrator, and great leader, with strong business acumen to pave way for the growth of India's surface Logistics Industry. He had served the country as an Airman in Indian Air Force (IAF) and after his tenure ended, he was entrusted with the task of moving the army's goods. It was not easy to tackle the assignment, but he handled it with great enthusiasm. It was the appreciation that he got for perfectly executing the very first task that energized him to dive into the arena of packing & moving altogether, with great fervour.

Once the decisions were made Ramesh ji never looked back, even when all he had by his side was his indomitable spirit & a knack for doing business. Driven by discipline & relentless efforts, he has transformed the country's Logistics and Household goods segment into an established industry. He has been in the continuous limelight for introducing advanced packing technology that has created a niche in the market. He has studied the Indian Logistics sector microscopically and has been the real architect of 3PL and 4PL services. He has ably steered Agarwal Movers Group through his determined approach and is a firm believer that all problems can be solved with an analytical approach.

Shri Agarwal has pioneered in creating state-of-the-art warehousing infrastructure and roofing solutions through backward integration. A wise thinker and a person of noble character, he generates a tremendous flow of positivity. He always focuses on the welfare of the Transport sector growth in line with the National economy and protecting its interests. The very thought of "Transport growth" is complimentary to "Nations growth" and both have to work for hand in hand entrusting him to achieve greater heights. Ramesh ji has served

as the GOI Delegate for several International Logistics assignments and study visits.

Along with all these his another side of personality makes him a devoted social activist. With a Nidra kendra in Dudu, Rajasthan, he ensures 500 drivers get proper rest at a time. Also, he joined hands with Sewa Bharti to help thousands of people/ drivers during the pandemic. Moreover, Ramesh ji is an avid writer, who has widely contributed to the society hrough his articles in several magazines/journals of repute. AITWA is looking forward to reaching out to and helping thousands of transporters with his experience and ideas.

Shri Puneet Agarwal Executive President

Shri Puneet Agarwal is the second generation entrepreneur, and promoter of CJ Darel Logistics Limited, which is one of the largest logistics service providers in India, having a pan India network of 200 branches and 3000+ employees.

Puneet Agarwal has been an avid technology enthusiast and is responsible for IT and Business Strategy for CJ Darcl Ltd. He is currently leading the Digital Transformation Drive for his company, to emerge as the leading Digital Freight Platform in the country with a deep focus on the needs of the Cargo Owners and Fleet Owners. While doing so, his primary focus is on removing frictions and enabling smooth collaboration, unlocking new revenue streams and growth opportunities by leveraging new-age technologies and creating win-win business models for all stakeholders. Shri Puneet Agarwal is a firm believer in the potential of technology to improve human life and businesses and actively keeps track of trends across various sectors. He is actively involved in the Indian startup ecosystem and has made a couple of Angle investments across the Logistics Tech, Ed-tech and Social

Networking sectors.

AITWA is eagerly looking forward to him for implement various techdriven solutions to boost the transport sector as a whole.

Shri Abhishek Gupta National General Secretary

Shri Abhishek Gupta is a vastly experienced personnel in India's trucking & logistics landscape. With around twenty years of experience, he is an asset any welfare association would like to encash. His strategic moves coordinated with the action plan help in addressing challenges that come along the way while operating in difficult geography like India. A technology-driven logistics persona, he has not only been advocating the utilisation of technology in the logistics domain but is actively involved in increasing the implementation of technology in this space. His own company, Prakash Parcel Services Limited, is known for it and he is ensuring others too adapt to it and move on to experience a seamless transition.

Shri Gupta has been very vocal, at different forums, about the need to differentiate between errors & evasion in the E-way bill system, since its inception. After all, an error in the E-way bill can lead to 200 per cent of the tax amount which is a huge loss for any business entity, especially when taxes are paid.

He has been impressive in the role of Joint Secretary for All India Transporters Welfare Association, (AITWA) and the members are expecting him to do more for the sector by representing AITWA as a General Secretary.

Alumni of Campion School, Mumbai, HR College of Commerce & Economics, Mumbai and SP Jain Institute of Management & Research (SPJIMR), Shri Abhishek Gupta is an out and out Bombayite, who believes networks work which helps to grow!

List of New Governing Body of AITWA (2022-2024)

National Council



Sh. Ramesh Agarwal National President M/s. Agarwal Packers & Movers Ltd



Sh. Puneet Agarwal Executive President M/s. CJ Darcel Logistics Ltd



Sh. Abhishek Gupta General Secretary M/s. Prakash Parcel Services Ltd -



Sh. Ashok Gupta Sr. Vice President M/s. IRC Group Global (India) Ltd M/s. IRC (India) Ltd



Sh. Ashok Goyal Sr. Vice President M/s BLR Logistics Ltd.



Sh. SD Goyal Sr. Vice President M/s. Air Tpt Corp (Assam) Pvt Ltd



Sh. SK Kedia Sr. Vice President M/s. Kedia Logistics Pvt. Ltd.



Sh. Pradeep Agarwal Sr. Vice President M/s. Jet Roadlines Corp.



Sh KK Bansal Sr. Vice President M/s DHTC India Ltd



Sh. Anil Kumar Gupta National Tresurer M/s. Ankur Roadlines



Sh. Hari Goyal Vice President (NZ)-NC M/s. Motica Rodways Pvt Ltd



Sh. I. S. Sigar Vice President (NZ)-NC M/s. TCI Freight -(TCI Ltd)



Sh. I. C. Goyal Vice President (WZ)-NC M/s. Pancsheel Transport Corporation



Sh. Ravi Agarwal Vice President (WZ)-NC M/s Nirvaan Infracom Pvt. Ltd.



Sh. Vinod Arya Vice President (SZ)- NC M/s. Transwell Express Logistics



Sh. Vinod Gupta Vice President (EZ)- NC M/s. Surat Goods Transport Pvt. Ltd.



Sh. Ramesh Kumar Lakhotia Vice President (EZ)-NC M/s lakhotia Transport Company Pvt. Ltd.



Sh. R.K. Jain Joint Secretary M/s. Mahaveera Transport (P) Ltd.



Sh. KK Nareda Joint Secretary M/s. Shree Vrindavan Logistic Pvt Ltd.



Sh. Arun Gupta Joint Secretary M/s. South Eastern Carriers (P) Ltd.



Sh. Aradhya Gupta Executive Member M/s. IRC Group Global (India) Ltd M/s. IRC (India) Ltd



Sh. Dushyant Arya Executive Member M/s. Indo Arya Central Transport Ltd.



Sh. Pawan Gupta Executive Member M/s. Kali Transport Pvt. Ltd.



Sh. Pranav Arya Executive Member M/s. Translogistics India



Sh. Jitin Goel Executive Member M/s. Goel Road Carriers Pvt. Ltd.



Sh. Kaustubh Mittal Executive Member M/s Sugam Parivahan Ltd



Sh. Amarjit Singh Sehgal Executive Member M/s. Sehgal Tourist (R)



Sh. Rajender Agarwal Executive Member M/s. Agarwal Packers & Movers Ltd

Honarary Posts



Sh. Pradeep Singal Chairman M/s. GIR Movers (P) Ltd



Sh. Mahendra Arya Co- Chairman Sri Srinivasa Roadlines



Sh. D.P. Agarwal Chief Patron M/s. Transport Corporation of India



Sh. S.N. Arya Patron M/s. Translogistics India



Sh. K.K. Agarwal Patron M/s. CJ DARCL Logistics (P) Ltd



Sh. Roshan Lal Gorakhpuriya Patron M/s. CJ DARCL Logistics (P) Ltd



Sh. Pawan Kumar Jain Patron M/s. Safexpress Pvt. Ltd.



Sh. Sunil Kumar Jain Patron M/s. NECC Ltd.



Sh. M.K. Goyal Patron M/s. Associated Road Carriers Ltd.



Sh. Y.P. Jain Patron M/s. Sukriti Enteprises Pvt. Ltd.



Sh. Ajay Singhal Patron M/s Om Logistics Ltd



Sh. N.L. Gupta
Patron
M/s. Caravan Roadways



Sh. D.N. Agarwal Patron M/s (DRS) APML LTD



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Sh. Suresh Bansal Advisor M/s. DHTC Logistics Ltd.



Sh. Mukesh Haritash Advisor M/s Chetak Logistics Ltd



Dr. Vijay Sankeshwar Special Invitee M/s.VRL Logistics Ltd.



Sh. Charan Singh Lohara Special Invitee M/s. Calcutta Freight Carriers



Sh. Y.P. Singh Special Invitee M/s. Narain Transport Service



Sh. Gurmeet Singh Baweja Special Invitee M/s. Rajasthan Golden Tpt Co. Pvt. Ltd



Sh. Satish Dhingra Special Invitee M/s. Delhi Gujrat Fleet Carriers



Sh. Harsh Sabharwal Special Invitee M/s. Sabharwal Tpt Corp



Sh. S.K. Mittal Special Invitee M/s. Solution Infotech (India) Pvt. Ltd



Sh. Kultran Singh Atwal Special Invitee M/s Bombay Road Carrier



Sh. Vipul Nanda Special Invitee M/s. Mercurio Pallia Logistics Pvt. Ltd.



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Sh. Ravi Bhandhari General Secretry M/s. Sapna Rail TPT Pvt Ltd



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Sh. Kshitij Goel Treasurer M/s Goyal Road Carriers p. Ltd.



Sh. Manish Gupta Joint Secretry M/s RCPL Logistics Pvt. Ltd



Sh. Sajjan Jindal Advisor M/s. Shree Babosa Logistics



Sh. Subhash Malik Advisor M/s. Citizen Carriers



Sh. Bijendra Kharana Advisor M/s. Suraj Transport Roadways (P) Ltd



Sh. Anil Havelia Advisor M/s. Essel Transport (P) Ltd



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Sh. Subir Agarwal Executive Member M/s. Haryana Freight Carriers (P) Ltd



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Sh. Ganesh Kandoi Vice- President M/s. Kandoi Transport Ltd.



Sh. Pramod Kumar Gupta Vice- President M/s EFC Logistics India Pvt. Ltd.



Mr. Niranjan Kr. Agarwal Vice-President M/s. North Bengal Carrying Corporation



Sh. Niranjan Praharaj Vice-President M/s Bhubaneswar Roadlines



Sh. Surrender Khatawat Treasurer M/s Bharat Roadways Transport Ltd.



Sh. Arun Kr. Goel Joint. Secretary M/s Goel Roadways



Sh. Sohan Singh Executive Member M/s. Aitiana Travels



Sh. Satish Sharma Executive Member M/s Carrying Corporation of India -



Sh. A.K Hawalia Executive Member M/s All India Road Transport Agency



Sh. Parabhat Kr. Mittal Patron M/s Super Sonic Carrier (P) Ltd.



Sh. Jatin Agarwal Patron M/s Agarwal Group of Companies



Sh. Santosh K. Saraf Patron M/s Road Cargo Movers (P) Ltd

West Zone



Sh. Ram Rattan Agarwal President M/s Globe Ecologistics Pvt. Ltd.



Sh. Girish Agarwal Gen. Secretary M/s. Rahul Transport



Sh. Madanlal A Bansal Vice President M/s. Economic Cargo Movers



Sh. Vipul Bansal Vice President M/s. Best Parivahan Pvt. Ltd



Sh. Praveen Somani Treasurer M/s. Inland World Logistics Pvt. Ltd



Sh. Jai Kumar Gupta Immediate Past President/ Chief Advisor M/s. Best Roadways Ltd.



Sh. Vijay Kumar Goyal Advisor M/s. Shree Roadways Ltd.



Sh. Kanubhai Agarwal Advisor M/s. Vinayak Road Carriers



Sh. Mahipal Gupta Advisor *M/s. Indian Road Freight Carrier*



Sh. Sobhagaya Mal Kataria Advisor M/s. Kataria Transport Company Ltd



Sh. Rishi Singla Advisor M/s. Jhanu Logistics Ltd



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Sh. Parikshit Arya Executive Member M/s. Rhenus Logistics India Pvt. Ltd,



Sh. Ashwin Agarwal Executive Member M/s. Safe & Secure Logistics Pvt. Ltd



Sh. Anirudh Gupta Executive Member M/s. OTS Logistics Ltd



Sh. R K Sharma Executive Member M/s Reliable Transport Of India



Sh. Rahul Agarwal Executive Member M/s Girnar Transport Company (P) Ltd.



Sh. Ashish Kedia Executive Member M/s Kk Road Cargo Movers



Sh. Pritesh B. Gandhi Executive Member M/s Darshan Roadlines P. Ltd

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Sh. P.K. Agarwal Vice President M/s Union Roadways Ltd. Cheenai



Sh. Madanlal Agarwal Vice President M/s. Anuj Cargo Movers Karnatka



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Sh. S.Sarvanan Vice President M/s Varun Logistics Pondicherry



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Sh. B. Satyanarayana Vice President M/s. New Vijay Laxmi Transport Vizag



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NHRC Invited AITWA To Discuss On Commercial Drivers' Issues

he National Human Rights
Commission (NHRC)
organised a meeting of the
Core Group on Business
and Human Rights on Tuesday, 19th
April 2022. The objective of the
meeting was to discuss the issues and
challenges of Commercial Truck
Drivers in India. The NHRC invited
the representatives of the Ministry of

Road Transport a n d Highways(MoR T H), the Ministry of Labour & Description o

Association

(AITWA) to address the issues of drivers.

Sh. Mahendra Arya (then President and now Co-Chairman), Sh. Puneet Agarwal (Executive President), Sh. Abhishek Gupta (General Secretary) and Sh. JP Singla (CEO) represented AITWA.

The AITWA delegation briefed the panel about the issues and the difficulty that drivers have to go through. The same was also endorsed by the Save Life Foundation and all others who were present in the forum, including the officials from MoRTH and MLE. All was in sync with AITWA and what it had to say and considered that the issues were genuine. Further, the chairman of NHRC, Retd. Chief justice Mr. Arun Kumar Mishra assured AITWA

members to take appropriate steps to eliminate these impending issues to end drivers' crises and uplift their life.

Here is the gist of what AITWA delegation presented.

Challenges faced by truck drivers:

1. Lack of respect & work dignity

Truck drivers often become victims of abuse from locals & authorities. On educational background to deal with these legal complications, so they endup with unnecessary troubles with authorities.

2. Long working hours

Most of the truck drivers complain about stressful working hours which burn them out.

3. Long periods away from home

Truck drivers generally ply truck on long routes & returning back to families after extended period of times.

4. Vehicle related issues

3The focus is primarily on the returns and not so much on the quality of the method in the truck industry of India. The goal is to transport the most amount of cargo in the most cost effective way. In many cases, vehicles are over used and hardly maintained in

their prime condition. The bad condition of the Indian roadways only accelerates the depreciation of the vehicles involved.

5. Unorganized s a l a r y structures

Due to unorganized

nature of logistics industry drivers' salary is highly unstructured. The drivers sometimes have to rely on unethical practices like fuel selling, avoiding tolls etc. in order to earn more. The fixed salary of drivers was found to fall in the range of Rs. 8–10,000 only per month.



many occasions, discriminatory behaviour by authorities have been reported by many truckers, especially while crossing toll plazas or entering markets. Moreover, there are state specific laws in several regions leading to unnecessary complications. Most drivers do not have the



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

The lack of standardization in remuneration in the trucking industry has also led to different freight companies offering different pay for the same routes, which could lead to the formation of monopolies and thus making working conditions even worse.

6. Improper roadside infrastructure & amenities

There is an absence of adequate roadside infrastructure & basis amenities for truck drivers like hygienic good, clear rest areas and bathrooms.

7. Life risk on highways

Due to tedious nature of job and insufficient road side facilities, there is a high risk of occupational hazard and accident related death. Many insurance companies do not prefer truck driver category for extending life & health insurance.

8. Police & RTO harassment

Truck drivers often report that they are being harassed by RTO and police for no reasons and at times being abused and thrashed as well.

9. Lack of job/social security

Being most of the time driving, also bring in all sorts of health issues and accident risk. Moreover, only a few fleet operators offer social security benefits & insurance in a mandated manner to their truck drivers.

10. Exploitation by owners

What could be done:

1. Building respect towards the profession

4All the industry stakeholders should contribute to build aspiration and charm around the job though the work has started in this direction. Tata Motors affirming its commitment towards improving the life of Driver community in India has launched several driver welfare programs and schemes.

2. Organizing the logistics sector:

Logistics sector as discussed above is highly unorganized. We have observed that the organized players have less attrition rate and disputes, after hiring truck drivers in India which results in good brand value among truck driver community.

3. Improved salary structure:

Current payment structure is highly unstructured and needs a reform, so that truck drivers have higher visibility on their monthly take home salaries. Social security benefits should be a part of drivers' pay packages as the nature of work is high hazardous. Ministry of labour and employment must step in to lay down the guidelines for this sector.

4. No harassment

The Government should step in to stop all kinds of harassments and the concerned person should be dealt with strictly.

5. Proper Pit stop for resting

Resting stops should be built on highways exclusively for truck drivers.

Tata Motors, India's largest commercial vehicle manufacturer, has been closely working with truck drivers. Tata Motors identified the existing and emerging pain points in every link of the transport value chain and partnered it to address them in the most effective and efficient manner.

During the pandemic, 'Saarthi Aaram Kendras' to supply of food, masks and sanitisers have been arranged across the entire Tata Motors operations network and many other Indian Oil facilities located on the busiest national and state highways across the country. During the lockdown, a dedicated, 24×7 helpline was set-up for truck drivers. Over 10,000 requests received for vehicle related assistance were promptly

addressed to keep the wheels of supplies running.

6. Health and Life Insurance

In the country that reports over 4.5 lakh road accidents each year, 30% of which involve

commercial vehicles, mandatory provision of health and life insurance is indeed required.

7. Corporate Social Responsibility (CSR) programs must be made mandatory

58. Health camps

Truck drivers are a highly vulnerable to several health risk factors including poor eyesight and hearing loss, hypertension, fatigue, sleep related disorders, and insufficient physical activity.

Furthermore, they are prone to risky behaviors such as smoking, tobacco chewing, drinking, and having casual sexual contacts. These can have an adverse impact on their health. Therefore frequent heath camps must be set up at multiple locations on the highways/ at pit stops, ensuring availability and accessibility.

9. Awareness

Since truck drivers are considered high risk groups for HIV in India. The best way is to spread awareness about the health hazards, provisions in legislations and how to protect oneself. It is evident that social vaccine of education and awareness has changed the life of many truck drivers in India (Ubaidullah, 2005).

10. Other facilities that could be provided to the drivers include:

- Self-cooking facility may be provided where the truck drivers can do their own cooking, near the drivers' rest rooms, equipped with running water, drinking water and cooking gas stove.
- Provision of appropriate seat to the driver.

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विषयः दस्तावेजों का भौतिक कब्जा -अब कोई बाध्यता नहीं

गाड़ी चलाते समय भौतिक दस्तावेज ले जाने की कोई आवश्यकता नहीं है!!!

दिल्ली सरकार के परिवहन विभाग ने हाल ही में एक नोटिस जारी कर स्पष्ट किया कि अब डाइवरों को डाइविंग लाइसेंस और वाहन पंजीकरण प्रमाणपत्र (आरसी) जैसे डाइविंग दस्तावेजों की भौतिक प्रति ले जाने की आवश्यकता नहीं है। इन दस्तावेजों को डिजी लॉकर या एमपरिवहन मोबाइल ऐप जैसे डिजिटल प्लेटफॉर्म पर यातायात पुलिस और परिवहन विभाग की प्रवर्तन शाखा को दिखाया जा सकता है। दिल्ली सरकार के परिवहन विभाग के फैसले के तुरंत बाद केंद्र सरकार ने भी एक अहम फैसला लेते हुए देशभर के वाहन चालकों को राहत दी है. केंद्रीय परिवहन और राजमार्ग मंत्रालय की ओर से जारी आदेश के मुताबिक अब दिल्ली-एनसीआर समेत पूरे देश में ड्राइविंग के दौरान ड्राइविंग लाइसेंस (डीएल) और रजिस्ट्रेशन सर्टिफिकेट (आरसी) ले जाने की जरूरत नहीं होगी।

डिजिटल प्लेटफॉर्म पर दस्तावेजों की कानूनी वैधताः

डिजी लॉकर प्लेटफॉर्म या एमपरिवहन मोबाइल ऐप पर मौजूद इन दस्तावेजों को मोटर वाहन अधिनियम, 1988 के अनुसार कानूनी रूप से वैध दस्तावेज माना जाता है। साथ ही, डिजी-लॉकर प्लेटफॉर्म या एमपरिवहन मोबाइल ऐप पर उपलब्ध दस्तावेजों की मौलिकता को सूचना और प्रौद्योगिकी अधिनियम, 2000 के तहत मान्यता प्राप्त है।

दस्तावेजों की वैधता परिवहन विभाग द्वारा एक नोटिस में जारी किए गए भौतिक दस्तावेजों के बराबर मानी जाती है। हालांकि, किसी अन्य रूप में रखे गए दस्तावेजों में से किसी की सॉफ्ट कॉपी मूल दस्तावेजों के रूप में स्वीकार्य नहीं है।

डिजी-लॉकर क्या है ?

डिजी-लॉकर दस्तावेजों और प्रमाणपत्रों को संग्रहीत करने, साझा करने और सत्यापित करने के लिए क्लाउड-आधारित प्लेटफॉर्म है। इसका उद्देश्य नागरिकों के डिजिटल दस्तावेज वॉलेट में प्रामाणिक डिजिटल दस्तावेजों

तक पहुँच प्रदान करके नागरिक को 'डिजिटल सशक्तिकरण' प्रदान करना है।



स्मार्टफोन सबसे लोकप्रिय गैजेट बनने और उनका उपयोग लगभग सार्वभौमिक होने के साथ, सरकार ने एमपरिवहन ऐप को जारी किया है। एमपरिवहन ऐप का उपयोग करके ऑटोमोबाइल या वाहन नंबर पंजीकृत करने के बारे में सभी आवश्यक जानकारी प्राप्त की जा सकती है। इसके अतिरिक्त, यदि आपका वाहन टो किया गया है, तो आप एक वर्चुअल आरसी, ड्राइविंग लाइसेंस बना सकते हैं और रोड टैक्स का भगतान कर सकते हैं।

एमपरिवहन ऐप डाउनलोड करने के बाद, आपको अपने वाहन के बारे में निम्नलिखित तथ्यों को देखने के लिए अपने वाहन का पंजीकरण नंबर दर्ज करना होगा।

- बीमा की वैधता
- वाहन फिटनेस की वैधता
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- डीएल मॉक टेस्ट/डाइविंग लाइसेंस मॉक टेस्ट
- निकटतम प्रदूषण जांच केंद्र
- निकटतम आरटीओ

निष्कर्षः

सरकार के इस कानूनी फैसले के साथ, अब ट्रैफिक पुलिस ड्राइवरों को ड्राइविंग लाइसेंस (डीएल) या आरसी की भौतिक प्रति दिखाने के लिए मजबूर नहीं कर सकती है, अगर उन्होंने इसे डिजी लॉकर और एमपिरवहन में अपने दस्तावेजों में दिखाया है। हालाँकि, यदि दस्तावेज डिजिटल रूप से या सरकारी अनिवार्य ऐप के माध्यम से प्रस्तुत नहीं किए जाते हैं, तो इन दस्तावेजों की भौतिक प्रति प्रस्तुत करनी होगी।

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Tata Motors Showcases 9 Commercial Vehicles/Trucks at EXCON 2022



ata Motors has showcased a range of its highperformance commercial trucks at EXCON 2022, South East Asia's biggest construction equipment technology trade fair. A total of nine M&HCVs (Medium & Heavy Commercial Vehicles) have been debuted under the company's 'Striding towards nation building' theme. Tata says that the trucks are aimed at boosting productivity and profitability of fleet-owners, and feature innovative mobility solutions across diverse operations, reported ET Auto.

Here is a list of the products that have been showcased at the 2022 edition of EXCON:

Surface Tippers Zone: Signa 4825.TK, Signa 3525.TK, Prima 2825.K and Signa 5530.S

Mining and Quarry Zone: Prima

3530.K and Prima 2830.K with ATD (Articulated Tail Door)

Ready Mix Concrete Zone: Prima 3530.K REPTO, Prima 2830.K REPTO and Signa 2825.K REPTO

Tata claims that the Surface Tippers Zone trucks are engineered for faster turnaround, while providing lower total cost of ownership, higher comfort and safety for the driver, whereas the two Mining and Quarry Zone trucks are fully built vehicles for high performance, versatile and heavy-duty usage. The Ready Mix Concrete Zone debuted at the event are equipped with REPTO (Rear Engine Power Take Off) technology, which is claimed to reduce operating costs up to 11%. Apart from the aforementioned M&HCVs, Tata Motors has also showcased the Tata Yodha pick-up, and the Tata Ace HT+ at the exhibition.

Commenting on the occasion, Mr. V Seethapathi, Vice President, M& HCV Product Line, Tata Motors said, "We are delighted to showcase Tata Motors' finest and widest commercial vehicle range at a prestigious event like EXCON 2022. With India being on a fast growth trajectory of construction and infrastructure sectors, Tata Motors strives to deliver tomorrow's needs, today".

"As a mobility solutions provider, the vehicles deliver state-of-the-art technology, offering maximum uptime and higher profitability with optimal cost of ownership for fleet owners. EXCON 2022 also gives us a platform to present our comprehensive vehicle maintenance and fleet management solutions, backed by Tata Motors' widest sales and service network across the country," he added.

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MoRTH Says Committed to Construct 18000 km of National Highways in 2022-23 at Record Speed of 50 Nkm per day

nion Minister for Road Transport and Highways Nitin Gadkari has said ambitious targets to fulfil the ambitions of New India under the leadership of Prime Minister Narendra Modi we are committed to expanding the National Highways (NHs) network across the country with the aim of constructing 18,000 km of NHs



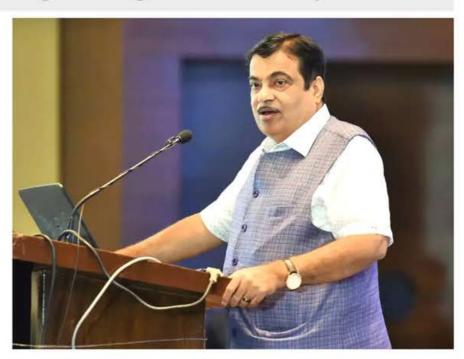
in 2022-23 at a record speed of 50 km per day.

In a tweet he said overall target is to develop 2 lakh km of National Highway Network by 2025. The Minister emphasized constructing World Class Road Infrastructure in time Bound & target Oriented Way is essential as Road Infrastructure is the 'Atma' of Atmanirbhar Bharat.

Nitin Gadkari Stresses on Sensitization of Stake Holders for Collectively Addressing Issues Regarding Road Safety

Union Minister for Road Transport and Highways Nitin Gadkari has stressed on sensitization of stake holders for collectively addressing issues regarding Road Safety. At an event organized by NHAI/MORTH in collaboration with SaveLIFE Foundation (SLF) he said that road safety is a very serious issue and there should be zero tolerance for road accidents. He said we have accorded highest priority for road safety and and set the target to reduce 50% road accident deaths by 2024.

Gadkari directed the senior officials to consider and implement various strategies and solutions put forward by SaveLIFE Foundation to improve road safety as early as possible.



The Minister said action should be taken immediately on black spots. He said while taking action three things have to be considered immediate measures, mid-term action, and longterm action. He said all Ros (Regional officers) & PDs(Project directors) should take a pledge of zero accidents.

- X



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Port Led Development-multiple Road Linkage Projects Connecting JNPT with the Hinterland Road Network at Cost of Approximately Rs 3,500 Crore



nion Minister for Road
Transport and Highways
Nitin Gadkari has said
guided by vision of
Prime Minister Narendra Modi to
provide enhanced connectivity
between the ports and the domestic
production and consumption centres

across the country, our government is committed for port led development through construction of world class road network.

In a series of tweets Gadkari informed that National Highways Authority of India has undertaken upgradation and improvement of NH-4B (New NH-348, 548) and SH-54 (New NH-348A) at a cost of approximately ₹ 3,500 Crore through multiple road linkage projects connecting JNPT(Jawaharlal Nehru Port Trust) with the hinterland road network.

The Minister said the projects catering to huge traffic volumes of

The Minister said the projects catering to huge traffic volumes of approximately 48 lakhs will substantially reduce the travel time as well as vehicle operating cost.

approximately 48 lakhs will substantially reduce the travel time as well as vehicle operating cost. He said it will bolster the economic development of the region owing to growth of exports and connectivity with Navi Mumbai International Airport. The two grade separators at Karal Phata and Gavan Phata will also speed up lane interchange and connect the national and state roads, the Minister added.

MoRTH Chief Chairs Meeting to Review the Proposal of NHLML to Revamp Logistics and Allied Activities in Delhi Region

nion Minister for Road
Transport and Highways
Nitin Gadkari chaired
the meeting to review the
proposal of NHLML (National
Highways Logistics Management
Limited) to revamp logistics and allied
activities in Delhi region along with
Lt. Governor, Delhi Anil Baijal, MoS

Gen. V.K. Singh, Gautam Gambhir, Manoj Kumar Tiwari, Ramesh Bidhuri, Parvesh Sahib Singh Verma and Hans Raj Hans.

NHLML, a SPV of NHAI, presented a plan to develop a future ready Delhi by building efficient logistics systems, creating integrated freight villages at strategic locations with hub and spoke model in & around Delhi and making the Capital greener. NHLML's plan will not only decongest Delhi but also bring huge new investment in infrastructure sector. In the process it will create sustainable employment opportunities for the youth.



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Government Emphasizes Proven Technology, Economic Viability, Availability of Raw Material and Effective Marketing are Necessary for Successful Completion of Projects



nion Minister for Road Transport and Highways Nitin Gadkari has emphasized that proven technology, economic viability, availability of raw material and effective all of these are necessary for successful completion of projects. Inaugurating Mobile Cold Mixer Cum Paver Machine & Patch Fill Machine for pothole repair by CSIR-CRRI he said most important thing in road sector is that cost of construction has to be reduced and quality of construction has to be improved. The minister said patent registration of any technology is not the end of the matter. He said till the patent is not commercialized and fully utilized it is the responsibility of the organization to do regular follow-ups and take it to

final culmination.

Gadkari said due to various reasons there is hesitancy in the system to adopt proven technology. He said total synchronization in communication, coordination and cooperation is required for implementing new systems and technologies. The Minister complimented CSIR for their design in construction of cement concrete road in Nagpur in 1997 which has not seen any potholes till date. He said all efforts should be made to use alternatives to Steel and Cement in construction of roads.

Union Minister Dr Jitendra Singh said, increasing application of Science and Technology in the Road Transport and Highways sector is adding great value to India's developmental journey. He

said, the use of affordable, sustainable and recyclable technologies in the sector is fast building the arterial network of India. He reiterated that India's ascent in coming decades will be determined through Science, Technology and Innovation.

Referring to the dedication of two equipment of 'Mobile Cold Mixer Cum Paver' for constructing black top layer using bitumen emulsion and 'Patch Fill Machine' for Pothole repair to the nation, Dr Singh said, these are the perfect examples of Atmanirbhar India as both the equipment are completely built indigenously. The Minister said, Cold Mixer and Patch Fill Machine will play a significant role in building roads and Highways in Hilly States of India, particularly in the North-Eastern Region.

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NHAI Signs Two MOUs in Lucknow to Enhance Highway Infrastructure

elebrating 'Azadi ka Amrit Mahotsav', NHAI held a two-day regional conference in Lucknow with NHAI officials and other regional stakeholders from Uttar Pradesh East & West, Uttarakhand and Bihar, NHAI also signed two significant Memorandum of Understandings (MOU) that will contribute to enhance National Highway infrastructure and will contribute to sustaining environment in Uttar Pradesh and other states. Present on the occasion were General (Dr.) V.K. Singh, PVSM, AVSM, YSM (Retd.) Minister of State for RT&H & Civil Aviation, Alka Upadhyaya, Chairperson NHAI, Manoj Kumar Singh, ACS, Govt of Uttar Pradesh.

A first of its kind MOU was signed between NHAI and State Rural Livelihood Mission, Uttar Pradesh to involve the self-help groups in taking up the plantations along the National Highways. The initiative will also be introduced in other states like Madhya Pradesh, Telangana, Uttar Pradesh, Bihar, Assam, Rajasthan, and Andhra Pradesh.

The second MOU was signed between NHAI and AMMANN India Pvt. Ltd. Both entities have collaborated to create a talent pool of highly skilled workforce, fully trained on advanced technologies in Highway construction, rehabilitation, and maintenance.

Speaking on the occasion, General (Dr.) V.K. Singh said "Azadi ka Amrit Mahotsav is a great opportunity for us to unite and realize the vision of creating a 'Atmanirbhar Bharat'. The vision of a self-reliant nation can only be fulfilled, if it has a robust

infrastructure and therefore, we have a huge responsibility to create a sustainable Highway Network. I congratulate NHAI for organising this regional conference and bringing all stakeholders onto one platform."

NHAI Chairperson Alka Upadhyaya said that "As we celebrate 'Azadi ka Amrit Mahotsav', we have expanded our horizons to have greater coordination, facilitate Ease of Doing Business and enable exchange of technology with all our stakeholders."

NHAI Chairperson
Alka Upadhyaya said
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"The objective of holding the regional conferences and signing the MOUs is to share technology and talk about things which not only improve pace of construction but also lend more quality and sustainability in our road building process." Upadhyaya added. In FY 2021-22, NHAI has registered record growth in all fields. During the year, NHAI has awarded projects for a total length of 6,306 km of projects, which is the highest length awarded by

the authority in last three years. The total Capital Cost of the projects awarded was Rs. 2.47 lakh crore. In construction also, NHAI achieved the feat of highest length of projects constructed in a financial year in last three years. In FY 2021-22, NHAI constructed a total length of 4,325 km. which is higher than the 4,218 km in FY 2020-21 and 3,979 in FY 2019-20. Capital Expenditure by NHAI for development of Highway Infrastructure reached an all-time high of over Rs. 1,68,770 crore during FY 21-22. Also, NHAI achieved the highest length of projects started (Appointed Dates declared) in a financial year. The authority started 4,331 km of projects in 2021-22. In dispute resolution, NHAI settled 60 cases for Rs. 4,076 crore against the claimed amount of Rs. 14,590 crore during FY 2021-22 with a settlement amount that was about 28 percent of the total claimed amount.

In Uttar Pradesh, NHAI has been activity working to strengthen the National Highway network. In last 8 years, NHAI has completed 31 projects of length 2,100 worth one lakh crore. Majority of these are either 4 or 6 lane highways. At present, there are about 50 National Highway projects of about 2,200 km length worth 73,000 crores, that are under implementation in the state. The authority has plans to develop another 1,800 km with a cost of about 63,000 crores in the next 3-4 years.

NHAI is committed to develop the National Highways Infrastructure at a rapid pace and envisions to provide safe, smooth, and seamless travel experience on National Highways.

"Difficulties strengthen the mind, as labor does the body." - Seneca

MoRTH Minister Inspects Start-up Products Related to Commuting and Transport Under STP (Pune)

nion Minister for Road
Transport and Highways
Nitin Gadkari said with
the help of proven
technology, economic viability,
availability of raw material and
marketing there is wide scope for the
start ups in the automobile industry.
Use of electric vehicles in the county is
increasing and Pune has the potential
to become transport hub for these
vehicles.

Gadkari inspected a selection of startup products related to transport and commuting at a special interactive function organised by Science and Technology Park, Pune. Gadkari also conducted virtual inauguration of Green Joules – a Start-Up under STP (Pune) for converting agro industrial waste into useable diesel fuel.

Speaking on the occasion the Union Minister said that the new technology with use of Ethanol, and other bio fuels are cost effective, pollution free, substitutes for imports. Automobile Industry is growing in the country. Almost all the reputed brands are present. The major manufacturers want to export their products from India. This industry has huge potential and can offer major job opportunities in the country, he added.

He further added that there is a need to focus on research and start-ups as per the local needs. He also emphasized the need for coordination, cooperation and communication about the new technology with in the various government departments. The Minister further said that we have to think about viable alternatives to

imports and alternative fuels for the growth of the country.

Dr. Anita Gupta, Adviser and Head Nation Science and Technology Entrepreneurship Development Board, Dept. Of Science and Technology, Govt. of India said, "Inducting entrepreneurship in startups is one of the main objectives of DST and we are working closely with aspiring innovators to help them see their projects become reality".

Dilip Band, President of the Board of Science and Technology Park; Pratap Pawar, Chairman Sakal Media Group

Dilip Band, President
of the Board of Science
and Technology Park;
Pratap Pawar,
Chairman Sakal
Media Group and Vice
President of the Board
of Science and
Technology Park, Dr.
Rajendra Jagdale,
Director General
and CEO of STP (Pune)
and other dignitaries
were also present

and Vice President of the Board of Science and Technology Park, Dr. Rajendra Jagdale, Director General and CEO of STP (Pune) and other dignitaries were also present.

Scitech Park, established in 1986, is promoted by the Ministry of Science and Technology, Government of India.

It acts as a bridge between Industry – Research – Academia; to promote S & T innovations and entrepreneurship.

STP (Pune) provides all support and services needed by entrepreneurs and start-ups including (i) coaching and mentoring in IPR, technology management, strategic planning, business development, financial modeling, accounting, HR etc. and (ii) physical infrastructure like prototyping facility, small manufacturing setups, shared R&D facilities, co-working spaces etc.

STP also conducts training programmes in entrepreneurships, provides sustenance grants to early innovators, prototyping grants and seed funds to startups; mainly extended by DST and recently received from DPIIT. So far, 168 startups are supported by Scitech Park; and 81 start-ups are funded with nearly Rs. 13 Cr (Approx. 1.75 M USD) in sectors such as electric mobility, waste processing, renewable energy, pollution control, health & diagnostics, education, energy efficient devices, green building materials etc.

START-UP Products displayed at the event:

- Fuel from Agri Industrial Waste by Greenjoules Pvt Ltd and Manufacturing Plant
- Plastic & Thermocol to Fuel & Paint by G D Environmental Pvt Ltd
- Electric Gypsy Retrofit Kit by Pixy Electric Cars Pvt Ltd
- Electric Scooter for Last Mile Delivery by Ashnni Motors Pvt Ltd
- Electric Sowing Implement by RowbotixAgtech Pvt Ltd

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Amritsar-Jamnagar Greenfield Corridor to be Completed by September 2023



nion Minister for Road
Transport and Highways
Nitin Gadkari has said
the Amritsar-Jamnagar
Greenfield corridor, one
of the most important Greenfield
corridors being developed by NHAI,
is being constructed in a full capacity.
He said the complete corridor is
targeted to be completed by
September 2023. In a series of tweets
Shri Gadkari informed especially,
Bikaner to Jodhpur section of 277 km
is targeted to be completed and opened
to public by the end of this year.

The Minister said the flagship 1,224 km long Amritsar - Bhatinda - Jamnagar Corridor is being developed at a total capital cost of Rs 26,000 Crore and will connect the economic towns of Amritsar, Bhatinda, Sangaria, Bikaner, Sanchore, Samakhiyali and Jamnagar across the four states of Punjab, Haryana, Rajasthan and Gujarat. He said under the leadership of Prime Minister Shri Narendra Modi with the construction of Greenfield corridors, we are

committed to the development of infrastructure in the country.

Gadkari said the corridor will connect the northern industrial and agricultural centres of the country with the key ports of western India like Jamnagar and Kandla. This will help boost the industrial revolution connecting industrial belt of Baddi, Bhatinda and Ludhiana through spurs and the state of Jammu and Kashmir through Delhi Amritsar – Katra Expressway, he added. The Minister said the trans-Rajasthan corridor will significantly reduce the transit time and logistics cost to fuel, will help to stand tall in the competitive global export marketplace.

Further, Travelling between Ghaziabad and Kanpur could soon be a breeze, reported HT Auto. The Centre has approved a new expressway connecting the two industrial cities of Uttar Pradesh which promises to reduce travel time by half. The upcoming Ghaziabad-Kanpur Greenfield Economic Corridor will have a length of around 380 kms. It will reduce the travel time between the two cities to three hours.

The Ghaziabad-Kanpur Greenfield Corridor will pass through nine districts, which include Ghaziabad, Hapur, Bulandshahr, Aligarh, Kasganj, Farrukhabad, Kannauj, Unnao and Kanpur. Currently it takes around six hours for commuters plying on the Yamuna Expressway connecting Kanpur and Ghaziabad, while those traveling on NH-9 take at least eight hours.

A senior NHAI official was quoted saying, "In September 2019, Union Road Transport and Highways Minister Nitin Gadkari announced an economic corridor connecting Ghaziabad with Kanpur. The idea was to cut down on travel time between the two industrial cities. On Thursday last week, the ministry gave its approval for the corridor. It is likely to be completed by the year 2025. The length of this Ghaziabad-Kanpur greenfield corridor will be 380 km."

According to the plan, the upcoming greenfield corridor will be a four-lane expressway. It will be extended to six lanes on culverts and underpasses. In future, land will be set aside to widen it to eight lanes.

Industrialist and former vice president of Ghaziabad Industries Federation SK Maheshwari said, "It will bring unprecedented economic benefits. The corridor will reduce travel time and cost. Which will have a huge impact on our profits. Ideally this highway should have been constructed 30 years ago."

The new Ghaziabad-Kanpur Greenfield Economic Corridor will add to Uttar Pradesh's impressive list of highways and expressways connecting several parts of the state. Besides the Yamuna Expressway, the state boasts of high-speed expressways like Delhi-Meerut Expressway, Taj Expressway connecting Agra and Lucknow, Purvanchal Expressway among several other upcoming ones.



Emerging Mega Technology Trends that Drive Auto Industry to the Future

echnology has always shaped human lives, especially in the modern times. Some of the mega technology trends are expected to govern the careers, jobs and even lives of people globally. It would be judicious to take a close look at these emerging new technologies to successfully tide over the big waves, before they engulf us. Many of them are specifically pertinent to the automotive industry. ET Auto discussed some of these technologies below:

Connected Autonomous Shared Electric (CASE) is not just the buzzword to describe how the future of mobility would shape up, it clearly indicates that the mobility would look much beyond the conventional automotive development. It indicates that there is a shift of focus from how the vehicles are designed to how the mobility solutions should be developed. It takes a deep dive into the technologies that are more focussed on energy, sustainability, and environment.

Towards mitigating the fastdeteriorating ambient air quality and depleting fossil fuel reserves, electric mobility is often seen as a saviour technology. It is quite relevant for urban areas, where charging infrastructure could be packaged with other facilities/ utilities. The major challenges for fast penetration of Emobility are efficient electric energy storage (on-board as well as offline), distribution in usable form (DC with appropriate power) and optimum utilization (for meeting precise mobility needs).

Future technology development should focus on local design and manufacturing of battery cells and BMS to specifically suit Indian requirements, thermal management and higher power density for better performance, possibilities of safe fast charging options, reduced cost of ownership (as compared to conventional counterparts) and better user interfaces.

The technological breakthrough is expected to come with the alternative battery chemistry and availability of green electricity. Hydrogen is rightfully described as the fuel for the future. Green hydrogen generation techniques are emerging and need to be scaled up to meet the future requirements.

Electrification of certain vehicle categories like 2-wheelers, 3-wheelers and buses (city public transport as well as small intercity travels) being more relevant, impactful and feasible, vehicle technologies are getting matured in these categories. In the case of passenger cars, the electrification of personalized vehicles still needs a greater impetus, although the technologies are most matured in this segment. India further needs to address long haul transportation (goods and passenger), special applications, agriculture and off highway vehicles, rural transportation and other ICE dominated categories.

Thus, there is a great opportunity for more efficient ICE powertrain migration to green fuel options such as biofuels, methanol, LNG, CNG/ CBG etc. to meet specific challenges. The petrol and diesel-based ICEs must continue to serve the mobility needs with more efficient and cleaner combustion processes, to meet post-BSVI emission regulations, which is a challenge in itself.

Progressive push in the emission and fuel efficiency regulations have made a great impact on technology deployment. BSVI already offers a good clean-up strategy. In addition, further tightening of Fuel Efficiency norms, Real Drive Emission (RDE) conformity factors and tightening of test duty cycle are expected to bring further step improvement, thereby demanding higher level of technology in close control of powertrain under varied load conditions.

Transportation sector is one of the significant contributors of atmospheric pollution. Several factors in the ecosystem contribute directly or indirectly towards this undesirable effect. Hence just a single-sided approach of tightening emission regulations for new vehicles would not yield desired results. For continued compliance during the entire duty cycle of the vehicles through better control of in-use vehicles would be the key. At the time of vehicle design, this important aspect would be the future technology challenge in the Indian context, where user interventions, fuel quality control and non-standardised road infrastructure are integral parts of the duty cycle.

India's annual accident data and its trend over the past few years are alarming. Despite the promulgation of safety regulations at regular intervals and the designing of vehicles in compliance with all such mandatory standards (related to Active safety, Passive safety and General safety), the accidents keep happening and precious lives are lost in large numbers on Indian roads (about 1.5 lakh deaths per year from about 5 lakh road accidents). There is a clear trend to improve vehicular safety by enhancing driver assist systems, new and stringent requirements related to direct/ indirect vision, crash compatibility, and many more. Having achieved considerable occupant safety with passive safety devices, there is a significant shift to active safety, thereby avoiding accidents.

India must however critically plan and draw up a strategy for future safer



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mobility. Like several other developed countries like Sweden, India is actively discussing to adopt Vision Zero. It would mean that no person would die on Indian roads due to road accidents. Towards achieving this vision, several safety technologies, including behavioral sciences, would be integrated.

The world has started taking "circular economy" much more seriously. Indiscriminate "use and throw" habits need to be curtailed. According to World Economic Forum, "A circular economy is an industrial system that is restorative or regenerative by intention and design. It replaces the end-of-life concept with restoration. shifts towards the use of renewable energy, eliminates the use of toxic chemicals, which impair reuse and return to the biosphere, and aims for the elimination of waste through the superior design of materials, products, systems, and business models."

In fact, a circular economy is based on the idea that there is no such thing as waste. In order to achieve this, products are designed to last (good quality materials are used) and optimized for a cycle of disassembly and reuse that will make it easier to handle and transform or renew them.

In the recent times for mobility sector, the circularity of economy has predominantly influenced the vehicle designs, manufacturing processes, use of critical materials and performance guaranty over the useful life of the vehicle. The future technology focus would be to design materials and processes that would offer opportunity for greater recovery of useful materials in a much more efficient and cost-effective manner.

Some major technology breakthroughs would be needed in establishing material recovery and recycling processes for spent Li-ion batteries, rubber products, foams and synthetic plastics, steel aluminium composites, precious metal coatings from catalytic convertors and other very specific components that would get designed to meet stringent

emission, safety and performance norms.

Industry 4.0 is all about cyberphysical systems and using technology to dramatically change our world. It may have begun in the manufacturing world where sensors and smart machines facilitated production, but it is now impacting nearly every industry, from healthcare to entertainment to energy and more. The opportunities are extraordinary in this next phase of our global economy. Industry 4.0 has full potential for faster manufacturing procedures, better margins, lower costs, optimizing processes, connected data, decisions made based on data and the list is endless! However, multiple legacy systems can hinder fast progress and bring in its own set of challenges. How companies truly maximize the power of Artificial Intelligence, Machine Learning, , and data analytics - all combined with deep domain expertise will prove to be critical in the age of Industry 4.0.

Industry 4.0 currently is focusing on the ongoing automation advancement of traditional manufacturing and industrial practices, using modern smart technologies.

Power of Data is the basis of spinning business processes into digitalization, analytics, automation, and machine learning. This generates great opportunities for data scientists, robotics experts, manufacturing experts having analytical minds and such. Women will find that Industry 4.0 is a fertile ground to create new careers.

The next generation technology trends include Virtual Reality (VR), Augmented Reality (AR), and Extended Reality (ER). VR immerses the user in an environment while AR enhances their environment. Although this technology trend has primarily been used for gaming thus far, it has also been used for training, in simulation software (in Naval ships, Armed Force, Space crafts, etc.).

Soon we can expect these forms of technologies to be further integrated into the automotive sector in much deeper sense. AR and VR have enormous potential in training, entertainment, education, marketing, and even rehabilitation after an injury. Another promising new technology trend is Internet of Things (IoT). Many "things" are now being built with Wi-Fi connectivity; thus, they can be connected to the Internet, and to each other. Hence, the term "Internet of Things" or IoT. The Internet of Things has already enabled devices, home appliances, cars and much more to be connected to and exchange data over the Internet.

As consumers, we are already using IoT quite effectively. We can lock our doors remotely, can track energy consumption of EVs, stay hooked to the traffic monitoring systems, seek advice for vehicle maintenance, track our mobility requirements and many more. The IoT can enable better safety, surveillance, efficiency, and decisionmaking for safe and sustainable transportations in a multi-modal manner. The big advantage is quick data collection, integration in the system and immediate analysis leading to controlled action. It can enable predictive maintenance, improve customer service, and offer benefits which we have not even imagined vet. In this decade, we are just at the beginning stages of this new technology trend.

The 5th Generation technology for cellular networks (5G) is no doubt the next technology imperative in cellular network communication. 3G and 4G technologies have enabled us to browse the internet, use data driven services, increased bandwidths for streaming on digital platforms and so much more. 5G services are expected to revolutionize our lives by enabling services that rely on advanced technologies like AR and VR, alongside cloud-based gaming services. It is expected to be used in factories, HD cameras that help improve safety and traffic management, smart grid control and smart retail too.



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Allied ICD Organizes Mega Drivers' Day Celebrations On 1st May



Ms. Rupa Srivastava, Director- Finance & Admin at Allied ICD Services Ltd. talks about the importance of driving with a calm mind

llied ICD Services Ltd., an AEO Certified Custodian of ICD Durgapur, West Bengal has been celebrating Drivers' Day event on 1st of May since 2012, and this year the company celebrated its 10th anniversary of the event.

The 2-day event started with a complete health check-up of the drivers and workers on 30th April. The mega 'May Day' celebration on 1st May was attended by eminent logistics personalities from across the country. Officials of Bharat Benz, Mahindra, Eicher and Indian Oil appreciated the initiatives taken by the company to felicitate drivers and workmen, who are often neglected by

society.

Ms. Rupa Srivastava, Director-Finance & Administration at Allied ICD Services Ltd. gave an inspirational speech to the drivers and urged them to bring forward all issues to the management through a proper systematic channel. She appreciated the drivers and workmen for their dedicated efforts throughout the COVID-19 pandemic. She shared the importance of staying physically as well as mentally healthy, and to always drive with a calm mind. She thanked the dignitaries who came to the city of Durgapur from different parts of the country, to make this event a huge success.

The award ceremony aimed at recognizing drivers across a wide range of categories such as: 'Best in Communications', 'Systematic Attendance, 'Best in Vehicle Maintenance, 'Best Helper to Driver', etc. A special 'Highway Hero' award was presented to Mr. Tapeshwar Roy, a driver working in the company for over 14 years. Along with the gifts and certificate, his entire family would receive 1 month of ration on behalf of



Mr. Avishkar Srivastava, Chief Innovation Officer at Allied ICD Services Ltd. explains the award selection process

the company. Mr. Avishkar Srivastava, Chief Innovation Officer at Allied ICD Services Ltd. shared the award selection process and mentioned that the winners were selected after



Mr. Tapeshwar Ray, a driver working at Allied ICD Services Ltd. for over 12 years wins the 'AISL Highway Hero' award

45 days of data analysis. The process included quantitative data analysis using the cloud software, as well as qualitative feedback from not just the managers, but also executive, associates and workmen.

The event was attended by over 500 guests, many of whom visited the

city of Durgapur for the first time. The award winners got the opportunity to share the stage with our Director & for 3 years in a row and has been recognized by EXIM India for 'Best Practices in Driver Management' in



All the award winners got an opportunity to share the stage with Director & CEO of Allied ICD Services Ltd., Mr. Pramod Kumar Srivastava for a group photo

CEO, Mr. Pramod Kumar Srivastava for a group photo.

Allied ICD Services Ltd. is a 'Great Place to Work' certified organization

the year 2020. ICD Durgapur has been operational for over 15 years and provides complete international logistics solutions to the trade.



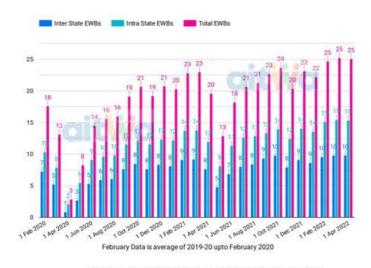


Eway Bill Dashboard

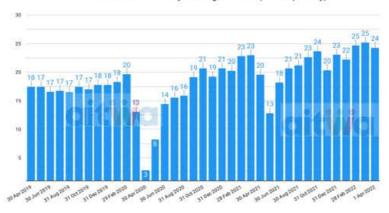


Last updated on 5th May 2022 | Data as on 30th April 2022

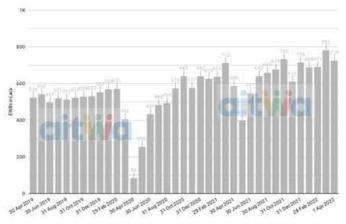
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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





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Carrier's Legal Liability Insurance V/s

Transit Insurance/Marine Insurance

enerally, the people of transport fraternity are c on f u s e d w h i c h insurance product, they should purchase: Carrier's Legal Liability or Transit Insurance. Some think The Carrier's Legal Liability is substitute of Transit Insurance.

Are both substitute to each other or have different coverages? Let us see.

Sometimes due to lack of knowledge and awareness they purchase Carrier's Leal Liability Policy (whereas their real need is Transit Insurance) and think they are safe and fully protected but they are not.

As you know the Carrier's Legal Liability policy in India is not as popular as truck insurance, health Insurance or life insurance. There is very little knowledge about Carrier's Legal Liability Insurance. Even the agents and brokers who have been working in insurance industry for decades don't have enough knowledge to properly guide their clients about Carriers Legal Liability Insurance.

What is generally covered under Carriers Legal Liability Insurance?

The insurer will reimburse you all sums which you become legally liable to pay resulting from an Occurrence happening during the Period of insurance and arising out of Your insured operations for:

Physical loss or damage to Cargo and for Consequential loss resulting from such loss or damage.

Liability to third parties, for property damage due to Physical loss or damage to property of any Third-Party including ships, locomotives, rolling stock and equipment and any Consequential loss, loss of use, delay or Demurrage resulting from such physical loss or damage.

In policy wordings it seems that all risks are covered under the Carrier's Legal Liability policy but this is not true.

Actually, this policy protects you against the perils for which you are actually liable as per Carriage by Road Act 2007. This policy does not cover the perils which fall under Section 17 of Carriage by Road Act 2007.

Section 17 Carriage by Road Act 2007, Save as otherwise provided in this Act, a common carrier shall be responsible for the loss, destruction, damage or deterioration in transit or non-delivery of any consignment entrusted to him for carriage, arising from any cause except the following, namely:

- (a) act of God;
- (b) act of war or public enemy;
- (c) riots and civil commotion;
- (d) arrest, restraint or seizure under legal process;
- (e) order or restriction or prohibition imposed by the Central Government or a State Government or by an officer or authority subordinate to the Central Government or a State Government authorised by it in this behalf.

If in the claim of cargo, the peril mentioned in Section 17 of Carriage by Road Act such as cargo damaged in "riot" is involved, the carrier cannot be held liable for cargo damage. Hence this cargo claim will not be recoverable under Carrier's Legal

Liability Policy.

From the aforesaid example, it is clear that the CLL does not protect the cargos fully. This is a legal aspect of CLL but if we talk about practical aspect, the cargo of a party which has not taken transit insurance, is damaged when it was under custody and control of the carrier, he will deduct claim amount from the freight bills of the carrier. As a carrier, you are service provider and are at receiving end, hence you are not in a position to resist. Now in case of cargo damaged by rioters, as a career, you are not liable as the peril "riot" comes under purview of section 17 of Carriage by Road Act 2007, but your party will not accept your argument and detect claim money from your freight bills. So now, it is clear that Carrier's Legal Liability policy has its limitations and only covers Perils, for which the carriers are liable as per Carriage by Road Act 2007.

At one hand the CLL covers limited perils but on the other hand Transit Insurance (ITC-A, all risk policy) covers cargo damage or loss due to any peril subject to certain terms and conditions.

So, transit Insurance provides better protection in comparison to CLL Insurance. Now a days the carriers can also take transit insurance in their own name if cargo owner does not have transit policy for his cargos. Some people argue, how can the carriers take transit insurance in his own name when he is not the owner of goods and does not have Insurable Interest in subject matter of Insurance? The

Argument is correct, you can not take insurance for the cargos of others. But now a days there is agreement in between carriers and cargo owners in which the cargo owner put condition that if the loss occurred when the cargo

is in the custody of the carrier, they will deduct full claim value from his freight bills and they do.

In this situation when cargo owner debits every claim amount from the freight bills of carrier, indirectly now the carrier are owners of the cargo which they carry. So, they can protect themselves by taking Transit Insurance on their own names.

For better understanding I am giving you comparative table: -

Peril	Coverage Under CLL	Coverage Under Transit Insurance
Act of God (like flood, lightening, rock slide, landslide etc.)	Not covered	Covered
Strike, Riots, Civil Commotion	Not covered	Covered
Perils mentioned in section 17 of Carriage by Road Act 2007	Not covered	Covered
Fire (other than lightening)	Covered	Covered
Accidental Damage	Covered	Covered
Leakage/Breakage	In basic policy not covered, in wider policy it is covered	Covered
Theft/Non-Delivery	Generally covered except the driver or employee on the role of carrier are not involved in theft or non-delivery.	Generally covered except the driver or employee on the role of carrier are not involved, if the policy is in the name of transporter. If policy in the name of cargo owner, these perils are covered.
Hijacking of truck	Generally covered except the driver or employee on the role of carrier are not involved in this crime.	Generally covered except the driver or employee on the role of carrier are not involved in this crime, if the policy is in the name of transporter. If policy is in the name of cargo owner, these perils are covered.

So, from aforesaid table it is clear that Transit Insurance gives more protection than Carriers Legal liability Insurance.

Precautions

As you know the policy wording of transit insurance and CLL are very complex, hence following precautions should be taken before purchasing insurance policies: -

Transit Policy/Marine Policy

- Ask about deductible (Excess), if the deductibles are high, ask your agent to minimize it as low as possible.
- While taking Transit Insurance read all warrantees which to be attached with the policy carefully.

- 3. Look at coverage under policy (whether this is ITC-A, ITC-B or ITC-C)
- 4. Purchase transit insurance from those agents who have great knowledge about claims and ask them their experience about insurance claims.
- 5. Do enquiry whether transit policy which is being taken in the name of the carrier can be able to recover 100% of claim money or 75% to 90% of claim value will be paid. Generally, insurers put condition for 75% to 90% settlement in their policies. Only few agents or brokers can negotiate Insurance company to provide 100%

claim to the transporters under Transit Insurance otherwise they only pay 75% to 90 % of claim value

 Ask your agents or brokers about the insurance company from which they will provide you insurance and check the reputation of insurance company before purchasing.

Carrier Legal Liability policy

- Apart from looking at policy coverage, warrantees, deductibles, also enquire about whether hired vehicles are covered under the policy or not.
- Whether the policy covers the vehicles which have Third Party Insurance or the vehicles having

comprehensive insurance are only covered under the policy. Generally Public Sector Insurance Companies (United India, New India, Oriental and National Insurance) have condition and do not cover the trucks which have Third Party Insurance.

- 3. Ask your agents and brokers what support insurance company provides at the time of claim if the matter goes in the court of law. Whether they will appoint advocates for you or come into the picture only once the carrier loses the Court Case and award comes.
- 4. Ask you agents and brokers how many claims so far have paid by their insurance company under CLL policy. As per my understanding, under CLL policy the insurance companies only collect premiums and do not give any claims. I know only few insurance companies try to settle the claim amicably and provide legal support to the carriers. Purchase CLL only from those companies which can provide you legal support from the beginning.
- 5. Purchase Carriers Legal Liability

Insurance from those agents who have great knowledge about claim settlement process for CLL and ask them their experience about claims under CLL policy. The agents and brokers who have good knowledge of this product can help you in a better way.

Benefit of Carriers Legal Liability (CLL) Policy

- 1. No need to give any recovery under subrogation rights to any recovery agents
- 2. You enjoy full protection even if cargo insurer drags you in the Court of Law for recovery
- 3. You are also entitled for defence cost and other cost; you spend to save the cargo or to minimise the further loss of cargo.
- Some parties, especially MNC will not offer work order if you do not have Carriers Legal Liability Insurance.
- You are also protected if cargo insurer rejects the claim of your party where you are legally liable to pay.
- 6. My Suggestion

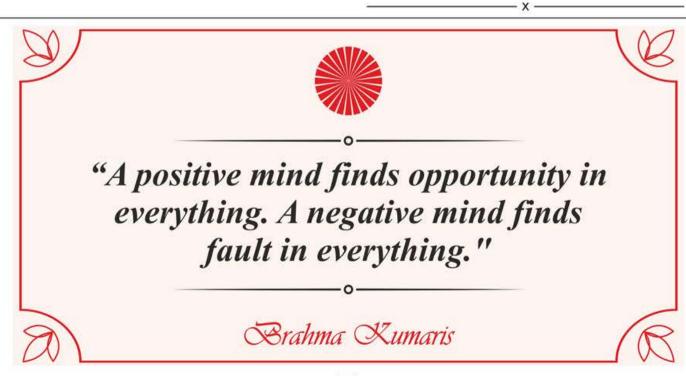
Both the policies are different and have different type of coverages

- For Uninsured Cargo, you should take transit insurance as CLL will not protect you fully.
- 2. If you carry 100% Insured Cargo, The CLL can serve the purpose as CLL works best for insured cargos.
- 3. If you carry Insured as well as Uninsured Cargos, you should take both policies, CLL for Insured Cargos and Transit Insurance for Uninsured Cargos

About Author,

Abad Khan

Mr. Abad Khan, a graduate from Delhi University has also done his post graduate diploma (FIII) from Insurance Institute of India. He has more than 20 years' experience dealing in corporate/Transporters insurance policies, risk management services to corporates and all kind of Insurance Claims PAN India under the Name: (BimaSathi from AK Insurance Marketing Pyt Ltd., -www.bimasathi.in)





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AITWA Delegation Met Kiren Rijiju, Minister for Law & Justice on May 5, 2022

senior team of All India Transporters' Welfare Association (AITWA) under the leadership of Sh. Ramesh Agarwal, National President met honorable Law & Justice Minister Mr Kiren Rijiju on May 5, 2022 and highlighted issues of robbery & loot on highways, late release of goods & vehicles in case the driver is caught with narcotics (without the knowledge of transporter and truck owner). The delegation also emphasised on abolition of local security demand to release impounded vehicle and goods.

The honorable minister heard the issues patiently and assured to take up the matter with the concerned authorities to resolve.

The team also proposed the probable solutions for all the issues. Here's what AITWA members suggested:

For Highway Robberies & Loot cases:

- · To provide police patrolling
- · Barricade on exits
- · To check the places to escape

For Release of Impounded Vehicle and Goods:

- Should remove the old systems of local security
- Issue guidelines to concerned authorities to accept Indemnity bonds as like the states of Delhi & Madhya Pradesh or security of a national permit Truck

For Catching Driver in possession of narcotics or contraband goods:

To release the Goods and seized vehicle without any delay





 Why should the driver get bail but vehicle & other goods are stuck, take strict action against the defaulted driver AITWA is committed to follow Indian laws and will go to any extend to safeguard Indian constitution now and ever after.

- X







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Kashmiri Gate	1	1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	4	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	1	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	ī	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	1	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar		1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	ě	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	1	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	100	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	9	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	į.	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	1	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	1	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	100	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	1	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	3	"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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भारतीय राष्ट्रीय राजमार्ग प्राधिकरण-एनएचएआई ने लखनऊ और कोलकाता में क्षेत्रीय सम्मेलन के साथ 'आजादी का अमृत महोत्सव' मनाया



'आजादी का अमृत महोत्सव' का समारोह मनाते हुए एनएचएआई की अध्यक्ष अलका उपाध्याय ने लखनऊ में क्षेत्रीय अधिकारियों के दो दिवसीय सम्मेलन का उद्घाटन किया। 5-6 मई, 2022 को आयोजित यह अपनी तरह की प्रथम पहल है जो ज्ञान, उपलब्धियों तथा चुनौतियों को साझा करने के लिए एक समान मंच पर एनएचएआई के अधिकारियों और पूर्वी तथा पश्चिमी उत्तर प्रदेश, उत्तराखंड एवं बिहार के अन्य हितधारकों को एक साथ लाती है। आजादी का अमृत महोत्सव समारोहों के हिस्से के रूप में देश के विभिन्न क्षेत्रों में इसी प्रकार के और अधिक सम्मेलन आयोजित किए जाएंगे।

परियोजना की समीक्षाओं के अतिरिक्त, इस दो दिवसीय सम्मेलन में अध्यक्ष के साथ एनएचएआई के क्षेत्रीय अधिकारियों और परियोजना निदेशकों की मुक्त चर्चा के लिए एक ओपेन हाउस का भी आयोजन किया गया। 'व्यवसाय करने की सुगमता' में सुधार लाने पर एक सत्र भी आयोजित किया गया तथा 'निर्माण उपकरण और प्रौद्योगिकी' पर एक ज्ञान साझा करने वाले सत्र का भी आयोजन किया गया।

यह सम्मेलन सड़क परिवहन एवं राजमार्ग तथा नागरिक उड्डयन राज्य मंत्री जनरल (सेवानिवृत्त) वी के सिंह के संबोधन के साथ 6 मई 2022 को संपन्न हुआ।

'आजादी का अमृत महोत्सव' मनाते हुए, भारतीय राष्ट्रीय राजमार्ग

प्राधिकरण-एनएचएआई की अध्यक्ष अलका उपाध्याय ने कोलकाता में क्षेत्रीय अधिकारियों के दो दिवसीय सम्मेलन का उद्घाटन किया। जानकारी, उपलब्धियों और चुनौतियों को साझा करने के लिए भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के अधिकारियों और पश्चिम बंगाल, झारखंड, ओडिशा और असम के क्षेत्रीय हितधारकों को एक मंच पर लाने के लिए यह अपनी तरह की अनूठी पहल है।

सम्मेलन में परियोजना की समीक्षा के अलावा, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण की अध्यक्ष के साथ क्षेत्रीय अधिकारियों और परियोजना निदेशकों की मुक्त और खुली चर्चा के लिए एक 'ओपन हाउस' सत्र का भी आयोजन किया गया। ''एक पुल निर्माण के सर्वोत्तम तरीके'' पर एक दूसरे की जानकारी का उपयोग करने के लिए एक सत्र भी आयोजित किया गया था।

आजादी का अमृत महोत्सव के अंतर्गत देश के विभिन्न क्षेत्रों में इस तरह के और सम्मेलन आयोजित किए जाएंगे, जो आजादी के 75 वर्ष पूरे होने के अवसर पर अपने लोगों, संस्कृति और उपलब्धियों के गौरवशाली इतिहास का स्मरण करने और उत्सव मनाने के लिए भारत सरकार की पहल है।

एनएचएआई ने वित्त वर्ष 2021-22 में कुल मिलाकर सभी क्षेत्रों में रिकॉर्ड वृद्धि दर्ज की है। वर्ष के दौरान, एनएचएआई ने पूरे देश में कुल 6,306 किलोमीटर की परियोजनाएं प्रदान की हैं, जो पिछले तीन वर्षों में प्राधिकरण द्वारा प्रदान की गई सबसे अधिक लंबाई की सड़कें हैं। निर्माण में भी, एनएचएआई ने कुल 4,325 किलोमीटर लंबी सड़कें

निर्मित की हैं और पिछले तीन वर्षों में किसी भी एक वित्तीय वर्ष में निर्मित परियोजनाओं की अधिकतम दूरी की सड़कें बनाने की उपलब्धि प्राप्त की है। वित्त वर्ष 2021-22 के दौरान 1,68,770 करोड़ रुपये की लागत के साथ राजमार्ग के बुनियादी ढांचे के विकास के लिए एनएचएआई द्वारा पूंजीगत व्यय अब तक के उच्चतम स्तर पर पहुंच गया है।

एनएचएआई भारतमाला परियोजना को भी लागू कर रहा

है, जो भारत का अब तक का सबसे बड़ा राजमार्ग बुनियादी ढांचा कार्यक्रम है, जिसमें 34,800 किलोमीटर के राष्ट्रीय राजमार्ग गिलयारों का विकास 5.35 लाख करोड़ रुपये के निवेश से किया गया है। 22 ग्रीनफील्ड एक्सप्रेसवे और प्रवेश-नियंत्रित कॉरिडोर को भारतमाला परियोजना के हिस्से के रूप में विकसित किया जाएगा, जिसकी लंबाई 8,400 किलोमीटर और 3.6 लाख करोड़ रुपये इसकी पंजीगत लागत है।

इसका उद्देश्य सिर्फ विकासशील राजमार्गों से अलग हटकर देखना है और इसमें बुनियादी ढांचे की रूपरेखा का समग्र और एकीकृत विकास शामिल है। 'पीएम गति शक्ति' जैसी पहल – मल्टी-मोडल कनेक्टिविटी के लिए राष्ट्रीय मास्टर प्लान, विभिन्न मंत्रालयों और राज्य सरकारों की बुनियादी ढांचा योजनाओं को एक

साथ लाता है। इसके अलावा, देश के लॉजिस्टिक्स बुनियादी ढांचे को मजबूत करने के लिए, एनएचएआई द्वारा राष्ट्रीय राजमार्ग लॉजिस्टिक्स प्रबंधन लिमिटेड (एनएचएलएमएल) के माध्यम से एनएचएआई के 100 प्रतिशत स्वामित्व वाले एसपीवी के माध्यम से 35 मल्टी-मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) विकसित किए जा रहे हैं।

पर्वतमाला, राष्ट्रीय रोपवे विकास कार्यक्रम हिमाचल प्रदेश, उत्तराखंड,

जम्मू-कश्मीर और पूर्वोत्तर के पहाड़ी क्षेत्रों में अंतिम स्थान पर सम्पर्क की सुविधा प्रदान करेगा और पर्यटन और परिवहन का विकास करेगा।

पश्चिम बंगाल राज्य में, एनएचएआई ने अब तक कुल 1,201



पश्चिम बंगाल राज्य में,
एनएचएआई ने अब तक
कुल 1,201 किलोमीटर
लम्बे सड़क नेटवर्क का
निर्माण किया है। वर्तमान
में 356 किलोमीटर
लम्बी परियोजनाओं का
निर्माण कार्य जारी है।
चालू परियोजनाओं की
कुल लागत 13,570
करोड़ रुपये है।

किलोमीटर लम्बे सड़क नेटवर्क का निर्माण किया है। वर्तमान में 356 किलोमीटर लम्बी परियोजनाओं का निर्माण कार्य जारी है। चालू परियोजनाओं की कुल लागत 13,570 करोड़ रुपये है।

एनएचएआई वित्त वर्ष 2022-23 में पश्चिम बंगाल में 25,000 करोड़ रुपये की 270 किलोमीटर लम्बाई की

परियोजनाओं को प्रदान करने की भी योजना बना रहा है, जो न केवल राज्य के भीतर सम्पर्क सुविधा में सुधार करेगा बल्कि अर्थव्यवस्था को भी बढ़ावा देगा।

एनएचएआई न केवल विश्व स्तर के राष्ट्रीय राजमार्गों का निर्माण कर रहा है बल्कि दुर्घटना मुक्त राष्ट्रीय राजमार्गों के निर्माण में भी गहरी रुचि ले रहा है। राजमार्ग दुर्घटनाओं को कम करने के लिए, कुछ हिस्सों को जीरो फैटलिटी कॉरिडोर के रूप में अपनाया गया है। पश्चिम बंगाल में एनएच-2 का बराकर से पानागढ़ खंड उनमें से एक है। एनएचएआई पश्चिम बंगाल सरकार के पुलिस विभाग के साथ निर्माण के दौरान ब्लैक स्पॉट (उच्च दुर्घटना वाले स्थान) की भी पहचान कर रहा है और ऐसे 459 ब्लैक स्पॉट की पहचान की गई है। इनमें से 301 ब्लैक

स्पॉट को दीर्घकालिक सुधारात्मक उपायों को लागू करके सुरक्षित बनाया गया है, जबकि 146 ब्लैक स्पॉट पर कार्य प्रगति पर है। ऐसी अन्य जगहों पर जल्द ही सुधार का काम शुरू होगा।

एनएचएआई राष्ट्रीय राजमार्गे बुनियादी ढांचे को तीव्र गति से विकसित करने और राष्ट्रीय राजमार्गों पर सुरक्षित, सुगम और निर्बाध यात्रा की सुविधा प्रदान करने के लिए प्रतिबद्ध है।

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT

_				Freight (
S.	Airport	17.7	The Mon			Period Apr	
no.		Mar	Mar	%	2021-22	2020-21	
7.1	16.7-4	2022	2021	Change			Change
(A)	15 International	Airports				-	
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	25.9
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	nal Airpoi					
16	Ahmedabad	8387	6894	21.7	90634	60749	49.2
17	Lucknow	1416	1149	23.2	14942	9968	49.2
18	The state of the s	354	292	21.2	3521	2186	-
	Mangalore		The second secon		21858		61.1
19	Guwahati	1830	2070	-11.6		15951	37.0
20	Jaipur Trivon drawa	1384	1332	3.9	14180 16579	12204	16.2
	Trivandrum	14701	1280 13017	12.9	161714	14799	12.0
Tota				12.9	101/14	115857	39.6
	7 JV Internation	ai Airport					
22	Delhi (DIAL)	80461	80815	-0.4	924343		25.3
23	Mumbai (MIAL)	69278	70527	-1.8	770953		
24	Bangalore (BIAL)	36109	34423	4.9	411550	326672	26.0
25	Hyderabad (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		
28	Kannur (KIAL)	377	0	55.0	1559	0,20	
Tota		205176	203091	1.0	2311650		
	1 ST Govt./Pvt.			1.0	2311030	1011300	24.62
			~		10.0		
29	Shirdi	37	0	- 4	38	0	-
Tota		37	0	-	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		5075	4967	
		94		-33.0		776	2.2
38 39	Aurangabad	and the same of the same of	107	-12.1	841		8.4
	Gaya	0		2.0	0	72000	12.2
Tota	60 Domastis A:	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
42	Jammu	123	106	16.0	1483	936	
43	Dehradun	73	8		655	62	
44	Agartala	294	259	13.5	3505	2002	75.1
45	Gorakhpur	0	0	-	0	0	-
46	Bhopal	207	263	-21.3	2113	1454	45.3
47	Udaipur	18	0		130	3	
48	Dibrugarh	87	76	14.5	1014	738	37.4
49	Prayagraj	0	0	- 11.2	0	0	
50	Leh	398	279	42.7	2976	2370	25.6
51	Jodhpur	0	0	74.1	0	2370	23.0
52	Vadodara	128	471	-72.8	1212	2494	-51.4
		109	68		828		
53	Silchar			60.3		601	37.8
54	Belgaum Rajahmundry	1	6	-83.3	35	6	-
P P	LK 919hmmm/frv	1	0		9	0	-
55				70.0	30	4.00	22.1
55 56 57	Jharsuguda Darbhanga	4	8	-50.0	38 96	49	-22.4

S.	Airport		The Mon		For The	Period Apr	ril To Ma
no.		Mar 2022	Mar 2021	% Change	2021-22	2020-21	% Change
(F)	69 Domestic Air						
58	Rajkot	47	31	51.6	255	73	
59	Jabalpur	0	0	7.5	0	0	
60	Tuticorin	0	0	22.2	45	67	-32.
61	Hubli	139	38	-33.3	1054	67 255	-32.
62	Dimapur	0	0		1034	233	
64	Gaggal (Kangra) Kishangarh	0	0		0	0	
65	Mysore	0	0		0	0	-
66	Kolhapur	0	0		0	Ü	
67	Kandla	0	0	(4)	0	0	
68	Gwalior	0	0	1.4	0	0	
69	Kanpur (Chakeri)	12	31	-61.3	200	123	62
70	Kalaburgi	0	0		0	0	110.00
71	Juhu	31	17	82.4	257	145	77
72	Cuddapah	0	0	(8)	0	0	
73	Jaisalmer	0	0	5.53	0	0	
74	Jorhat	3	1	- 25.	13	24	-45
75	Bikaner	0	0	3.5	0	0	
76	Jamnagar	0	0	7.5	0	0	
77	Salem	0	0	- 2	0	0	
78 79	Diu	0	0		0	0	
80	Porbandar Adampur (Jalandhar)	0	0	- 2	0	0	
31	Bhui	0	0	- 12	0	0	
82	Hindon	ő	0		0	Ü	
83	Pantnagar	0	0	55	0	0	
84	Lakhimpur (Lilabari)	T	0		6	0	
35	Pakyong	0	0	540	0	0	
36	Bhavnagar	0	0	(4)	0	0	
37	Pathankot	0	0	(*)	0	0	
88	Bhuntar	0	0	(#)	0	0	
89	Ludhiana	0	0	1,71	0	0	
90	Agatti	4	5	-20.0	102	6	
91	Jalgaon	0	0	3.5	0	0	
92	Barapani (Shillong)	0	0	- 7	0	0	
93	Bilaspur	0	0	3.5%	0	0	
94	Tezpur	0	0	9.53	0	0	_
96	Agra Baareilly	0	0	574	0	ő	
97	Hyderabad (Begampet)	0	0	12	0	0	
98	Shimla	0	0	123	0	0	
99	Khajuraho	0	0	24	0	0	
	Pondicherry	0	0	343	0	0	
101	Bhatinda	0	0	141	0	0	
102	Kota	0	0	243	0	0	
	Sholapur	0	0	1.44	0	0	
104	Keshod (Junagarh)	0	0	(*	0	0	
105	Safdarjung	0	0	(#)	0	0	
106	Tezu	0	0	980	0	0	
107	Coochbehar	0	0	15	0	0	
108	Rupasi	0	0		0	0	
F) 69	Domestic Airports	2640	3014	-12.4	27659	22010	25
	14 St.Govt. / Pvt						
09	Durgapur	10	0	-	17	0	
	Nasik(Hal ozar)	0	26	137	35	101	-65
11	Lengpui(aizwal)	25	22	13.6	319	364	-12
12	Nanded	0	0	-	0	0	
13	Jagdalpur	0	0	-	0	0	
14	Vijayanagar	0	0	-	0	0	
	Bidar Pasighat	0	0	3	0	0	
	Hisar	0	0	20	0	0	
	Mundra	0	0	-	0	0	
	Pithoragarh	0	0		0	0	
20	Bangalore(Hal)	0	0		0	0	
21	Kurnool	0	0	1	0	0	
	Sindhudurg	0	0		0	0	
	4 St.Govt. / Pvt Airports	35	48	-27.1	371	465	-20
H	Other Airports	0	0		0	0	
	- mer ranpono			200	3140802		

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

PORT TRAPFIC POLIA, Indired Indired Fertilized Collate Fertilized Collate Fertilized Collate Fertilized Collate Fertilized Front, Indired Acka, NSA Acka	(*) TENIATIVE). (IN)	(IN '000 TONNES)
PERIOD (Crude, Liquids) Incl. FINA Thermal Coking Tomage TELIS Misc. LPG/J LPG/J 1 2 5 steam 6 751 49 356 123 TRF APRIL, 2022 17 - 2 2 - - 5 751 49 366 123 TRF APRIL, 2022 175 - - - - 5 751 49 366 123 TRF APRIL, 2022 175 - - - - - - 5 751 49 366 123 TRF APRIL, 2022 175 - <th>PORT</th> <th>TRAFFIC</th> <th>P.O.L.</th> <th>Other</th> <th>Iron Ore</th> <th>Ferti</th> <th>ilizers</th> <th>Co</th> <th>TR.</th> <th>Contai</th> <th>ners</th> <th>Other</th> <th>TOTAL</th> <th>% VAR.</th>	PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	ilizers	Co	TR.	Contai	ners	Other	TOTAL	% VAR.
TRF APRIL, 2021 17 60 - 16 - 9 684 46 344 121 131 124 49 356 121 356 1223 171 - 24 - 5 751 49 356 1223 171 - 5 751 49 356 1223 171 26 15 26 324 1223 171 278 171 279 3048 172 369 175 369 18 369 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 6 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 <th< th=""><th></th><th>PERIOD</th><th>(Crude, Prod., LPG/ LNG)</th><th>Liquids</th><th>Incl. Pellets</th><th>FIN.</th><th>RAW</th><th>Thermal & Steam</th><th>Coking & Others</th><th>Tonnage</th><th>TEUS</th><th>Misc. Cargo</th><th></th><th>AGAINST 2021-22</th></th<>		PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUS	Misc. Cargo		AGAINST 2021-22
TRF APRIL, 2021 17 60 - 16 - - 9 684 46 344 1213 TRF APRIL, 2021 715 60 - 17 - - 55 745 142 220 348 TRF APRIL, 2021 656 402 442 - 18 - 136 196 15 250 369 TRF APRIL, 2022 73 327 23 16 7 0 1662 930 58 564 4561 TRF APRIL, 2022 73 327 24 18 0 1662 930 58 96 1519 TRF APRIL, 2022 3347 6 419 442 24 18 0 166 930 486 196 37 1100 TRF APRIL, 2022 136 18 240 159 458 48 196 373 TRF APRIL, 2021 136 12 139 3685 18	KOLKATA													
TRFAPRIL, 2021 20 17 - 24 - - 55 751 49 356 1223 TRFAPRIL, 2022 715 265 402 442 - 18 - 150 244 15 3 564 369 584 350 584 360 1823 3 425 1 4 25 369 584 369 584 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 186 93 861 190 369 188 450 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369 182 369	7 II TO 1 C	TRF APRIL, 2022	17	09	9	16	3.	-00	92	684	46	344	1213	
TRF APRIL, 2022 715 267 23 - 7 - 1570 246 12 220 3048 TRF APRIL, 2021 656 402 442 - 18 - 1311 296 15 574 3699 TRF APRIL, 2021 656 402 442 - 18 - 136 196 197 64 492 492 TRF APRIL, 2021 3347 60 2402 1 393 3695 1305 28 2 965 1219 TRF APRIL, 2022 1315 1143 124 48 48 108 3723 1010 TRF APRIL, 2022 1346 12 - - - - 143 923 48 108 3723 TRF APRIL, 2022 346 12 - - - - - 178 48 193 391 TRF APRIL, 2022 346 12 - - -	Notkata Dock System	TRF APRIL, 2021	20	17	6	24	1.0	100	55	751	49	356	1223	-0.82
TRFAPRIL, 2021 656 402 442 - 18 - 1311 296 15 574 3699 TRFAPRIL, 2022 732 327 423 16 7 0 1662 930 58 564 4261 TRFAPRIL, 2022 3347 60 2402 1 333 3695 1305 28 54 4261 TRFAPRIL, 2021 3340 182 2536 1 34 2406 1591 25 1 793 11207 TRFAPRIL, 2021 1315 144 1438 12 40 82 42 688 43 101 5294 TRFAPRIL, 2021 1315 144 138 12 426 438 435 101 437 TRFAPRIL, 2022 346 12 - - - - 143 923 48 196 350 TRFAPRIL, 2022 348 12 488 25 148 <	Haldia Dock Complay	TRF APRIL, 2022	715	267	23	31.	7	30	1570	246	12	220	3048	
TRF APRIL, 2022 732 327 23 16 7 0 1662 930 584 4261 TRF APRIL, 2021 676 419 442 24 18 60 1366 1947 64 930 4922 TRF APRIL, 2022 3347 60 2536 1 349 180 25 1 7 1100 1 60 160 369 190 180 2 965 1200 1 6 492 1 6 930 482 48 16 1 6 930 482 1 1 1 1 1 1 1 1 4 4 6 4 4 1 1 1 1 4 </td <td>Haidia Dock Complex</td> <td>TRF APRIL, 2021</td> <td>959</td> <td>402</td> <td>442</td> <td>13</td> <td>18</td> <td>100</td> <td>1311</td> <td>296</td> <td>15</td> <td>574</td> <td>3699</td> <td>-17.60</td>	Haidia Dock Complex	TRF APRIL, 2021	959	402	442	13	18	100	1311	296	15	574	3699	-17.60
TRF APRIL, 2021 676 419 442 24 18 0 1366 1047 64 920 4922 TRF APRIL, 2022 3347 60 2-302 1 33695 1305 28 2 965 12196 TRF APRIL, 2021 1316 152 143 124 143 144 198 426 458 601 37 1014 5570 TRF APRIL, 2022 1315 145 138 119 139 426 458 601 37 1014 5570 TRF APRIL, 2021 1385 110 139 426 458 601 37 1014 5570 TRF APRIL, 2021 102 - - - - 178 426 458 601 37 1014 557 TRF APRIL, 2021 102 - - - - - - - - - - - - - - -	TOTAL: SMP, KOLKATA	TRF APRIL, 2022	732	327	23	91	7	0	1662	930	58	564	4261	
TRF APRIL, 2022 3347 60 2402 1 393 3695 1305 28 2 965 12196 TRF APRIL, 2021 3360 182 2536 - 314 2406 1591 25 1 793 11207 TRF APRIL, 2021 1315 154 1438 12 140 812 544 688 43 1014 5034 TRF APRIL, 2021 393 10 - - - 1783 124 683 36 196 3133 TRF APRIL, 2022 394 82 - - - 1783 124 683 36 196 3133 TRF APRIL, 2021 1002 81 - - - - 178 488 257 144 664 516 172 - - - - - - - - - - - - - - - - -		TRF APRIL, 2021	929	419	442	24	18	0	1366	1047	64	930	4922	-13.43
TRF APRIL, 2021 3360 182 2536 - 314 2406 1591 25 1 793 11207 TRF APRIL, 2022 1315 154 1438 122 140 812 544 688 43 1014 5570 TRF APRIL, 2022 1346 12 19 139 426 458 683 46 195 3198 TRF APRIL, 2022 346 12 - - 1783 143 693 36 195 3198 TRF APRIL, 2021 393 10 - - 1783 144 693 36 195 3198 TRF APRIL, 2021 1002 81 - - 178 488 257 141 664 516 147 3475 TRF APRIL, 2022 1619 57 - - 144 664 516 1483 363 3814 TRF APRIL, 2022 1619 57 - - -<	PARADIP	TRF APRIL, 2022	3347	09	2402	1	393	3695	1305	28	2	965	12196	
TRF APRIL, 2022 1315 154 1438 122 140 812 544 688 43 1081 6294 TRF APRIL, 2021 1382 145 1386 119 139 426 458 601 37 1014 5570 TRF APRIL, 2021 346 12 - - - 1783 114 693 36 196 373 TRF APRIL, 2021 393 10 - - - 1783 111 274 3406 TRF APRIL, 2021 102 81 - - - 144 664 516 118 3910 TRF APRIL, 2021 51 - </td <td></td> <td>TRF APRIL, 2021</td> <td>3360</td> <td>182</td> <td>2536</td> <td>10</td> <td>314</td> <td>2406</td> <td>1591</td> <td>25</td> <td>1</td> <td>793</td> <td>11207</td> <td>8.82</td>		TRF APRIL, 2021	3360	182	2536	10	314	2406	1591	25	1	793	11207	8.82
TRF APRIL, 2021 1282 145 136 119 139 426 458 601 37 1014 5570 TRF APRIL, 2022 346 12 - - 2103 143 923 48 196 373 TRF APRIL, 2021 343 10 - - 31 - 2103 143 663 36 195 3198 TRF APRIL, 2021 1002 81 - - 31 - 2143 111 274 3475 TRF APRIL, 2021 1002 81 - - 144 664 516 148 281 281 381 TRF APRIL, 2022 1619 27 - </td <td>VISAKHAPATNAM</td> <td>TRF APRIL, 2022</td> <td>1315</td> <td>154</td> <td>1438</td> <td>122</td> <td>140</td> <td>812</td> <td>544</td> <td>889</td> <td>43</td> <td>1081</td> <td>6294</td> <td></td>	VISAKHAPATNAM	TRF APRIL, 2022	1315	154	1438	122	140	812	544	889	43	1081	6294	
TRF APRIL, 2022 346 12 - - - 1783 143 923 48 196 3723 TRF APRIL, 2021 393 10 - - 1783 124 693 36 195 3198 TRF APRIL, 2022 345 82 - - 31 - 2143 111 274 3475 TRF APRIL, 2021 1002 81 - - - - - 13 151 391 TRF APRIL, 2021 51 54 -		TRF APRIL, 2021	1282	145	1386	119	139	426	458	109	37	1014	5570	13.00
TRF APRIL, 2021 393 10 - - - 1783 124 693 36 195 3198 TRF APRIL, 2022 945 82 - - 31 - 2143 111 274 3475 TRF APRIL, 2021 1002 81 - - 34 - 2143 111 274 3475 TRF APRIL, 2021 1002 81 - - 94 156 488 257 1422 71 283 2814 TRF APRIL, 2021 1546 57 - </td <td>KAMARAJAR(ENNORE)</td> <td>TRF APRIL, 2022</td> <td>346</td> <td>12</td> <td>1997</td> <td>(1)</td> <td>200</td> <td>2103</td> <td>143</td> <td>923</td> <td>48</td> <td>196</td> <td>3723</td> <td></td>	KAMARAJAR(ENNORE)	TRF APRIL, 2022	346	12	1997	(1)	200	2103	143	923	48	196	3723	
TRF APRIL, 2022 945 82 - 31 - 2143 111 274 3475 TRF APRIL, 2021 1002 81 - 34 - 34 - 34 151 273 113 273 340 TRF APRIL, 2021 51 54 - - 144 664 516 1483 76 381 2814 TRF APRIL, 2021 153 52 - <		TRF APRIL, 2021	393	10	•	00	ž.	1783	124	693	36	195	3198	16.42
TRF APRIL, 2021 1002 81 - 34 - 3 2639 137 151 3910 TRF APRIL, 2022 22 93 - 93 156 488 257 1422 71 283 2814 TRF APRIL, 2021 51 54 - - 144 664 516 1483 76 351 3263 TRF APRIL, 2021 1546 57 - - - - - - 160 67 168 2814 TRF APRIL, 2021 1546 57 -	CHENNAI	TRF APRIL, 2022	945	82		1	31	50.000	1	2143	1111	274	3475	
TRF APRIL, 2022 22 93 156 488 257 1422 71 283 2814 TRF APRIL, 2021 51 54 564 516 1483 76 351 3263 TRF APRIL, 2021 1619 27 - - - - - 1600 67 168 2814 TRF APRIL, 2022 1619 27 - - - - - 178 56 200 2591 TRF APRIL, 2022 1436 26 2 -		TRF APRIL, 2021	1002	81	•)	34	4	3	2639	137	151	3910	-11.13
TRF APRIL, 2021 51 54 - 144 664 516 1483 76 351 3263 TRF APRIL, 2022 1619 27 - - - - - 1000 67 168 2814 TRF APRIL, 2021 1546 57 - - - - 778 56 200 2591 TRF APRIL, 2022 11436 205 395 12 52 470 48 123 9 63 3553 TRF APRIL, 2021 1496 205 395 12 52 470 88 2 536 183 356 183 356 2 544 43 3 356 185 350 185 350 185 2 544 43 3 340 2 468 18 340 366 386 366 380 366 380 366 380 3 468 43 3 468	7.O.CHIDAMBARANAR	TRF APRIL, 2022	22	93	6	93	156	488	257	1422	71	283	2814	
TRF APRIL, 2022 1619 27 - - - - - - - 1000 67 168 2814 TRF APRIL, 2021 1546 57 - - - - - - - - - 188 56 200 2591 TRF APRIL, 2022 2143 165 389 52 - 570 48 123 9 63 3553 TRF APRIL, 2021 1496 205 395 12 52 470 87 215 14 169 3101 1 TRF APRIL, 2022 77 10 304 29 - 568 2 556 188 530 - 568 2 556 188 340 236 - 578 443 3 340 236 - 578 443 3 340 236 - 578 447 457 477 4478 1 1478		TRF APRIL, 2021	51	54	*	9	144	664	516	1483	92	351	3263	-13.76
TRF APRIL, 2021 1546 57 - - - - 788 56 200 2591 TRF APRIL, 2022 2143 165 389 52 - 570 48 123 9 63 3553 TRF APRIL, 2021 1496 205 395 12 52 470 87 14 169 3101 1 TRF APRIL, 2022 77 10 304 29 - 162 544 43 3 340 236 - TRF APRIL, 2021 3223 152 676 8 - 568 - 556 188 2 772 541 1 4678 - 188 2 772 541 1 4678 1 1 4678 1 1 4678 1 1 4678 1 1 4678 1 1 1 1 1 1 4 4 3 3 4 1	COCHIN	TRF APRIL, 2022	1619	27	0	0:	10	C.	E	1000	29	168	2814	
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TRF APRIL, 2021 1496 205 395 12 52 470 87 215 14 169 3101 1 TRF APRIL, 2022 77 10 304 29 - 194 686 2 - 556 1858 - 568 - 544 43 3 340 2366 -2 183 340 2366 -2 185 544 43 3 340 2366 -2 148 686 -2 536 340 2366 -2 14678 172 457 457 457 457 457 457 457 457 457 457 457 468 -2 -2 5718 467 457 <td>NEW MANGALORE</td> <td>TRF APRIL, 2022</td> <td>2143</td> <td>165</td> <td>389</td> <td>52</td> <td>1</td> <td>570</td> <td>48</td> <td>123</td> <td>6</td> <td>63</td> <td>3553</td> <td></td>	NEW MANGALORE	TRF APRIL, 2022	2143	165	389	52	1	570	48	123	6	63	3553	
TRF APRIL, 2022 77 10 304 29 - 194 686 2 - 556 1858 - 26 - 556 1858 - 2340 2366 - 2366 - 2340 2366 - 2366 - 2368 - 162 554 43 3 40 2366 - 2366 - 536 - 536 - 536 - 536 - 536 - 536 - 536 - 541 4678 - 541 4678 - 541 4678 - 541 4678 - 541 4678 - 541 4678 - 541 4678 - 541 4678 - 541 468 - 541 468 - 541 468 - 541 468 - 541 - 542 448 - 542 448 - - -		TRF APRIL, 2021	1496	205	395	12	52	470	87	215	14	169	3101	14.58
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TRF APRIL, 2021 280 225 5718 468 102 6325 TRF APRIL, 2022 5964 815 156 139 54 946 61 575 34 3022 11732 TRF APRIL, 2021 19975 2163 5388 460 701 8519 4728 14101 942 6929 61583 TRF APRIL, 2021 17423 2300 6492 390 701 8519 4728 14101 942 6929 61583 5.48 5.48 5.48	.N.P.A.	TRF APRIL, 2022	242	266		x	*	E	ï	6223	498	92	6823	
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TRF APRIL, 2022 19975 2163 5388 460 781 9376 4706 14075 943 8036 64960 TRF APRIL, 2021 17423 2300 6492 390 701 8519 4728 14101 942 6929 61583 14.65 -5.96 -17.01 17.95 11.41 10.06 -0.47 -0.18 0.11 15.98 5.48		TRF APRIL, 2021	4596	704		235		2072	3.5	832	48	2013	10452	12.25
TRF APRIL, 2021 17423 2300 6492 390 701 8519 4728 14101 942 6929 61583 14.65 -5.96 -17.01 17.95 11.41 10.06 -0.47 -0.18 0.11 15.98 5.48	ALL PORTS	TRF APRIL, 2022	19975	2163	5388	460	781	9376	4706	14075	943	8036	64960	
14.65 -5.96 -17.01 17.95 11.41 10.06 -0.47 -0.18 0.11 15.98			17423	2300	6492	_		8519	4728	14101	942	6269	61583	5,48
	% Variation from previous ye	ear	14.65	-5.96	-17.01	_	2 II	10.06	-0.47	-0.18	0.11	15.98	5.48	

Source: I.P.A.

Absolutely Imperative for MSMEs to be Digitised to Pursue New Opportunities in Post COVID World

t is absolutely imperative for Micro, Small and Medium Enterprises (MSMEs) to be digitised in order to pursue opportunities presented before the country in the post-COVID world, said Union Minister of State for Information Technology Rajeev Chandrasekhar, reported PTI.

The Union Minister said the Centre is enacting policies and rules, and providing incentives to make sure every participant of the economy gets digitised, including MSMEs, which are a significant component, in the interest of the nation.

He said MSMEs are at the heart of India's ambition to become a significant player in the supply chain rejig as well as producer of digital and manufactured products and services for the world.

"Fundamentally, digitising of MSMEs, digitising of your enterprise means you become more efficient than the competitor, you create more innovative products, and frankly you have access to a large network of markets than you will ever have as a non-digitised stand-alone MSME," he said.

The minister was speaking after inaugurating Smart Manufacturing Competency Centre (SMCC) in Ahmedabad, which has been set up by industry body NASSCOM, Ministry of Electronics and IT as well as Gujarat government.

"It is absolutely imperative for MSMEs to pursue these opportunities that are in front of us as a nation, and for that, it is absolutely necessary they are digitised," he said.

Chandrasekhar said trends in the post-COVID world point at opportunities, including changes in supply chain, digitisation of government enterprises



Chandrasekhar said
trends in the postCOVID world point at
opportunities, including
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government enterprises
and consumers,
innovation as the future
of product and services,
and making start-ups a
"deep embedded
component of economy"

and consumers, innovation as the future of product and services, and making start-ups a "deep embedded component of economy".

He said the SMCC will be a very important starting point to achieve this as it will engage start-ups and technology solution providers to offer diverse digital solutions to MSMEs and manufacturing enterprises.

He said the centre will not just play matchmaker in the process but an "enabler and actually the director of

the digitisation process of the MSMEs."

"This is Prime Minister Modiji's goal that digitisation of our economy will make our nation more competitive, will create more jobs, more industry, more revenues and GDP. And for that, digitisation and digi-enablement of MSMEs are absolutely important," he said.

Chandrasekhar, who is also Union Minister of State for Skill Development and Entrepreneurship, said the start-up initiatives of the Centre will focus on creating opportunities for youths in Tier-2 and 3 cities.

He also said the Centre's Data Protection Bill will ensure it does not hurt the start-up eco system and disrupt its business momentum, adding that the Bill will be decided keeping this in mind.

It is the Union government's "unrelenting objective" to keep the internet open, safe, trusted and accountable, for which rules rules for cyber security have been issued.

"These rules for cyber safety are for the benefit of the country and digital citizens. ..Whatever VPNs are used and misused for criminal activities, operators will have to cooperate and produce data. This is the only restriction," Chandrasekhar said.

- X

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