



# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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

## Battle Of Survival



The Rural Market: The Diamond,  
Everyone Would Like To Have A Share Of

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Transport And Logistics  
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Transport Sector: Unlimited Challenges,  
Limited Growth

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Safety Tips for Truck Drivers  
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# The Rural Market: The Diamond, Everyone Would Like To Have A Share Of

**I**t is estimated that 820 million mobile phone users will own and use smartphones in 2022, an unmatched increase in the number in smaller towns and villages. There will be a growing demand for deliveries in unreached locations. Interestingly, most industries are preparing to capture these markets (villages and small towns) but the focus will be on the logistics sector, precisely, the supply chains.

Currently, though India is one of the largest supply chain and logistics sectors globally the market scenario of these sectors is not in its best shape. Costing has been a major factor that is ruining the competitiveness of goods and destabilizing the financial equation of each individual. The ever-increasing unreasonable fuel cost, toll tax, lack of drivers, robbery on highways and corruption have challenged Indian truckers to serve potential customers.

However, those who would want to access the growing rural market will always travel that extra mile to conquer the market. Do such companies have any choice? They will be required to make inroads into the Indian rural hinterland even though it presents a unique set of challenges.

Whoever is aiming to capture a piece of a share of a lucrative market will be required to invest heavily into distribution networks consisting of warehouses, distributors, retailers, fleets carrying the goods, and systems needed to track and manage inventory.

Knowing the consumer size of this spare, which is nearly 80 per cent of the total Indian population, accessing them will be directly proportional to the network of roads. While reaching

every nook and corner will not be that difficult in some states with improved roads but there are some states, especially hilly and backward states which will still require a lot of planning and investment to access their market.

In today's world when the internet facility is a must to study a market, the patchy state of it in interior localities makes aggregation of demand and sales data difficult to consolidate. Eventually, the performance of companies gets influenced as companies remain less informed which hampers their decision-making. Further, the lack of an uninterrupted electricity supply makes managing local systems inefficient.

Companies are unable to take faster decisions as a lower technology adoption rate does not help to acquire adequate data points. Therefore, the same supply chain, that distributes products, is then responsible for data and information gathering, revenue collection, credit, and instruction dissemination.

However, new-age technology has been a revolution in finding a resolution for all these issues and leveraging organisations to become more agile and influencing to take up challenges to work with these constraints.

Agreed that the dependency on power supply, internet and transport infrastructure can't be resolved by investing even a colossal amount but the companies can surely look at the following solutions to solve their need for faster inventory information collection across the supply chain network and, using multiple data modelling to predict demand across micro-regions and planning their



**Ashok Gupta**

distribution accordingly.

**Cloud systems** - It helps companies reduce the need of setting up local infrastructure to run their systems. A hybrid system allows companies to reap the benefit of optimising capital expenditure while enabling companies to continue running operations in absence of the internet.

Not only is this a boon for downstream supply chains. Most manufacturing plants set up close to the source of raw materials can capitalise on such solutions to extend tighter control on production.

**Mobile app** - Mobile app enterprise solutions are solving the challenges faced by organisations operating in rural India when it comes to finding talent. Acquiring people who cannot just execute companies' line functions but be able to operate systems to record data. This has been possible with intuitive app-based solutions with minimalistic design, to let the user record data with ease.

Today, organizations have no option but to rely on technology to counter supply chain constraints presented by the lack of infrastructure development in rural India. And only then they will be able to have their share of the market!



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# Transport Sector: Unlimited Challenges, Limited Growth

**I**n the current business scenario, where people are being laid out or retaining policy has gone for a toss, it seems there are barriers to growth everywhere. Across all the sectors, right from automobile manufacturers to biscuit makers. This suggests only one thing – the Indian economy is not in the right kind of space and is in crisis.

According to experts, this phase is the longest and the third instance of an economic slowdown in the past twelve years, after the ones that began in June 2008 and March 2011. Yes, we cannot rule out the impact of a pandemic for two years in a row.

Let me take you through the impact of some policies on the transport sector in the last few years, and how these challenges have stopped the growth process of the sector.

## **The Increase in Axle Load:**

When the Ministry of Road Transport and Highways issued a notification in 2019 to revise the axle load limits for the first time in 35 years and to scrap the mandatory annual renewal of fitness certificates for freight carriers, there was no limit on happiness for transporters. This was conceived as a plan to bring down logistics costs.

Though this amendment was for the benefit of the entire road carrier fraternity but little did they know that the amendment would keep one out of every five trucks free and that the correction in the law would hardly be of any use as the government could not back it with enough businesses to keep the fifth truck on road. And when the pandemic arrived the market and the

demand also dried up, forget the scope for the fifth truck to arrive on the road, only a handful of trucks were operating during the phase. Going by data, after the introduction of the new axle load law, 20 to 25 per cent of trucks became stationary.

## **The E-way Bills:**

The E-way bill system was based on a simple thought, to deal with tax evasion using invoice matching and a seamless, hassle-free journey for

***The E-way bill system was based on a simple thought, to deal with tax evasion using invoice matching and a seamless, hassle-free journey for highway travellers by dismantling toll plazas and border check-posts - this bill was welcomed as one of the major achievements of the entire process***

highway travellers by dismantling toll plazas and border check-posts - this bill was welcomed as one of the major achievements of the entire process. However, the process required a freight carrier to generate/update an e-way bill and to tag with radio frequency identification devices (RFID) to enjoy a smooth, non-stop journey. The implementation not only has minimized harassment in the



**Ramesh Agarwal**  
National President, AITWA

check-posts but reduced hours of travel time, especially for commercial drivers. The echo of great relief from the toll plaza and check-post compliance was audible in the transport community. But again, the saving of these hours meant nothing as another truck had to stand idle at the roadside for lack of business. Further, the current scenario has increased the difficulty level of small transport firms.

## **Improved Highway/ Road Condition:**

The government has done exceptionally well in road construction and road improvement. The huge budget allotted to the ministry of road transport is being used to perfection and the benefits are there to see for everyone. The road accident cases decreased by nearly 37 per cent from 5,01,423 in 2015 to 3,66,138 in 2020.

Better roads mean the consignments are also reaching their destination on time. The delivery time of cargo is bettered by many laps now. The improved road condition across different routes has forced another 20-25 per cent of trucks motionless. Though it is a step to applaud and vital for the development of the nation the government's inability to generate more businesses made 20-25 per cent of truckers unproductive. With productivity getting lesser day after day, the survival of this group has become very tough.

**Input Tax Credit:**

Overall, the input tax credit has helped the industry to grow but it is limited to the big players only. These players in the industry purchased numbers of trucks with the help of Input Tax Condition (ITC) to avoid GST charges and once the benefit of this scheme is acquired the big players are offering to carry freight with 12 per cent GST compared to 18 per cent GST of other service providers, this eventually has helped them snatch a lot of clients from small and moderate size firms, leaving these group jobless. Thus, the input tax credit, though designed to benefit the industry, has emerged as a devil and attributed to the trouble of small and medium-size freight companies.

Besides these, other factors are also attributing to the growth of the transport sector. Here is a few of them which have impacted the sector:

**No demand, no supply:**

The automobile industry may have been the most adversely affected sector but one cannot ignore the difficulty level of the road transport sector as well. Striving to come to terms with the daily issues, the sector now also has to find a way to bring business. As the demand has fallen drastically, productivity is also hampered. Needless to say that it will lead to various cost-cutting measures as well, including lay off of employees.

**Motor Vehicle Act:**

Though the newly designed motor vehicle act is for the betterment of mankind, it has increased the input cost as the penalties and other charges aromatically get included in the invoice. The rise in cost means demand reduction. So, it is eventually impacting businesses.

**New Business Disruption:**

The new business disruption in the form of new technology is badly affecting transport trade. The innovative business plans of two-

wheeler delivery boy, direct booking online, have increased the competitiveness among the competitors. Healthy competition is good but when the battle is fought to win the bread, the situation looks dirty.



*The new business disruption in the form of new technology is badly affecting transport trade. The innovative business plans of two-wheeler delivery boy, direct booking online, have increased the competitiveness among the competitors*

Further, the low-profile sector has always strived to find the finest talent and now when the chips are down, it will be difficult to hire even mediocre talents. The situation has reached where a company thinks of cost-cutting, be it in the form of a reduction of human resources. For an industry, which has been suffering an acute crisis of drivers, this is a real setback.

**The Government's Over-Emphasis on Railways and Waterways:**

In the last three to four years it is observed that the government has shifted its focus from roadways to waterways and railways for

transportation. The government is claiming that these modes will reduce the total cost. As of date even while railways have been the cheapest mode of transportation 67 per cent of the transportation happens through road carriers. And, when the waterways have joined the market, the government is claiming the cost will be reduced by at least 2 per cent. This stepmother attitude has a severe impact on the transport sector.

There is no doubt that the government plan many things to benefit the road transporters but little did they know about the reverse impact these implementations could have. The transport sector has now limited growth and unlimited challenges to deal with. To survive in this ecosystem, all of us will have to be together and show the government the right direction to resolve our issues. The governments too will have to know the ground reality and therefore trust transporters to make things work for both parties. This will be possible with a bonding which will have to be emotional and yet business-driven.

# India Is Still The Home Of Road Accidents!



## LOVE YOUR LIFE, TO BE ALIVE!

Otherwise, the devil of road accidents does not let you live a complete journey! Rush driving, drinking and driving, and unconscious driving push you to accidents and it never slows down.

A World Health Organisation (WHO) report, which was released during the global road safety week (May 6 to 12) has highlighted road accidents as the leading cause of death amongst people in the 25-29 age group worldwide with more than 1.35 million lives lost each year and 50 million sustaining injuries. Notably, nearly 90 per cent of these fatalities worldwide occur in low-income and middle-income countries even though these countries are having only approximately half of the vehicles in the world.

And, the situation is grave in India as almost 5,00,000 accidents happen, resulting in the deaths of about 1,50,000 people as per the data released by the Indian government. One-fourth of them who survive are becoming permanently disabled and only one-fourth of them are achieving their pre-injury status despite the best treatment available in our country. Considering this, India is economically losing the worth of one to three per cent of its GDP.

A report from Save LIFE Foundation once revealed "But what makes matters worse for India is the fact that since 2008 we have maintained our dubious distinction of being world number one in road crash deaths. In 2015, India became a signatory to the Brasilia Declaration on Road Safety, where we committed to halving road crash deaths by 2020. Forget about halving, we may not even have acknowledged the full scale of the problem in India."

No doubt, road crashes have emerged as the single biggest killer of people in the age group of 15-45. We are done with the pandemic (if we can say so) and the need of the hour is strong political will and leadership to address the issue of accidents. Simply blaming individual drivers will not help when the existing systems in which they are forced to operate are outdated and rotten.

Meanwhile, the reasons listed by experts for increasing road accidents in India in clued rapid urbanisation, poor safety, lack of enforcement, distraction, the influence of drugs or alcohol, speeding and a failure to wear seatbelts or helmets.

These road traffic accidents are becoming a hurdle in the growth of the nation. It should be the duty not only of



**Abhishek Gupta**  
General Secretary, AITWA

the government but also of the public and social organisations to spread awareness of society and the nation losing a lot in terms of human and financial resources.

The number of public transport vehicles is not increasing at the same pace as private vehicles. It is the need of the hour to increase the number of public transport buses to reduce the overcrowding of private vehicles on the road and to develop new modes of mass transportation.

Though we can see the impact of the implementation of the Motor Vehicles (Amendment) Bill it is very marginal, as people tend to bypass the traffic rules at their will and corrupt traffic police let it happen.

However, the bill was introduced with a positive mindset, addressing road safety issues by providing for stiffer penalties, permitting electronic enforcement, and improving fitness certification and licensing regimes, but old habits hardly die and corruption in the system always finds ways to evolve.

So, it demands to improve the statutory provisions for the protection of good Samaritans and recognition of IT-enabled enforcement systems. Additionally, the need of the hour is to pave the ways to reform the public transport system, which will lead to improving road safety. Moreover, bogus licences cease to exist with the advent of online registration. And, this ends the corruption at the level of the regional transport office.

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## KEY FACTS

Group Turnover



\$600 Mn.  
(in 2017-18)

Employee  
Strength



6000+

Vehicles/day  
Managed on Road



12000

Cargo Ships  
(Coastal Waters)



6

Warehouse  
Covered Area



12 (million sq. Ft.)

Own Branch  
Network



1400+

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# The Logistics Sector: Getting Into A Better Shape

**T**he Logistics Sector in India represents 5 per cent of India's total GDP. And, the roadways contribute approximately 60 per cent of the nation's freight movement. The freight transport business offers employment to 2.2 crores and is the source of 12 crore people for their living, directly or indirectly. However, the industry has to face multiple challenges on day to day basis.

The truck drivers are the ones who are at the receiving end of these challenges and who need to defeat these issues daily. Some of the issues and challenges that drivers require to face are;

Multi-stage offline (physical) document validation processes for driving license, vehicle registration, permits, vehicle fitness, No Objection Certificate and any other change in documents, are not only time-consuming but also result in harassment and exploitation.

Also, truck drivers used to face long queues at toll plazas, as during manual tolling system resulted in waste of time, and reduced service efficiency and performance. Further, they had to go through a lot of harassment and exploitation, and delays in journeys as the physical mode of payment for traffic rules violation challans used to delay their journey and prolonged travel time. Moreover, drivers had to experience similar cases at check-posts too as they used to face harassment and waste of time during physical payment of taxes.

In addition, earlier, drivers used to carry physical documents of driving licenses, registration certificates, PUC, Fitness certificates, etc. which

was always not secured as probability loomed around for loss and theft of documents.

Besides, there was a compliance burden and harassment during the renewal of fitness certificates every year for commercial vehicles.

However, the government has taken new initiatives and has reduced the number of challenges for logistics players in the country. Some steps undertaken are listed below;

## **Recent government initiatives and reforms:**

1. Online Aadhaar authentication for the contactless transaction of citizen-centric services

Action taken: Single step online Aadhaar authentication process has been introduced to avail 13 citizen-centric services favouring truck drivers:

- Application and issue of Learner's license
- Renewal of driving license
- Application and issue of duplicate driving license
- Change of address in driving license and certificate of registration
- Issue of international driving permit
- Surrender of the class of vehicle from license
- Application of temporary registration of the motor vehicle
- Application of registration of the motor vehicle with a fully built body
- Application for issue of duplicate certificate of registration
- Application for grant of No Objection Certificate (NOC) for a certificate of registration
- Notice of transfer of ownership of the motor vehicle
- Application for transfer of

ownership of the motor vehicle

- Intimation of change of address in the certificate of registration

Benefits/Impact:

- Single step online Aadhaar validation to avail contactless services
- Need to visit RTO for various services eliminated

2. The digitalisation of tolling on highway

Action taken:

- FASTag has been mandated in the M (passenger vehicles) and N (goods vehicles) categories of motor vehicles
- All lanes on national highway fee plazas have been declared as FASTag lanes with effect from Feb. 16, 2021

Benefits/Impact: Significant reduction in average wait time and fuel usage, for drivers at toll plazas

3. Notification: Rules for electronic Monitoring and enforcement of road safety vide GSR575(E) Dated Aug. 11, 2021, rule 167(A)

Action taken:

- Electronic enforcement devices are used to identify traffic offenders and issue challans – body wearable cameras, speed cameras, weigh-in-motion, etc.
- Rules for state governments to install electronic enforcement devices at key junctions on national and state highways

Benefits/Impact

- Online mode of issuance and payment for all challans which was not present earlier in Central Motor Vehicle Rules (CMVR) 1989

- Time savings for drivers and ease of enforcement

- Reduction in harassment

4. On-the-spot challan through e-challan

**Action taken:**

- Reforms were introduced to enable the generation of on-the-spot e-challan by traffic police for traffic violations and follow-up processing
- Feature for payment of e-challans provided on the portal

**Benefits/Impact:**

- Facility for online payment of e-challans on e-challan website
- Adoption by 26 states and union territories

**5. Portal for checkpost tax payment services****Action taken:**

- Common platform for checkpost tax payment services to drivers has been introduced
- Relevant features are available in checkpost module of VAHAN portal

**Benefits/Impact:**

- Checkpost tax payment services in a common platform for drivers
- Requirement of payment at every checkpost removed

**6. Portal for national register (NR) of vehicles and licenses****Action taken:**

- National register services module of VAHAN portal introduced for collation of vehicle and license data at the national level
- 1300 plus RTOs integrated across the country

**Benefits/Impact:**

- Ease of registration certificate (RC) and driving license data storage, searching and availing transport services for drivers across the country
- Ease of obtaining verified details for financing institutions through the portal

**7. Transport-related services on mParivahan app and portal for online learners' testing – SARATHI****Action taken:**

- mParivahan app has been introduced with features to avail transport-related

services like payment of road tax, an appointment with RTO, uploading documents, etc. for citizens

- The provision enabling motor vehicle drivers to furnish an electronic form of documents when demanded by an authorized police officer,



through the Digilocker/mParivahan app implemented

- SARATHI is one stop portal to apply for online learner's tests, driving license application and renewal and other related activities

**Benefits/Impact:**

- Access to transport-related services
- Production of documents in electronic form
- Virtual DLRC for enforcement
- Online tax payment
- Uploaded driver and vehicle documents legally recognized
- Need to carry multiple documents at all times eliminated
- Online learners' testing via SARATHI

**8. Grant of a national permit for goods vehicles online****Action taken:**

- The feature has been developed for online application and issuance of a national permit for goods vehicles
- Issuance of a permit has been digitised through VAHAN database

**Benefits/Impact:**

- Reduce hassle for transporters while applying for and obtaining permits
- Time savings due to elimination of visits to the state transport authority office (STA)

**9. Facilitation of intercountry movement of goods and passenger vehicles**

**Action taken:** Standardisation of rules for facilitation of goods and passenger vehicles within neighbouring countries

**Benefits/Impact:**

- Promote intercountry trade and tourism
- Reduce procedural hassles for logistics players

**10. Portal for pollution under control certificate (PUC) service****Action taken:**

- Portal introduced for availing pollution under control (PUC) related services online
- PUC centres can access details on emission-related norms for the vehicle
- The vehicle is tested and PUC is generated through the portal

- Relevant features in the PUC module of VAHAN portal

**Benefits/Impact:**

- Online generation of PUC after vehicle testing
- Online access and downloading of PUC
- PUC details updated in real-time benefitting drivers and enforcement

**11. Increase of currency of certificate of fitness vide General Statutory Rule (GSR) 1081(E) dated Nov. 2, 2018**

**Action taken:** Increase of currency of certificate of fitness from 1 to 2 years till the vehicle attains the age of 8 years

**Benefits/Impact:** Reduce the burden of compliance on businesses as well as RTO

# Transport And Logistics Strengthening The Supply Chain

**L**eaders win through logistics. Vision, sure. Strategy, yes. But when you go to war, you need to

have both toilet paper and bullets at the right place at the right time. In other words, you must win through superior logistics.

~Tom Peters

According to a report by Business Line, "The logistic sector is expected to create 3 million new jobs by 2022, with the road freight industry alone contributing nearly 63% or 1.9 million new jobs." Trade relations between countries and members of trade agreements like RCEP, TRIPS, and NAFTA are forecast to drive up traffic demand over the coming years.

Transportation focuses on the movement of goods from one place to another. Logistics is a broader term that includes freight management along with storage, handling, sorting, packing, and transportation of goods. Aside from creating millions of jobs, Ken Research states that "the Indian E-Commerce Logistics Industry is expected to reach INR 492.4 billion by 2025.

A supply chain is the network of all the individuals, organizations, resources, activities, and technology involved in the creation and sale of a product. Supply chain management is the

handling of the entire production flow of a good or service — starting from the raw material and all delivery of the product to the end consumer.

delivered as soon as possible. To meet these expectations of customers companies, have to improve the logistics of their supply chain to



Logistics is an essential component of supply chain management. Logistics is seen as the critical blueprint of the supply chain. It is used to manage and monitor resources needed to move products in a smooth, timely, cost-effective, and reliable manner. An inventory network can't guarantee high worth in the event that it is without really coordinated transport. Consequently, coordinated operations are perhaps the most critical calculate the nature of any inventory network

In the present global economic scenario, transportation and logistics have become a crucial part of supply chain management and consumer demand. Logistics constantly go under changes within supply chain management to meet the demand of the consumer. Customers place online orders and expect their products to get

expedite order fulfillment and quickly ship the item via the most reliable, yet cost-effective and timely means. Companies have realized that they can increase productivity and lower costs by managing logistics on a system theory and managing the company as a whole to boost

performance.

Nowadays, providing value to customers and building goodwill doesn't refer to only quantity and quality. Availability is also a major part. As better logistics factors make your items more accessible to a rising gathering, savvy business pioneers think of it as a vital device in making an incentive for clients.

Contrasted and the occasionally immaterial advantages of e-business, monitoring stockroom space, lessening truck rolls, keeping away from shipment delays, and such quickly affect the main concern. Yet, pressing out failures from strategies is a particular undertaking that requires an unmistakable outline of each and every connection in the chain. Many organizations are searching for outside help in dealing with a piece of their

business that habitually falls outside their center capability.

In most cases, enterprises still use regional third-party logistics providers (3PLs) to manage everything from transportation to the final assembly of products, while keeping control and coordination inside the enterprise. In any case, as organizations overall re-appropriate even their assembling to China and Vietnam, supply chains and conveyance channels are increasingly scattered, with a lot more organizations taking part. Ventures are, progressively going to the fourth-party strategies supplier (4PL) to oversee and run complex coordinated factors activities. Trademarked by Accenture, the term 4PL has come to refer to large integrators that provide full-service logistics solutions - including information management and coordination of multiple 3PLs.

As indicated by Accenture, the "revolutionary" perspective on 4PL can go as far as outsourcing the entire supply chain. The ascent of 4PLs stems to some extent from the way that rethinking is presently a worldwide undertaking. The administration and coordination of scattered strategies players - each limited by neighborhood varieties in language, money, exchange regulation, etc, is a huge endeavor. In recruiting a 4PL, an

endeavor should find an accomplice that comprehends its unique planned operation's needs, one that can share in the risks and rewards of reinventing a significant portion of its business.

#### **Well-coordinated logistics lead to positive business results**

When businesses start expanding regionally and globally, they become more dependent on effectively coordinated supply chains also including sophisticated logistics. It is important for the profitability and goodwill of smaller businesses also.

Logistics factors have a fundamental impact on the production network on the board. Customers, national and international, want their products to be delivered flawlessly. To fulfill such expectations businesses, hire experienced professionals to align the pattern of movement of products most conveniently and practically.

#### **Logistics helps businesses create value**

In such a competitive environment, it is not just about quality and quantity anymore. Timely availability, which is ensured through effectively organized logistics plays a crucial role in adding value to businesses.

#### **Strategies help in diminishing expenses and further develop productivity**

As global trade becomes more and

more popular, businesses realize that outsourcing transportation, warehousing, and logistics could help them reduce the cause and achieve efficiency. The often-higher professionals lead to improved customer experience and higher working efficiency in general.

#### **Satisfied customers are the greatest asset, rely on experienced logistics professional**

Businesses firstly try to understand the demands, preferences, and tastes of the customers and then work sincerely to meet them. The important component of the strategy thus made for potential and existing customers is effective logistics.

#### **Coordinated factors are the way to progress with supply chains**

The networks of supply chains are crucial to businesses as they may directly affect their sales and profits. Without effective logistics, a business is not able to have a competitive advantage over others. While a decent showcasing procedure can "open numerous entryways" and draw in clients, a dependable planned operations administration can help your business fabricate and keep a positive public picture. In the meantime, ineffectively coordinated planned operations can prompt losing clients and decreased sales.

## Notification

### **GST rates for Goods Transport Agency**

- GTA can now opt to pay GST @ 5% forward charge basis
- No ITC shall be available when opting for 5% FCM
- Prescribed declaration published to be used to switch to 5% FCM by 15th March before next financial year
- For FY 2022-23, GTA can switch by

16th August '22

- Other GTA slabs such as 5% RCM and 12% FCM remain same
- Providing trucks on hire to GTA is still exempted

### **GST rates for providing trucks on rental**

- Trucks provided on rental basis was coming under 18% GST

- It is now reduced to 12% in those cases where fuel is included in the rental cost
- This applies to fixed rental not trip based or GTA service
- This does not apply to providing trucks to GTA

**\*notification no 3/2022 dt 13th July'22** Transport Agency

## Project for Six-laning of NH-140 From Chittoor to Mallavaram in Andhra Pradesh to be Completed by Sept. 30

**U**nion Minister for Road Transport and Highways Nitin Gadkari said Team MoRTH is working 24x7 on a mission mode to make #NewIndia, the 'Infrastructure Hub of The World'. In a series of

tweets he said taking forward the mission, the project for Six-laning of NH-140 from Chittoor to Mallavaram

in Andhra Pradesh is progressing at a rapid pace under #BharatmalaPariyojana.

The Minister said this NH section connects important towns in Chittoor District i.e. Chittoor and Tirupati via religious place Kanipakam. He said the project length starts at Kukkalapalli and ends at Mallavaram, consists of 2 bypasses at Kasipentla and Kanipakam, 14 grade separators, 6

Major Bridges and ~15 minor bridges.

Gadkari said the project length is operational since May 2021 & Balance Works are expected to be completed by 30 Sep 2022. He said after the completion of the project, the region would witness dynamic transformation with enhanced connectivity that would further boost economic activities & religious tourism.

### NH Projects in Madhya Pradesh

**I**n a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari said that approval for extension of NH 146 (B) from Budhni to Bari and from Nasrullaganj to Sandalpur has been given on the request of Chief Minister of Madhya Pradesh, Shivraj Chouhan. The Minister said the Bari-Budhni-Rehti-Nasrullaganj-Sandalpur corridor will be completed with the extension of the above National Highway. With this, Indore and Jabalpur will be connected with each other by national highway, he added. Gadkari said a target has been set to complete the DPR process of the above route and get it approved by the end of this year.

The Minister said on the request of Union Minister Prahlad S Patel, the 110 km long Jabalpur-Damoh section has been entrusted by the Ministry of Road Transport and National Highways. He said the DPR of Aurchha-Tikamgarh-Hirapur (139 km) National Highway No. 539 and Hirapur-Damoh (82 km) National Highway No. 34 will be completed by December 2022 and a target has been set to get the work approved by March 2023. With the construction of both the routes, the connectivity of Jabalpur-Damoh-Tikamgarh-Aurachha will be completed through the National Highway, the Minister said.

### 15 National Highway Projects in Bihar With a Total Cost of Rs 13,585 Crore

**U**nion Minister for Road Transport and Highways Nitin Gadkari inaugurated and laid foundation stones of 15 National Highway projects in Patna and Hajipur in Bihar with a total cost of Rs.13,585 crore.

Speaking on the occasion Gadkari said Mahatma Gandhi Setu is the lifeline of Bihar, which connects North Bihar with South Bihar. With this super structure replacement project, the time taken to cross Mahatma Gandhi Setu has been reduced from 2 to 3 hours to 5 to 10 minutes. He said Chhapra-Gopalganj section being 2-lane with 4 bypasses will allow the traffic of the highway to pass through the bypass and the city will get rid of traffic jams.

The Minister said the route from Umagaon will directly connect the religious places of Uchhaith Bhagbati and Mahishi Tarapith. Aurangabad – Chordaha section 6-lane road will improve connectivity of Bihar with Uttar Pradesh, Jharkhand and West Bengal. Gadkari said Munger - Bhagalpur - Mirzachowki section 4-lane greenfield road will facilitate the farmers of this region to deliver their crop across the country, which will increase the income of the farmers. He said the 2-lane road being built on NH-80 will facilitate connectivity between Bihar, Sahibganj and Assam connecting with the Inland Waterways Terminal reducing the logistics cost. Gadkari said apart from this, traffic will be facilitated from Begusarai elevated flyover, Jayanagar bypass ROB and long jams of level crossings will be avoided. With the construction of Ara 4-lane road from Kayamnagar, the traffic for Ara will be smooth, he added.

## 9 NH Projects Worth Rs 1357 Crore in Rajasthan

**U**nion Minister for Road Transport and Highways Nitin Gadkari Inaugurated and laid foundation stone of 9 NH (National Highways) projects of 243 km length worth Rs 1357 Crore in Rajasthan. Speaking on the occasion he said widening of Ninawa section from Sanchoe on NH-168A in the state will increase the business of granite industries of Chalur district and will make it easier for the farmers to reach Suratgarh Mandi.

The Minister said the 2-lane Sriganganagar to Raisinghnagar on NH-911 and the Sriganganagar

reinforcement from Suratgarh on NH-62 will make it easier to reach the international border and the military station on both sides of the road, which will enhance India's strategic strength. He said the Armed Forces will get better connectivity across the border, new jobs will be created, which will move Rajasthan towards progress and prosperity.

Gadkari said the 4-lane flyover in Suratgarh city will ensure safe and congestion-free traffic. The income of local people will increase. The construction of ROB will get rid of the jam of level crossing, he added. He said at the same time, other projects

will facilitate connectivity between tourist destinations of Gujarat and Rajasthan.

During the ceremony, 25 new bypasses were announced in Rajasthan at a cost of Rs 5,000 crore. Besides, a provision of Rs. 200 crore has been made for ROB on state highways under Setubandhan Yojana. Simultaneously, Rs 900 crore was sanctioned in CRIF and Rs 700 crore in Setubandhan Yojana for Rajasthan. These projects will save fuel, reduce accidents, boost industrial, agricultural, transport and tourism sectors.

## Project for Construction of New Link NH-133B in Jharkhand

**T**he project for the construction of New Link NH-133B From 0.200 km in Jharkhand to 15.885 km including Ganga Bridge, Construction of Manihari Bypass From 0.000 km To 5.500 km and Widening of NH-131A from 5.500 km to 6.000 km in Bihar to 4-Lane standards is in full swing. This information was shared by Union Minister for Road Transport and Highways Nitin Gadkari in a series of tweets.

The Minister said the new link of NH-133B project spanning 21.68 km, is a one of its kind project involving the construction of a 6 km long Ganga Bridge (world's third longest extra-dosed bridge), Manihari bypass and widening of NH-131A.

Gadkari said the highway once constructed shall connect Sahibganj (Jharkhand) to Manihari (Bihar) and



aims to reduce travel distance by 1/10th. This will serve as a strategic connecting point to North East also. Currently under construction, 2750 construction workers have been engaged to deliver this project costing Rs 1900 Crore, he added.

The Minister said it will further reduce

the traffic congestion at Vikram Shila Setu bridge in Bhagalpur and provide impetus to creation of job opportunities for the local population. He said the project is targeted to be completed by October 2024. New India is being forged with the vision of incredible infrastructure everywhere, he added.

## Cable Stayed Bridge Across River Chambal on Kota Bypass on NH-76 of East-West Corridor in Rajasthan Completed

**U**nion Minister for Road Transport and Highways Nitin Gadkari has said the project for the construction & maintenance of a Cable Stayed Bridge across River Chambal on Kota Bypass on NH-76 of East-West Corridor in Rajasthan is completed.

In a series of tweets he said Government under the visionary leadership of Prime Minister Narendra Modi is working round the clock to enhance infrastructure in our country. Gadkari said the 1.4 Km long Cable-

Stayed Bridge across Chambal river was built with a total CAPEX of approximately Rs. 214 Crore and inaugurated in 2017 by the Prime Minister.

He said the bridge is the part of Kota Bypass and part of the East-West corridor from Porbander (Gujarat) to Silchar (Assam). The bridge comes with a state-of-the art system such as capable of handling extreme traffic-jam situations and is built to handle heavy rains, winds, storms and is even equipped with earthquake notification

which is sent to the control room of the bridge. The cables of the bridge are aerodynamic in nature and have the ability to be neutral in stormy winds, he added.

The Minister said to prevent disturbance to wildlife, a 7.5 m Noise Barrier with approx 70% visibility in 700 m length on both side of the bridge has been installed. He said the project has not only benefitted residents of Hadoti region of Rajasthan but has also contributed to reducing the traffic congestion in Kota city.

## Six Laning of Bengaluru Nidaghatta Section of NH-275 is Progressing Ahead with Lots of Promises

**U**nion Minister for Road Transport and Highways Nitin Gadkari has said New India of 21st Century is focused on building the best infrastructure facilities in the world. In a series of tweets he said keeping it in mind, the project for Six laning of Bengaluru Nidaghatta Section of NH-275 is progressing ahead with lots of promises.

Gadkari said the Bangalore to Nidagatta section is the part of NH-275 which starts from the junction Near Panchamukhi Temple junction in Bangalore south zone and ends before Nidagatta. This road is a crucial stretch to tourism & economy as it passes through towns of Bidadi, Channapatana, Ramanagara, having



the largest market for silk cocoons in Asia and provides access to Country's only vulture sanctuary and will be connecting Srirangapatna, Mysore, Ooty, Kerala & Coorg, he added.

The Minister said once the project is completed, the present travel time of 3 hours shall be reduced to 90 mins that will bring down fuel consumption & carbon footprint. He said special care

has been taken on the project with road safety enhancements like eliminating the at-grade Junctions and providing Vehicular Underpasses/ Overpasses to nullify the accidents/conflicts.

Gadkari informed the 6 bypasses in the stretch are expected to reduce the traffic congestion and ensure health, environment & road safety of towns like Bidadi, Ramnagara, Channarayapatna, Maddur, Mandya and Srirangapatna for an aggregate length of 51.5km.

He said delivering on the promise of 'Sabka Saath, Sabka Vikas', Team MoRTH under the visionary leadership of Prime Minister Narendra Modi is working round the clock to complete many such dynamic projects in all the corners of the country and bring prosperity to the people.

# Volvo Unveils 1,000 Km Range Hydrogen-powered Fuel Cell Electric Trucks



**V**olvo has unveiled its hydrogen-powered fuel cell electric trucks, that the company claims are capable of 1,000 km of range and can be refueled in under 15 minutes.

The Swedish company's trucks division has been "developing this technology for some years now," said company president Roger Alm in a statement, reported Swarajya.

"It feels great to see the first trucks successfully running on the test track. The combination of battery electric and fuel cell electric will enable our customers to completely eliminate CO2 exhaust emissions from their trucks, no matter transport assignments," Alm added.

"The fuel cell electric trucks will have

an operational range comparable to many diesel trucks – up to 1000 km – and a refueling time of less than 15 minutes," the statement said.

The total weight can be around 65 tons or even higher, and the two fuel cells

***The total weight can be around 65 tons or even higher, and the two fuel cells have the capacity to generate 300 kW of electricity onboard, it added***

have the capacity to generate 300 kW of electricity onboard, it added.

The company started building battery-

electric trucks in 2018, but they still are not widely in service in the U.S.

Now with hydrogen fuel cell trucks, Alm said he expects growth in the supply of clean hydrogen in the next couple of years.

"Hydrogen-powered fuel cell electric trucks will be especially suitable for long distances and heavy, energy-demanding assignments. They could also be an option in countries where battery charging possibilities are limited," said Alm.

Customer pilots of the Hydrogen fuel cell powered trucks will start in a few years from now and commercialisation is planned for the latter part of this decade, the company said.

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# Ashok Leyland Launches 8-wheel Truck – AVTR 2620



**A**shok Leyland, Flagship of the Hinduja Group, launched the industry's first 8-wheeler truck – AVTR 2620. With the launch of AVTR 2620, Ashok Leyland became the first and only player in the country to have a full range of trucks based on lift axle technology from GVW of 25.5 to 47.5T, said the company, reported ET Auto.

This new product can be operated as 25.5 T (6x2) truck with the lift axle down (offering payload closer to regular 6x2 MAV truck) and a 4x2 truck (18.5T GVW) with lift axle up ((lower fuel and operating cost similar to 4x2) during light load/partial load/return empty, Ashok Leyland said in a statement.

According to Sanjeev Kumar, Head - M&HCV, Ashok Leyland AVTR 2620 with its unique lift axle configuration

*According to  
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- M&HCV, Ashok  
Leyland AVTR 2620  
with its unique lift  
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offers higher TCO  
advantage to the  
customers operating  
in Ecom, Parcel and  
tanker*

offers higher TCO advantage to the customers operating in Ecom, Parcel and tanker.

"AVTR 2620 is a testament of Ashok Leyland's technological prudence and our commitment to providing better

logistical solutions to our customers, aligning with our philosophy of Appki Jeet, Hamari Jeet," he added.

Powered by Ashok Leyland's 200HP engine with iGen6 technology, the truck is built on the latest AVTR modular truck platform that offers flexibility of multiple cabins. It is available in cowl and three cabin options: N Cab, U cab, M cab and loading span ranging from 24 ft to 32 ft.

N cabin offers the ultimate driving experience with Suspended cab with dampers, Suspended driver seat, Anti-roll bar in the front, excellent storage spaces, Full Metal Front Fascia, Music system, AC & HVAC options. It comes bundled with digital solutions like i-Alert (advanced telematics), remote diagnostics - supported by 24x7 customer assistance Uptime Solution Centre.

## India's Fuel Demand Jumps 24 Per Cent Year-on-year in May

**C**onsumption of fuel, a proxy for oil demand, totalled 18.27 million tonnes last month, according to data from the Indian oil ministry's Petroleum Planning and Analysis Cell, reported Reuters.

India's fuel consumption jumped 23.8 per cent in May from a year earlier, continuing a recovery from a relatively low base in 2021 when the world's third biggest oil consumer was in the grip of a second wave of COVID-19.

Consumption of fuel, a proxy for oil demand, totalled 18.27 million tonnes last month, according to data from the Indian oil ministry's Petroleum Planning and Analysis Cell.

Last month's increase was the biggest year-on-year jump since April 2021.

Consumption also rose modestly, by 0.4 per cent, from April.

The yearly increase is "because of a lower base, as demand in May 2021

***The yearly increase is "because of a lower base, as demand in May 2021 was low due to high COVID cases at that time," although the monthly rise was surprising, said Refinitiv analyst Ehsan Ul Haq***

was low due to high COVID cases at that time," although the monthly rise was surprising, said Refinitiv analyst Ehsan Ul Haq.

"However, high oil prices are likely to

have an impact on consumption in the next few months. High fuel prices do not bode well for motorists all over the world," he added.

Consumption of diesel rose 31.7 per cent in May year-on-year to 7.29 million tonnes and was up about 32.6 per cent from two years earlier.

Sales of gasoline, or petrol, were 51.5 per cent higher than a year earlier at 3.02 million tonnes.

Meanwhile, daily gasoil sales of Indian state refiners declined in May from April as lower consumer spending curtailed truck movement in the country, preliminary fuel sales data showed on June 1.

India's gasoline sales have been rising since the country eased pandemic lockdown as people continued to prefer using personal vehicles over public transport for safety reasons and to avoid heatwaves.

## Corporate Lessons From Political Happenings In Maharashtra

**1. Top Boss must be accessible to ALL:** MLAs rebelled due to inaccessible CM.

**2. Wrong business Alliances can break your company:** SS entered into an alliance which was against the political ideology. Cultural integration became an issue, ultimately failed.

**3. If unemployed, be ready to accept one level down position:** Devendra Fadanvis assumed the post of Deputy

CM after serving as the CM in his last stint.

**4. Experience is superior to the inheritance:** 2/3 of the MLAs supported Mr. Shinde who is a home grown talent of the party over the

political heirs of Late Shri Balasaheb Thackeray.

**5. Do not neglect your middle management:** a neglected middle manager can be the future CEO of another company.



## Nitin Gadkari Emphasizes on Maintaining Equilibrium Between Ecology, Environment and Development

**U**nion Minister for Road Transport and Highways, Nitin Gadkari has emphasized on maintaining equilibrium between ecology, environment and development. Inaugurating 'Industrial Decarbonization Summit 2022' (IDS-2022) - Road Map for Carbon Neutrality by 2070 he said to

overcome power shortage, it is essential to develop alternative fuels. He said eccentric one sided approach in these issues is not beneficial for the country.

Gadkari said in the coming days, we have to strengthen our economy and at the same time save the environment. He said our priority is green hydrogen, by using Biotechnology we can

increase the productivity of Biomass and by using Biomass we can make Bio-ethanol, Bio-LNG and Bio-CNG. He said pollution will decrease by usage of methanol and ethanol. The Minister said that a focused road map should be created and adequate research must be done so that we reduce our imports and increase exports.

## Government Proposes Setting up of Innovation Bank for New Ideas, Research Findings and Technologies to Focus on 'Quality' in Infrastructure Development

**U**nion Minister for Road Transport and Highways Nitin Gadkari has proposed setting up of Innovation Bank for new ideas, research findings and technologies to focus on 'Quality' in infrastructure development. Virtually addressing the inaugural function of the 222nd Mid-Term Council Meeting of the Indian Roads Congress (IRC) he said new initiatives are expected from IRC, Innovation should be the focus area for all Engineers. He said IRC should develop a World-class state-of-art laboratory with the help of IITs and global institutions in the world.

Gadkari said infrastructure development has an important role in fulfilling the vision of Prime Minister Narendra Modi to make India a 5 trillion-dollar economy and

Road infrastructure is directly linked

to the prosperity of that region. He said Road infrastructure connects people, culture and society and brings prosperity through socio-economic development.

The Minister said in the last 8 years, the length of National Highways has gone up by more than 50% from 91,000 km in 2014 to about 1.47 Lakh km now. He said our government is dedicatedly working towards expanding the National Highway network to 2 lakh kilometers by 2025. In last 8 years, our team has created multiple world records, he added.

Gadkari said Government is very committed to the development of the North East region. He said NHIDCL is playing a vital role in developing infrastructure in this region. The National Highway share of the region stands at 10%. He said till date, 2344 km highway is constructed at the cost of Rs. 45,000 crore.

The Minister said we are ready to adopt World's best and most successful technology and new materials for construction. He said use of Proven Technology and Reduction in Construction Cost are the two most important driving forces for us. We need to reduce the cost of construction while maintaining quality, he added.

Gadkari said there should be minimum carbon footprints and exploitation of limited natural resources during the construction and operation phase. He said development at the cost of degradation of ecology and environment is not acceptable to us. He said a sustainable alternative for steel and cement should be found.

The Minister said Road safety is a high-priority area for the Government. We need to incorporate effective global practices and guidelines related to road engineering into the specification, he added.

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# MoU Signed Between NHIDCL and IIT, Roorkee for Sharing Knowledge on Innovative Ideas and Technologies in the Field of Highway Engineering

**A**n MoU was signed between MD, NHIDCL and Director, IIT, Roorkee for sharing knowledge on innovative ideas and technologies in the field of highway engineering. The purpose of this MoU is to establish the basis of collaboration between both the parties such that the NHIDCL and IIT, Roorkee can take up various activities of common interest such as sharing knowledge on innovative ideas and technologies in the field of highway engineering and other infrastructure works as per mutually agreed terms and conditions.

The MoU provides a formal basis for initiating interaction between NHIDCL and IIT, Roorkee and will play a significant role in realising the aims and objectives of Prime Minister's Gati Shakti, National Master Plan launched recently.

National Highways Infrastructure Development Corporation Limited (NHIDCL) promotes surveys, establishes, designs, builds, operates, maintains and upgrades National

Highways and Strategic Roads including interconnecting roads in

parts of the country which share international boundaries with

neighbouring countries including the UTs of J&K, Ladakh and Andaman and Nicobar Islands and the states of Himachal Pradesh, Uttarakhand, Sikkim, West Bengal and the seven northeastern states.

IIT, Roorkee is a premier institute in the country with a vision to be a centre of excellence in education and research,

producing global leaders in science, technology and management; to be a hub of knowledge creation and technology development that prioritizes the frontier areas of national and global importance to improve the life of every citizen of the country.

Both NHIDCL and IIT, Roorkee are leading premier national organisations in their respective fields and are desirous of working together to work as a team to achieve national objectives, undertaken with their best abilities and maximum mutual cooperation with the intent of helping each other.



***The MoU provides a formal basis for initiating interaction between NHIDCL and IIT, Roorkee and will play a significant role in realising the aims and objectives of Prime Minister's Gati Shakti, National Master Plan launched recently***

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*"It isn't the challenge that defines you. It's what you do with it."— Sharon Pearson*

# No Entry of Medium, Heavy Vehicles into Delhi from October 1

**T**he Delhi government announced a ban on entry of medium and heavy vehicles in the city from October 1 to February 28 next year, to keep a check on pollution levels in this winter, reported IANS.

The Delhi government had also written on June 15 to its neighbouring states, including Haryana and Uttar Pradesh, urging them to allow only BS VI-compliant buses to enter the city from October 1 in order to help control air pollution.

The letter written by Special Commissioner, Transport, O.P. Mishra said that the situation of air pollution in the national capital has attracted the attention of the Supreme Court and the CAQM (Commission of Air Quality Management in Delhi and NCR), both of which have issued directions for effective regulation of air pollution and vehicular pollution.

Every year, the capital city witnesses high levels of air pollution in the winter months from October due to a multitude of factors, including stubble burning and vehicular traffic leading to the breathing and other problems.

Further, the move to ban the entry of medium and heavy goods vehicles in the capital from October to February will lead to losses for traders, said transporters, reported PTI, and urged the Delhi government to look for alternate means to curb air pollution.

The Delhi government has decided to ban the entry of medium and heavy goods vehicles in the capital from October to February to curb vehicular pollution. However, trucks carrying essential items, will be allowed to enter Delhi.



According to an official, entry of such vehicles will be banned from October 1, 2022 to February 28, 2023. Vehicular pollution leads to deterioration of air quality during the winter months, the official added.

The ex-president of a transporters' association said bureaucrats frame policies without thinking about the general public or the stakeholders.

"How will such things solve the problem of pollution? The government had earlier also put similar measures in place but have they given any results?"

"The government should share data of pollution levels on the days the ban was in place on earlier occasions and when there was no ban. The government had put up smog towers to curb air pollution. But have there been any results?" he asked.

A member of the state-level goods transport association said Delhi's

reputation as a retail hub will be badly hit due to the ban.

"Truckers and traders will find alternative markets for buying goods and sending them with Delhi being shut for them. This will hurt Delhi's reputation as a retail hub.

"The businesses of petrol pumps will be severely affected. This ban will hit the transporters in a much more severe way than the Covid pandemic," he said.

Urging Delhi LG Vinai Kumar Saxena, Chief Minister Arvind Kejriwal and Transport Minister Kaliash Gahlot to reconsider the decision of enforcing this ban, he asserted, "Please consider alternate ways to curb pollution by holding meetings with experts. If this comes into effect, it will affect transporters in a severe way and it will be difficult for them to recover from the blow."

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# New Guinness World Record Created by NHAI in Laying 75 Km of Bituminous Concrete in a Single Lane on NH53 in 105 hours and 33 minutes



**U**nion Minister for Road Transport and Highways Nitin Gadkari announced New Guinness World Record created by NHAI in laying 75 km of bituminous concrete in a single lane on NH53 in 105 hours and 33 minutes.

In a video message Gadkari said commemorating 75 years of India's independence and under the aegis of Azadi Ka Amrit Mahotsav announced by the Prime Minister Narendra Modi NHAI has created a world record that was certified by the Guinness World Records. He said the record has been made for laying 75 km of bituminous concrete in a single lane on NH 53 between Amrawati to Akola Districts

in 105 hours and 33 minutes. The total length of the 75 km of single lane continuous bituminous concrete road is equivalent to 37.5 km of two-lane paved shoulder road and the work started on 3rd June 2022 at 7:27 am and completed on 7th June 2022 at 5 pm, he added.

The Minister said the bituminous mix of 36,634 MT consisting of 2,070 MT of bitumen was used. He said the project was implemented by 720 workers including a team of independent consultants worked day and night to complete this task.

Gadkari said before this, the Guinness World Record for the longest continuously laid bituminous was for building 25.275 km that was achieved

in Doha, Qatar in Feb 2019. The task took 10 days to complete.

The Minister said the Amrawati to Akola section is part of NH 53, this is

***The Minister said the Amrawati to Akola section is part of NH 53, this is an important east-east corridor which connects major cities like Kolkata, Raipur, Nagpur and Surat. He said once completed, this stretch will play a major role in easing movement of traffic and freight on this route***

an important east-east corridor which connects major cities like Kolkata, Raipur, Nagpur and Surat. He said once completed, this stretch will play a major role in easing movement of traffic and freight on this route.

Gadkari congratulated all the engineers, contractors, consultants, workers from NHAI and Raj Path Infracon Pvt. Ltd. for efficient implementation of the project that has helped in successful completion of this world record.



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# Safety Tips for Truck Drivers in Rainy Season



**M**onsoon has arrived and it's time to welcome showers. However, it is also the time to be more cautious of heavy rains, thunderstorms and flooding while driving.

Here are 6 tips to keep you safe on the road this monsoon.

## 6 Safety Tips for Driving in Rainy Season

### 1. Plan ahead

We can't see the future, but we can at least make our best guess. Before heading out on your route, especially for truck drivers, you should look at the weather ahead. If it's clear skies, great! If it looks like rain, remember these tips.

### 2. Increase following distance

When driving through heavy rains or any dangerous weather conditions, leaving extra space between you and

others on the road is your best safety cushion. Wet roads make it harder to come to a complete stop because of the decreased traction to the ground. If you brake abruptly, you could end up jack knifing.

However, remember that not everyone on the road is as cautious as you are. Be wary of other drivers skidding into you.

### 3. Lean into the Skid

Yes, despite an enormous size, they can also skid. The number one rule for when this happens is to remain calm. Do not panic. First, slowly attempt to straighten your trailer by steering in the direction of the skid. Don't overdo it. Second, do not hit the brakes. Take your foot off all of the pedals and let your truck naturally slow down.

### 4. Avoid flooded areas

Your truck may seem indestructible, but trucks are just as likely to get stuck

or swept away by flood waters. It is never safe to drive through flood waters. 12 inches of moving water can sweep away most cars. If you add another 12 inches, the water can sweep away SUVs and Trucks.

### 5. Clean your lights

Visibility is a problem in almost any driving condition, except for when it's sunny. When it comes to dark skies and heavy rains, smaller cars, or cars stopped on the shoulder of the road are harder to see. Give your head lights a good cleaning so you can see others and others can see you.

### 6. Pull Over

If visibility becomes zero, or you feel that the conditions are truly unsafe, find a suitable place to pull over. Continuing to drive not only puts your life in danger, but others also on the roadway.

X

*"Embracing each challenge can turn it into a privilege."— Tonmoy Acharjee*



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# Truck Rentals Fall up to 6% in May Following Fuel Price Cut, Inflation



**F**reight rates on key trunk routes came down by 5%-6% in the past one month following the cut in diesel prices, according to the Indian Foundation of Transport Research and Training (IFTRT).

Truck rentals or freight rates, a composite indicator of economic activity, also suffered due to over 15% rise in wholesale price inflation because of which consumer spending has got constrained across the country, the New Delhi-based think-tank said.

"The month of May has witnessed a significant drop in excise duty and local State Taxes for diesel by INR 7 per litre and as a consequence the truck rentals on truck routes dropped by 5%-6%," said, SP Singh, senior fellow at IFTRT, reported ET Auto.

Trunk route round rates have gone down by INR 7,000- INR 9,000 between May 1, 2022 and June 1, 2022, majorly on account of dip in fuel prices and low cargo offerings.

"Wheat crop harvesting has by and large wound up in states of Madhya Pradesh, Punjab, Haryana, Rajasthan

and Uttar Pradesh. Similarly, the cargo offerings from trade commerce and industry too have witnessed lower

***"Wheat crop harvesting has by and large wound up in states of Madhya Pradesh, Punjab, Haryana, Rajasthan and Uttar Pradesh. Similarly, the cargo offerings from trade commerce and industry too have witnessed lower freight offerings and fleet owners are facing lower truck rentals on truck routes," Singh said***

freight offerings and fleet owners are facing lower truck rentals on truck routes," Singh said.

He noted that there was an overall drop in freight movement from trade,

industry and commerce sequentially and this has resulted in a major drop in sale of commercial vehicles (CV) particularly in medium and heavy CV.

"As a result, there is hardly any fleet expansion in the freight market. As such it is only a small section of CNG run ICV that have been in somewhat demand in the freight market," Singh added.

Main truck routes like Delhi-Mumbai-Delhi are down by 6% while Delhi-Hyderabad-Delhi dipped by 5%. Others like Delhi-Kolkata-Delhi and Delhi-Chennai-Delhi have decreased by 6% and 5% respectively, as per the IFTRT data. Truck routes are the main routes in which cargo moves across the country.

According to the rating agency CRISIL, freight rates declined month-on-month for consumer essentials such as agricultural products, FMCG/FMCD, loose goods and discretionary goods (automobiles, textiles), and bulk commodities (container, petroleum tankers and steel).

However, it noted that fleet utilization was flat on-month. The complete effect of this duty cut would be visible in the index from next month. This is because the central government set an extrinsic decline in excise duty at the end of the month, whereas CRISFrex represents freight rates and fuel prices for the entire month.

CRISFrex also indicates that freight rates have dropped month-on-month, with free cash flow (FCF; pre-equated monthly installment) decreasing 100 basis points.

Flat utilization levels, a decrease in freight rates, and lower diesel prices resulted in the industry's FCF contracting slightly to 18% in May compared with 19% in April.



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# Daimler Trucks to Achieve 10% Return on Sales by 2025; Plans to Manufacture 520,000 Vehicles This Year



**E**stablished 125 years ago, one of the largest commercial vehicle manufacturers with a global reach, Daimler Trucks aims to achieve a 10% minimum return on sales in its industrial business by 2025, depending on the market environment. The aim is to accelerate the development of vehicles with battery and fuel cell-based powertrains - under its own steam and with strategically chosen partnerships, said the CV manufacturer, reported ET Auto.

As early as 2030, locally emission-free commercial vehicles are expected to account for up to 60% of Daimler Truck sales. From 2039 onwards, the company only wants to offer vehicles in North America, Europe, and Japan that are CO<sub>2</sub>-neutral when driven.

"The task now is to master the operational challenges of the present while keeping a firm eye on the opportunities for sustainable value

creation in the future," said Joe Kaeser, Chairman, Supervisory Board.

The commercial vehicle maker assumes that the overall macroeconomic conditions continue to be comparatively favorable for the global demand for commercial vehicles in 2022. The company expects unit sales of between 500,000 and 520,000, and revenue on the group level to be between EUR 48-50 billion. However, the demand for the products and services remains strong and there are signs of slow improvements in the company's supply chain.

The company also expects a significant increase in its adjusted EBIT. Regarding the adjusted ROS for the Industrial Business, Daimler Truck will stay unchanged between 7 and 9% given the current challenging environment.

"At Daimler Truck, we are currently in

an exceptional situation in which we can cushion a moderate economic downturn: We recently could deliver fewer vehicles to our customers than they actually wanted to buy," added Martin Daum, Chief Executive.

Despite ongoing supply chain restraints, the company managed to continue the positive development from 2021 and started the new year with growth in unit sales, revenue, and EBIT (adjusted).

The company was able to increase its Group unit sales significantly year-on-year to 109,300 units in Q1 of the new year (+8%). Group revenue rose by 17% to EUR 10.6 billion.

Around 139,000 units mark a high level of order intake in the first quarter of 2022. The order backlog continues to grow, reaching a record level and illustrating the strong confidence customers have in the company's products. Adjusted EBIT increased by 11% to EUR 651 million.

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# FedEx Shifts From EV Delivery Truck Testing to Adoption



**F**edEx Corp has 150 BrightDrop zero-emissions delivery trucks rolling on Los Angeles streets and highways as it transitions from electric vehicle testing to adoption, reported Reuters.

The partnership with BrightDrop, an 18-month-old subsidiary of General Motors, advances FedEx toward its goal of making 100% of its pickup and delivery fleet vehicle purchases electric by 2030.

"You start off with a lot of science projects," said Russ Musgrove, managing director of global vehicles for FedEx Express, which has a total of 2,500 BrightDrop trucks on order. That FedEx unit has been working on electric vehicle (EV) projects for a more than a decade.

FedEx Express, which has a global fleet of about 87,000 vehicles globally, did not say how many pickup and

delivery trucks it buys each year. It suffered a setback last year with the failure of startup Chanje, which was to

***FedEx Express, which has a global fleet of about 87,000 vehicles globally, did not say how many pickup and delivery trucks it buys each year***

provide FedEx with 1,000 electric delivery trucks.

BrightDrop brought its ZEVO 600 step trucks to market in just 20 months - the fastest ever for a GM vehicle, BrightDrop executives told Reuters.

And now, FedEx is "moving from small demonstration projects ... to scaling," Musgrove said.

Local and national regulators are

pressuring transportation companies to slash tailpipe pollution such as CO<sub>2</sub>, which traps heat in the atmosphere - contributing to weather pattern disruptions and other climate changes.

The U.S. transportation sector accounts for more than one-third of U.S. green-house gas emissions. Heavy- and medium-duty trucks that do everything from hauling freight to delivering e-commerce purchases account for less than 5% of the vehicles on the road but produce over 20% of sector emissions, according to the Department of Energy (DOE).

FedEx, United Parcel Service, Amazon.com Inc and Walmart Inc are among the companies leading the charge toward EV fleets as battery technology has evolved to meet the needs of their routes that range from 10 to 50 miles per day.

# Daimler Truck Tests Fuel-cell Truck With Liquid Hydrogen

**D**aimler Truck recently announced that it is now putting another prototype into operation to test the use of liquid hydrogen, reported ET Auto. Since last year, a Mercedes-Benz GenH2 Truck fuel-cell prototype has been undergoing intensive testing – both on the in-house test track and on public roads.

The GenH2 Truck has a range of up to 1,000 kilometers and more, a company statement said.

A newly installed prototype filling station at the development and testing center in Würth enables the refueling with liquid hydrogen.

Recently, the commercial vehicle manufacturer celebrated the first successful liquid hydrogen (LH2) refueling of the truck together with Air Liquide. During the refueling process, cryogenic liquid hydrogen at minus 253 degrees Celsius is filled into two 40 kg tanks mounted on either side of the chassis.

The CV maker prefers liquid hydrogen in the development of hydrogen-based drives. In this aggregate state, the energy carrier has a significantly higher energy density in relation to volume compared to gaseous hydrogen. As a result, more hydrogen can be carried, which significantly increases the range and enables comparable performance of the vehicle with that of a conventional diesel truck.

At the same time, Daimler Truck is also working together with Linde on the development of a new process for handling liquid hydrogen



*At the same time, Daimler Truck is also working together with Linde on the development of a new process for handling liquid hydrogen (“subcooled” liquid hydrogen, “sLH2 technology”). Among other things, this innovative approach enables even higher storage density and easier refueling compared to LH2*

(“subcooled” liquid hydrogen, “sLH2 technology”). Among other things, this innovative approach enables even higher storage density and easier refueling compared to LH2. The companies plan for the first refueling of a prototype vehicle at a pilot station in Germany in 2023, a company release stated.

When it comes to infrastructure for hydrogen filling stations along important transport routes in Europe, the CV maker is planning to work together with the companies Shell, BP and TotalEnergies, the release added.

Furthermore, Daimler Truck is also a shareholder in hydrogen filling station operator H2 MOBILITY Deutschland.

The company's ambition is to offer only new vehicles that are carbon-neutral in driving operation in its global core markets by 2039, it stated.

— X —

*“A winner is a dreamer who never gives up.” – Nelson Mandela*

## Commercial EV Startup Turno Raises USD 3.1 Million



**C**ommercial electric vehicle (EV) startup Turno announced that it has raised USD 3.1 million in new equity financing, reported ET Auto. The investment was led by Stellaris Venture Partners, along with Avaana Capital, the startup said in a release.

Launched in April 2022 in Bengaluru, Turno claims to have captured 75% market share in the retail cargo three-wheeler segment in the city and has forged partnerships with leading 3W electric OEMs like Mahindra,

Piaggio, Omega Seiki Mobility, Etrio, and others. At the current rate of growth, it expects to be the largest seller of electric vehicles in the country by August 2022.

Today, Cargo EVs are economically viable for a majority of use cases. But the retail segment, which continues to spend over 40% of the monthly earnings on diesel, has so far remained on the sidelines of the EV story.

Turno also claims to lower the overall cost of ownership by 50% through its vast selection of vehicles at the lowest prices, lowest down payments and

interest rates, and 30% higher than market resale value guarantees to customers. Its customers come from a diverse use case-mix including small FMCG distributors, vegetable & fruit sellers, manufacturing units, garment distributors, water can suppliers among others.

"At Turno, we envision the future of Indian transportation to be completely electric with zero dependence on fossil fuels. Today, commercial vehicles constitute about 80%-85% of the entire fuel consumption in the country and our mission is to replace all diesel miles in commercial vehicles with electric miles. We are excited to have investors, who are among the few to understand the nuances of EV investments and share our deep passion for accelerating India's transition to green mobility," Hemanth Aluru, Co-founder and CEO Turno, said.

Currently, Turno has a team of 60 people and it has launched its operations in Maharashtra, Tamil Nadu, Andhra Pradesh, Telangana, Gujarat, and NCR.

"In a short period, Turno has captured significant market share and enabled many small fleet owners to go electric. We are excited to partner with them, and are confident Turno will catalyze the move to electric for many more people in the years to come," Arpit Maheshwari, Stellaris Venture Partners, said.

## Valeo, Atul Auto Arm & Honda Join Hands for 3Ws Electrification in India

**F**rance-based global automotive supplier Valeo, Atul Greentech Private Limited, the electric three-wheeler manufacturer, and Honda Powerpack Energy Private Limited, the swappable battery service provider, signed a Memorandum of Understanding (MoU), through which

Valeo will provide the electric powertrains and powertrain control unit for Atul's electric three-wheelers to work with Honda's swappable battery solution, reported ET Auto.

According to the MoU, Valeo will provide its 48V integrated compact electric powertrain system along with the Powertrain Control Unit for Atul's

upcoming cargo and passenger three-wheeler that is to be launched in India soon.

In addition, Valeo's engineers will provide the technology integration support to help Atul go to market quickly with Honda's swappable battery.

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## India Considering Spending Additional \$26 Billion to Fight Inflation

**T**he Indian government is considering spending an additional 2 trillion rupees (\$26 billion) in the 2022/23 fiscal year to cushion consumers from rising prices and fight multi-year high inflation, two government officials told Reuters. The new measures will be double the 1 trillion rupees hit government revenues could take from tax cuts on petrol and diesel the finance minister announced, both the officials said.

India's retail inflation rose to an eight-year high in April, while wholesale inflation rose to at least a 17-year high, posing a major headache for Prime Minister Narendra Modi's government ahead of elections to several state assemblies this year.

"We are fully focussed on bringing down inflation. The impact of Ukraine

crisis was worse than anyone's imagination," one official, who did not want to be named, said.

The government estimates another 500 billion Indian rupees additional funds will be needed to subsidise fertilisers, from the current estimate of 2.15 trillion rupees, the two officials said.

The government could also deliver another round of tax cuts on petrol and diesel if crude oil continues to rise that could mean an added hit of 1 trillion-1.5 trillion rupees in the 2022/23 fiscal year started on April 1, the second official said.

Both the officials did not want to be named as they are not authorised to disclose the details.

The government did not immediately comment outside office hours.

One of the officials said the government may need to borrow additional sums from the market to fund these measures and that could mean a slippage from the its deficit target of 6.4% of GDP for 2022-23.

The official did not quantify the amount of borrowing or fiscal slippage saying it depended on how much funds they eventually divert from the budget in the fiscal year.

The Indian government plans to borrow a record 14.31 trillion rupees in the current fiscal year, according to budget announcements made in February.

The other official said the additional borrowing will not impact the planned April-September borrowing of 8.45 trillion rupees and may be undertaken in January-March 2023.

## South Africa Launches the World's Biggest Hydrogen-fueled Truck

**M**ining giant Anglo American unveiled the world's largest hydrogen-powered truck, a monster weighing in at 220 tonnes, at a platinum mine in northern South Africa, reported AFP.

Billed as the first of a fleet that will replace the firm's diesel-powered trucks, the vehicle uses two-megawatt hydrogen fuel cells to haul up to 290 tonnes of ore.

"What we are launching is not merely an impressive piece of machinery, it is the genesis of an entire ecosystem powered by hydrogen," President Cyril Ramaphosa said.

Comparable in size to a small house,

the behemoth was shown off at Mogalakwena mine, about 250 kilometres (150 miles) from Johannesburg.

"This is a gigantic leap for South Africa's hydrogen future economy," Ramaphosa declared.

"This has really been a historic moment. It gives us a clear vision of what the future looks like."

Anglo American said it aims to be carbon neutral by 2040.

It will use solar power to provide the fuel, using the energy to split water into its component atoms of hydrogen and oxygen.

Burning hydrogen releases only water vapour, not heat-trapping carbon

dioxide as in the case of fossil fuels.

"Over the next several years, we envisage converting or replacing our current fleet of diesel-powered trucks with this zero-emission haulage system, fuelled with green hydrogen," chief executive Duncan Wanblad said.

"If this pilot is successful, we could remove up to 80 percent of diesel emissions at our open pit mines by rolling this technology across our global fleet."

Last November, rich nations including France, Germany, Britain and the United States pledged at least \$8.5 billion and technical assistance to help South Africa switch to a low-carbon economy.

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Dated, the 27 June, 2022

To,

- i. The Chief Secretaries of All States and Administrators of UTs;
- ii. Director Generals of Police of all States/UTs;
- iii. Principal Secretaries/ Secretaries (Transport) of all States/ UTs;
- iv. Transport Commissioners of all States/ UTs.

**Subject: Revision of Safe Axle Weights for Transport Vehicles and enforcement thereof.**

Madam/Sir,

The maximum permissible safe axle limits were enhanced vide S.O. 3467 (E) dated July 16, 2018 and further amended vide S.O. 3881 (E) dated August 06, 2018.

2. Advisories on the subject matter were issued to all States/UTs vide this Ministry's letters dated July 18, 2018 and August 07, 2018, respectively.

3. The advisory dated August 07, 2018, vide para 2, stated that "all the vehicle models that have been type approved before July 16, 2018, shall be allowed the revised maximum safe axle weight. The Gross Vehicle Weight (GVW) of the vehicles shall also be revised accordingly." It is understood from the above statement that the revision in safe axle limits was facilitative in nature, allowing willing operators to legally carry higher loads by getting the GVW enhanced in vehicle Registration Certificate (RC).

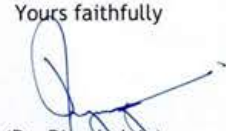
4. This Ministry has received representations that in some states, transport operators who did not require load enhancement and hence chose not to avail the revised maximum safe axle weight, are also being asked to pay tax for higher GVW.

5. It is hereby clarified that load enhancement in RC is not mandatory for vehicles type approved before July 16, 2018. In other words, the process for registering the increased safe axle weights is voluntary for a vehicle owner who desires to carry higher loads. For such vehicles, the applicable tax shall be on the basis of GVW mentioned in the RC.

6. It is further clarified that a transport vehicle cannot ply with the enhanced GVW (based on revised safe axle limits) until it is reflected in the RC and the difference in applicable tax has been paid by the vehicle owner.

Encl: as above

Yours faithfully

  
(Dr. Piyush Jain)  
Director (MVL)  
Tel: 2371 4974

Email: director-morth@gov.in

Copy to:

- The Chairman, NHAI - with the request to communicate the contents of this advisory and the notification to all the Toll Plaza operators to be used in respect of loading of vehicles.
- All India Motor Transport Congress- For Info

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PART II—Section 3—Sub-section (i)

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वित्त मंत्रालय

(राजस्व विभाग)

(केन्द्रीय अप्रत्यक्ष कर बोर्ड और सीमा शुल्क)

अधिसूचना

नई दिल्ली, 24 जून, 2022

सं. 52/2022-सीमाशुल्क (गै.टे.)

सा.का.नि.471(अ).—सीमा शुल्क अधिनियम, 1962 (1962 का 52) की धारा 146 की उप-धारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड, एनद्वारा सीमा शुल्क ब्रोकर लाइसेंसिंग विनियमन, 2018 में संशोधन करने के लिए निम्नलिखित विनियमन बनाता है, अर्थात्:-

1. संक्षिप्त शीर्षक और प्रारंभ (1) इन विनियमों को सीमा शुल्क ब्रोकर लाइसेंसिंग (संशोधन) विनियम, 2022 कहा जा सकता है।

(2) ये सरकारी राजपत्र में उनके प्रकाशन की तारीख से लागू होंगे।

2. सीमा शुल्क ब्रोकर लाइसेंसिंग विनियमन, 2018 में,-

(i) विनियम 20 में, उप-विनियमों (1) और (2) के स्थान पर, क्रमशः निम्नलिखित उप-विनियम प्रतिस्थापित किया जाएगा, अर्थात्:-

"(1) प्रत्येक सीमा शुल्क ब्रोकर अपने द्वारा संचालित प्रत्येक क्षेत्रीय कार्यालय में सीमा शुल्क ब्रोकर संगठन के सदस्य के रूप में खुद को नामांकित करेगा, यदि सीमा शुल्क स्टेशन में पंजीकृत ऐसा कोई संगठन है, जहां सीमा शुल्क ब्रोकर संचालन कर रहा है और प्रधान आयुक्त सीमा शुल्क या आयुक्त सीमा शुल्क, जैसा भी मामला हो द्वारा मान्यता प्राप्त है।

(2) कोई भी सीमा शुल्क ब्रोकर किसी विशेष क्षेत्रीय कार्यालय में, एक निश्चित समय में, एक से अधिक संगठन में खुद को नामांकित नहीं करेगा।";

(ii) विनियम 20 के बाद, निम्नलिखित विनियम अंतःस्थापित किया जाएगा, अर्थात्:-

"21. शिथिल करने की शक्ति:- जहां कोई आवेदक या कोई सीमाशुल्क ब्रोकर या एनएसीआईएन बोर्ड को इस बात का अभ्यावेदन देता है कि वह या यह, जैसा भी स्थिति हो, ऐसे किसी कारण से जो कि उसके नियंत्रण के बाहर है, इन विनियमों में दिए गए किसी प्रावधान में विनिर्दिष्ट समयावधि के भीतर अपने कर्तव्यों या दायित्वों को पूरा करने में असमर्थ है, लेकिन ऐसे प्रावधान के अंतर्गत निर्धारित अन्य शर्तों, यदि कोई हो, को पूरा करता हो, तो बोर्ड, ऐसे अभ्यावेदन पर विचार करने के बाद, तथा उन कारणों को विपिबद्ध करते हुए, ऐसे कर्तव्यों या दायित्वों के अनुपालन के लिए आगे और समयावधि की अनुमति दे सकता है।"

[फा.सं. 520/07/2013-सीमाशुल्क VI(खंड III)]

मनीष कुमार चौधरी, अवर सचिव

नोट:- सा.का.नि. 451(अ), दिनांक 14 मई, 2018 के तहत मूल विनियम संख्या 41/2018-सीमा शुल्क (गै.टे.), दिनांक 14 मई, 2018 को भारत के राजपत्र, असाधारण, में प्रकाशित किया गया था।

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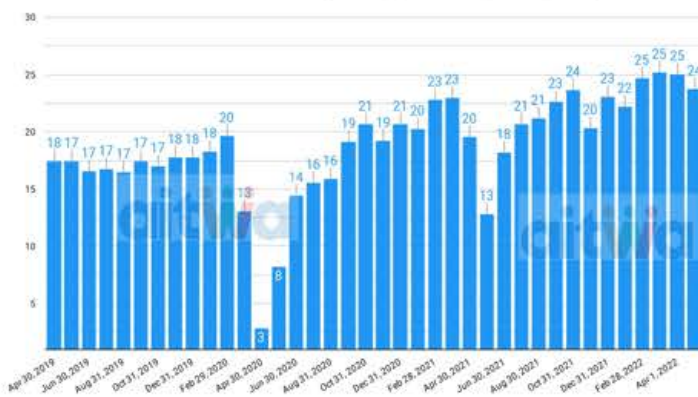
## Eway Bill Dashboard

Last updated on 15th June 2022 | Data as on 31st May 2022

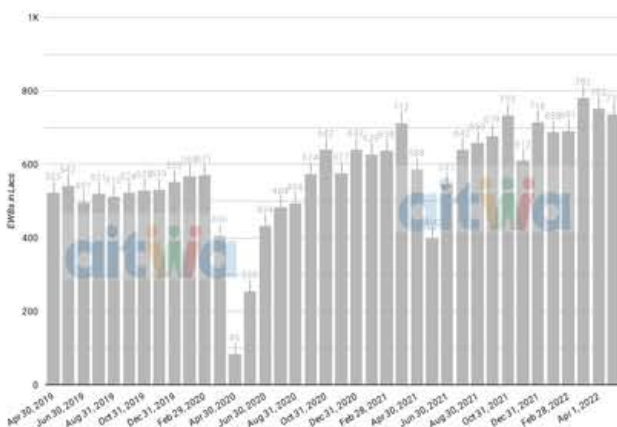
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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



## Diesel Dashboard

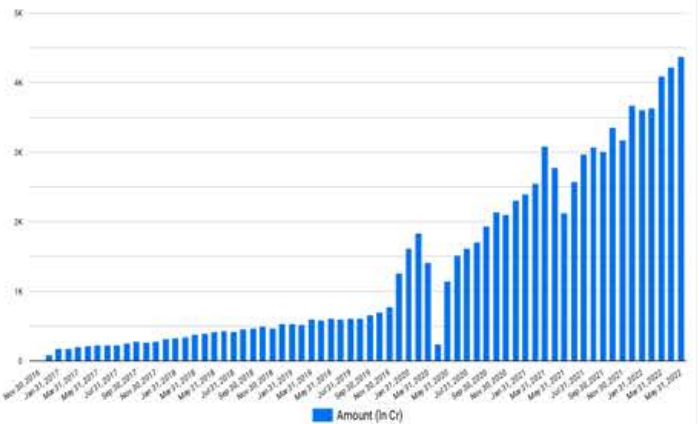
Diesel Price Average of 4 metros since 2017

Last updated on 2nd June 2022 | Data as on 2nd June 2022



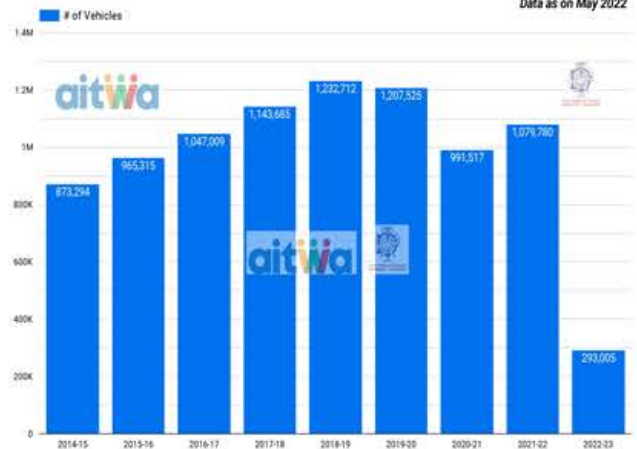
## Toll Collection Dashboard

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## National Permit Vehicles in India

Data as on May 2022





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### Logistics Monthly Update - June 14, 2022

According to the research team of SMIFS Limited, the key logistics indicators remained positive during May-22; Cargo volumes at major ports increased led by Other Misc. Cargo, P.O.L. and Container volume; IR freight loading growth healthy on higher loading of Coal for thermal plants, Cement and Food Grains; E-way bill generation stood strong; Toll collection numbers continue to remain robust; Diesel consumption growth at 13 month high on low base

#### Cargo volume at major ports reported positive growth for the third consecutive month in May-22; Other Misc. Cargo, P.O.L. and Container volume led the growth

- Cargo volumes at India's 12 major ports grew by ~8.9% YoY during May-22 at ~65.9 mn tn. As compared to May-20, the volume was up by ~44.7% due to low base.
- The growth in volume was led by Other Misc. Cargo/ P.O.L., which grew by ~56.6%/ ~15.8%/ YoY at ~9.4/ ~20.2 mn tn, respectively.
- The commodities like Iron Ore Incl. Pellets / Coking Coal/ Finished Fertilizers registered decline of ~28.9%/ ~6.6%/ ~33.1% YoY at ~4.3/ ~3.5/ ~0.4 mn tn, respectively.
- The Container volume, which accounted for ~22% of total volume, increased by ~6.5% YoY at ~14.4 mn tn.

#### IR Freight loading growth healthy; Coal, Cement, Balance other goods and Food Grains remained key volume growth drivers

- The freight loading at Indian Railways (IR) grew ~14.7% YoY at ~131.7 mn tn during May-22, mainly due to higher loading of commodities like Coal/ Cement/ Balance Other Goods/Food Grains by ~18.8%/ ~29.2%/ ~20%/ ~27.8% at ~65.3/ ~12.4/ ~11/ ~7.2 mn tn, respectively.
- The commodities like Iron Ore/ Pig Iron & Finished Steel registered decline in volume by - 9.5%/ -8.3% YoY at ~13.7/ ~5.1 mn tn, respectively.

- The IR container volume increased by ~9.6% YoY at ~6.5 mn tn, led by ~29.5% YoY growth in domestic container volume at ~1.6 mn tn.

- Total freight revenue for May-22 was up 21.5% YoY at Rs 141 bn.

#### Eway bill generation strong; toll collection trend continue to remain robust; diesel consumption growth remains healthy

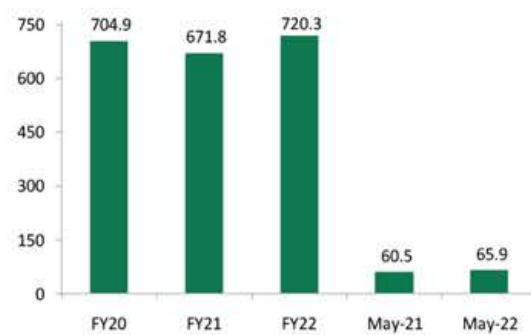
- Eway bill generation growth during May-22 grew ~84.1% YoY at ~73.6 mn.
- FASTags toll collection growth continues to remain robust for the month of May-22; registered a growth of ~105.6% YoY at Rs 43.7 bn. The collection was up ~3.6% on MoM.
- Diesel consumption for May-22 increased by ~31.7% YoY at ~7.3 mn tn; On MoM, it was up by ~1.1%. Compared to May-20, the consumption registered a jump of ~32.6%.

#### Key Logistics Indicators (May-22)

	YoY trend
Cargo volume at major ports	↑ +8.9%
Container volume at major ports	↔ 0.0%
Indian Railway Freight Loading	↑ +14.7%
IR Container volume - Total	↑ +9.6%
-IR Container volume – Domestic	↑ +29.5%
-IR Container volume – EXIM	↑ +4.5%
E-Way Bill generation	↑ +84.1%
Diesel consumption	↑ +31.7%
Toll collection	↑ +105.6%

Source: MoTC, IPA, IR, GSTN, NPCI, SMIFS Research

#### Exhibit 2: Cargo Volume-Major Ports (Mn Tn)



Source: Indian Port Association, SMIFS Research

#### Exhibit 3: Share price return (%)

NSE Symbol	CMP	%Ch 1M	%Ch 3M	%Ch 6M
ADANI PORTS	695	-1.5	-4.7	-8.3
AEGISCHEM	222	16.2	13.3	-5.5
ALLCARGO	308	-5.7	-3.2	-14.4
BLUEDART	6,886	-1.6	13.9	5.7
CONCOR	640	5.7	7.4	-0.8
FSC	40	62.2	-36.4	-41.6
GATI	136	-0.8	-1.9	-14.9
GPPL	76	-4.1	-9.0	-23.9
MAHLOG	459	-0.2	6.7	-32.8
NAVKARCORP	56	24.6	56.6	34.4
SEAMECLTD	984	9.9	-8.7	-12.7
SCI	106	-5.7	-7.3	-28.0
SHREYAS	303	-0.0	-8.0	18.1
SNOWMAN	29	-7.0	-11.9	-27.7
TCIEXP	1,601	5.3	-12.6	-30.3
GESHIP	379	0.2	10.6	26.5
TOTAL	56	-9.0	-21.8	-24.5
TCI	712	7.6	23.9	6.3
VRLLG	638	20.4	45.4	37.5

Source: ACE Equity (price as on 13-Jun-22 end)



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

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# Waterways turns out to be faster, cheaper, sustainable and more ecofriendly than other modes, Mr. Sanjeev Ranjan, IAS, Secretary, Ministry of Ports, Shipping & Waterways, Government of India



**A**ddressing the senior members and industry stakeholders at the Summit on “Waterways – Connecting People – India & Bangladesh” Mr. Sanjeev Ranjan, IAS, Secretary, Ministry of Ports, Shipping & Waterways, Government of India, said that Waterways turns out to be faster, cheaper, sustainable and more ecofriendly than other modes of transport.

Mr. Ranjan stated that government has worked hard to ensure that all the policy glitches which existed in the inland waterways have all been out in place for smoother trade transactions between India and Bangladesh.

Government has opened up new opportunities on both sides to further harness the India- Bangladesh trade relationships added Mr. Ranjan.

Appreciating PHDCCI for organizing the Inland Waterways summit Mr. Ranjan urged PHDCCI members to participate in the current existing opportunities that are on the table, to be able to reduce cost of transaction and trade between India and Bangladesh as we are emerging as major trading partners.

**Mr. Sanjay Bandopadhyay, IAS, Chairman, Inland Waterways Authority of India,** Government of India, stated fact that India has total 20,00 km of length out of which 14,500 is navigable. We have 19 operational waterways for cargo movements and 25 for passengers.

He also mentioned that revival of historical river linkages between India and Bangladesh are also in line. All these developments will lead to immense trade opportunities between both the countries. Main objective is to

improve the regional trade potential through Inland Waterways in South East Asian countries, said, Mr. Sanjay Bandopadhyay.

**Commodore Golam Sadeq, (N), BSP, NDC, PSC, BN, Chairman, Bangladesh Inland Water Transport Authority,** said that India & Bangladesh are natural partners. He mentioned that there are immense opportunities in maritime sector and there has a lot been already done to promote smoother trade with India. Since 2001, 40 percent trade volume has been increased and a lot more to be expected in the coming future. Our one of the main focus is to provide cruise facilities to promote tourism between both the countries added, Commodore Golam Sadeq.

**Mr. Pradeep Multani, President, PHDCCI,** mentioned that India's modal share of freight moved on inland waterways has significant potential to improve compared to other best in class benchmarks. It is imperative to increase share of the country's inland waterways as they are highly economical and an eco-friendly mode of transport.

Quoting the data from Maritime India Vision 2030 Report issued by Ministry of Ports, Shipping & Waterways, Mr. Multani mentioned Inland waterways contribute ~6% of the country's freight modal mix, while adjacent developing economies, such as Bangladesh (16%) and Thailand (12%) have a higher share of water-based transport, highlighting the scope for

improvement for India.

Coastal and inland waterways account for ~5% of the overall container movement in India as compared to 5-15% share of coastal transportation in container movement globally.

India needs a unified digital platform for National Waterways that augments inland waterways infrastructure to drive higher usage of waterways. A unified digital platform will result in transparent availability of information, higher stakeholder interaction, increased traffic on inland waterways, safe voyages, better communication, enhanced monitoring and increased public-private investment.

**Mr. Akshyat Bhatia, Head of Multimodal, Maersk South Asia,** through his presentation elaborated on the end to end solutions provided to a vast array of their clients. Through the presentation Mr Bhatia touched upon some of the major challenges posed by the sector like drastic traffic through Benapole- Petralope, creating a bottleneck, posing a great harm to the Bangladeshi importers.

To address these challenges we are

working in this direction to reduce the logistics expense and further reducing the transit time by 67 percent, between India and Bangladesh.

**Mr. Sandeep Wadhwa, Chair, Logistics Committee, PHDCCI,** stated the fact that 8480 kilometres of the navigable waterway of Bangladesh could be utilised for transportation and distribution of goods between Bangladesh, India, Nepal and Bhutan which could anchor robust business relations through the optimal and holistic development of the ecosystem of waterways.

Regular movement of cargo through waterways will also create job opportunities and open the international market for local products through cost-effective transport.

With the accessibility of Inland Waterways Transport, trade between India and Bangladesh is expected to increase and generate more traffic growth on the national waterways, said, Mr. Sandeep Wadhwa.

**Dr. Yogesh Srivastav, Assistant Secretary General, PHDCCI,** presented a formal vote of thanks and moderated the session.

The Event was sponsored by MAERSK and PHDCCI's Annual Sponsors - Multani Pharmaceuticals Ltd; Star Wire; PG Industry; Uflex Ltd; DLF Ltd; Continental Carriers Pvt Ltd; Belair Travel & Cargo Pvt Ltd; Radico Khaitan Ltd; Jindal Steel & Power; MMG Group; Paramount Communications; Superior Industries Limited; JK Tyre & Industries Ltd; SMC Investments and Advisors Ltd; Crystal Crop Protection Ltd; Sagar Group of Industries; Samsung India Electronics; Comtech Interio; R E Rogers; AYUSH Herbs Private Ltd; Apeejay Styra Group; DCM Shriram; EaseMyTrip; Blossom Kochhar Beauty Products Pvt Ltd; Oswal Greentech; Trident Group; MV Cotspin Ltd; Synergy Environics Ltd; Ajit Industries Pvt Ltd; P S BEDI & Co.; Indian Farmer & Fertilizers Corporation Ltd; Jindal Steel; Hindware Sanitary; Modern Automobiles; Livit Ltd; Central Coalfields Ltd ; Axa Parenterals; Bhagwati Plastic and Pipes Industries; J K Insurance Brokers Ltd; DD Pharmaceutical Ltd.

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# राष्ट्रीय राजमार्ग उत्कृष्टता पुरस्कार 2021

लोकसभा अध्यक्ष ओम बिरला ने बीते कुछ वर्षों में सड़क परिवहन एवं राजमार्ग मंत्रालय द्वारा राजमार्ग बुनियादी ढांचा क्षेत्र में प्राप्त की गई उपलब्धियों की सराहना की। उन्होंने आशा व्यक्त करते हुए कहा कि भारत भविष्य में नई ऊंचाइयों को प्राप्त करेगा।

ओम बिरला आज शाम सड़क परिवहन एवं राजमार्ग मंत्रालय (एमओआरटीएच) द्वारा राष्ट्रीय राजधानी के विज्ञान भवन में आयोजित “राष्ट्रीय राजमार्ग उत्कृष्टता पुरस्कार (एनएचईए) 2021” समारोह को संबोधित कर रहे थे। यह कार्यक्रम ‘आजादी का अमृत महोत्सव’ के तहत आयोजित किया गया था। इस वर्ष पुरस्कारों की थीम “सड़क निर्माण में नवाचार व उत्कृष्टता” पर आधारित थी।

लोकसभा अध्यक्ष ने कहा कि ये पुरस्कार राजमार्ग निर्माण में शामिल इंजीनियरों तथा श्रमिकों को प्रेरित करेंगे और उनमें अतिरिक्त ऊर्जा का संचार करेंगे। उन्होंने नई तकनीकों पर काम शुरू करने और लंबित परियोजनाओं को शीघ्र पूरा करने के लिए मंत्रालय द्वारा उठाए गए कदमों के बारे में चर्चा की।

ओम बिरला ने कहा कि मंत्रालय ने हरित राजमार्गों के साथ टोल प्रबंधन, राजमार्ग और सुरंग बनाने तथा बुनियादी ढांचे के निर्माण में अतुलनीय कार्य किया है। नितिन गडकरी ने कई रुकी हुई परियोजनाओं को फिर से प्रारंभ किया है और उनके मंत्रालय ने समग्र दृष्टिकोण के साथ काम किया है। उन्होंने कहा कि हम आने वाले दिनों में सड़क मार्ग के निर्माण कार्य में और भी नए रिकॉर्ड बनायेंगे, जिससे आवागमन बेहतर होगा।

केंद्रीय सड़क एवं परिवहन मंत्री नितिन गडकरी ने देश में राजमार्गों के बुनियादी ढांचे के विकास में मंत्रालय की उपलब्धियों पर प्रकाश डालते हुए कहा कि उनका मंत्रालय लोगों के लिए अच्छी गुणवत्ता वाले राजमार्ग तैयार करने के लिए प्रतिबद्ध है। उन्होंने विश्वास जताते हुआ कहा कि साल 2024 तक भारत में राष्ट्रीय राजमार्गों का मानक अमरीका जैसा होगा।

गडकरी ने कहा कि हम सड़क की गुणवत्ता में सुधार कर रहे हैं और नई प्रतिभाओं को भी बढ़ावा दे रहे हैं, लेकिन हमें जल संरक्षण के बारे में भी सोचना चाहिए।

सड़क परिवहन एवं राजमार्ग और नागरिक उड्डयन राज्य मंत्री जनरल (डॉ) वी.के. सिंह ने भी कार्यक्रम को संबोधित किया। उन्होंने कहा कि पुरस्कार देने का उद्देश्य उन लोगों की सराहना करना तथा उन्हें पुरस्कृत करना है, जिन्होंने उत्कृष्ट राजमार्गों के निर्माण के क्षेत्र में बेहतर काम किया है। यह उन लोगों को भी प्रेरित करेगा, जिन्हें फिलहाल अभी पुरस्कार न मिला हो लेकिन इससे उन्हें और बेहतर करने की प्रेरणा जरूर मिलेगी। उन्होंने कहा कि पिछले कुछ वर्षों में जिस गति से सड़क निर्माण क्षेत्र में तेजी आई है, वह इस बात का उदाहरण है कि कड़ी मेहनत तथा नवाचार से कोई भी लक्ष्य हासिल किया जा सकता है।

सड़क परिवहन एवं राजमार्ग मंत्रालय में सचिव गिरिधर अरमाने ने राजमार्गों की गुणवत्ता में सुधार सुनिश्चित करने के उद्देश्य से मंत्रालय द्वारा नई तकनीकों को अपनाने के लिए किए गए उपायों के बारे में जानकारी दी। उन्होंने कहा कि डेवलपर्स को नई प्रगतिशील तकनीकों और योजनाओं का इस्तेमाल करने के लिए प्रोत्साहित किया जा रहा है।

इससे पहले सुबह के सत्र में अरमाने ने पुरस्कार समारोह का उद्घाटन किया था। उन्होंने इंजीनियरों से राजमार्ग निर्माण में उत्कृष्टता सुनिश्चित करने के लिए नवीनतम कार्य प्रणालियों का अधिकतम उपयोग करने का आह्वान किया।

वरिष्ठ अधिकारियों और इस क्षेत्र के विशेषज्ञों की अध्यक्षता में पैनल चर्चाएं हुईं। कार्यक्रम के दौरान “सड़क सुरक्षा की सीमाएं” विषय पर आयोजित हुई

एक पैनल चर्चा में एनएचईआई की अध्यक्ष अलका उपाध्याय, सीएसआईआर-सीआरआरआई के पूर्व निदेशक डॉ सुभामय गंगोपाध्याय और अन्य गणमान्य व्यक्तियों ने भाग लिया। सड़क परिवहन एवं राजमार्ग मंत्रालय में अपर महानिदेशक (नोडल) एस.के. निर्मल ने “अभिनव प्रौद्योगिकी और कार्य प्रणालियों” विषय पर आयोजित एक पैनल चर्चा की अध्यक्षता की, जिसका संचालन नई प्रौद्योगिकी राजमार्ग विकास निदेशक बिदुर कांत झा ने किया।

“पहाड़ी सड़कों में ढलान स्थिरीकरण के लिए नवीन प्रौद्योगिकियों”, विशेष संरचनाओं के लिए डिजाइन”, “पत्थर या ईंट के फर्श के लिए अभिनव सामग्री”, “सड़क और भू-तकनीकी इंजीनियरिंग का डिजाइन – अंतर्राष्ट्रीय परिप्रेक्ष्य में” और “भू-स्थानिक प्रौद्योगिकी में नवाचार” जैसे विषयों पर भी पैनल चर्चा की गई।

साल 2021 के लिए पुरस्कार वितरण समारोह के दौरान निर्माण, संचालन और रखरखाव, नवाचार, हरियाली, राजमार्ग विकास के साथ-साथ टोल प्लाजा के अलावा सड़क सुरक्षा के क्षेत्र में असाधारण रूप से शानदार तरीके से काम करने वाले रियायत प्राप्त कर्ताओं/ठेकेदारों को पुरस्कार प्रदान किए गए।

कुल 122 नामांकन पुरस्कारों के लिए प्राप्त हुए थे, जिनमें से 89 वैध पाए गए और इनमें से 58 नामों का चुनाव किया गया। क्षेत्रीय मूल्यांकन के लिए कुल 37 नामांकनों का चयन किया गया था। नीति आयोग के मुख्य कार्यकारी अधिकारी अमिताभ कांत की अध्यक्षता में एक जूरी तथा भारत सरकार के पूर्व सचिव के.सी. मिश्रा, पूर्व निदेशक सड़क एवं विशेष सचिव ए.वी. सिन्हा और ओला इलेक्ट्रिक मोबिलिटी प्राइवेट लिमिटेड में कॉर्पोरेट मामलों के उपाध्यक्ष बी.सी. दत्ता ने पुरस्कारों के लिए अंतिम रूप से 13 नामों का चयन किया (विभिन्न श्रेणियों में विजेताओं की पूरी सूची नीचे दी गई है)।

इस अवसर पर सड़क परिवहन एवं राजमार्ग मंत्रालय, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचईआई), राष्ट्रीय राजमार्ग अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) और ऑटोमोबाइल कंपनियों के शीर्ष अधिकारी तथा अन्य हितधारक भी उपस्थित थे। समारोह में शामिल कुछ अन्य गणमान्य व्यक्तियों में पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में सचिव श्रीमती लीना नंदन, सड़क परिवहन एवं राजमार्ग मंत्रालय में अपर सचिव और वित्तीय सलाहकार संजय कुमार, सड़क परिवहन एवं राजमार्ग मंत्रालय में अपर सचिव अमित कुमार घोष, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण की अध्यक्ष अलका उपाध्याय शामिल थीं। सदस्य एनएचईआई (परियोजना) आरके पांडे, सदस्य एनएचईआई (परियोजना) मनोज कुमार, सदस्य एनएचईआई (तकनीकी) महावीर सिंह, संयुक्त सचिव (एमओआरटीएच) अमित वरदान, कमलेश चतुर्वेदी, एस.पी. सिंह और महमूद अहमद के अलावा एमओआरटीएच, एनएचईआई तथा एनएचआईडीसीएल के 400 से अधिक अधिकारी भी इस अवसर पर उपस्थित थे। रियायत प्राप्त करने वालों, विकासकर्ताओं, ठेकेदारों, शिक्षाविदों और गैर सरकारी संगठनों के प्रतिनिधियों सहित बड़ी संख्या में प्रतिभागी भी मौजूद थे।

सड़क परिवहन एवं राजमार्ग मंत्रालय ने प्रमुख हितधारकों को प्रोत्साहित करने और देश में राजमार्ग बुनियादी ढांचे के विकास में शामिल सभी हितधारकों के बीच स्वस्थ प्रतिस्पर्धा की भावना उत्पन्न करने के उद्देश्य से वर्ष 2018 में राष्ट्रीय राजमार्ग उत्कृष्टता पुरस्कार की स्थापना की थी। यह देश में सड़क निर्माण के बुनियादी ढांचे को मजबूत करने के बड़े उद्देश्य का हिस्सा है, जो भारत सरकार की सर्वोच्च प्राथमिकता है।

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



GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-3918**  
ANSWERED ON-06/04/2022

**FINANCIAL SUPPORT FOR DECEASED/INJURED IN ROAD ACCIDENTS**

3918. SHRI HARNATH SINGH YADAV:

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

- (a) whether there is any provision for insurance or any other financial support by NHAI or toll collection companies to the families of the deceased or those seriously injured in the accidents on National Highways;
- (b) if so, the details thereof;
- (c) if not, whether Government will consider providing relief to the families of victims in future; and
- (d) whether Government is aware of the continuous increase in the number of deaths in the accidents on National Highways in Uttar Pradesh during the last three years, if so, the details thereof?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) National Highways Authority of India (NHAI) has envisaged a cashless treatment facility on all four arms of Golden Quadrilateral stretch to provide Hospitalization Insurance cover to the immediate road Accident Victims (including Drivers/Passengers/ Pedestrians/Cyclists) on the identified National Highway stretches between Delhi-Mumbai/ Mumbai-Chennai/ Chennai-Kolkata/ Kolkata-Agra & Agra-Delhi Corridor of Golden Quadrilateral (NH) on cashless basis for treatment of bodily injury caused by and arising out of road accident only, so as to take care of the immediate needs of the hospitalization of the victims for the first 48 hours from the time of hospitalization or providing necessary treatment up to a cost of Rs. 30,000/-, whichever occurs earlier starting from the time of the ambulance reaching the accident site, as recorded in the Control Room.

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

Year	National Highways (including expressways)			
	Road Accidents	% increase or decrease over previous year	Persons killed	% increase or decrease over previous year
2018	16198		8818	
2019	16181	-0.10	8830	0.14
2020	13695	-15.36	7859	-11.00

# सियाम की मांग पर सीएनजी के दाम घटाने पर केंद्र कर रहा है विचार

**हम व्यापारी ब्यूरो**

नई दिल्ली। पेट्रोल-डीजल के बाद सीएनजी के दाम में भी कमी हो सकती है। दरअसल, वाहन कंपनियों के संगठन सियाम ने सीएनजी की कीमतों में कटौती करने और इस्पात एवं प्लास्टिक उत्पादों के कुछ कच्चे माल पर आयात शुल्क घटाने का सरकार से अनुरोध किया है। सियाम ने रविवार को ट्विटर पर प्रधानमंत्री नरेंद्र मोदी और वित्त मंत्री निर्मला सीतारमण को टैग करते हुए लिखा कि वाहन उद्योग पेट्रोल एवं डीजल पर उत्पाद शुल्क घटाने के फैसले का स्वागत करता है। उसने कहा कि इस फैसले से मुद्रास्फीति पैदा करने वाले दबावों में नरमी आएगी और आम आदमी को राहत मिलेगी। विशेषज्ञों का

कहना है कि इस मांग पर सरकार विचार कर सकती है और आने वाले दिनों में दाम घटा सकती है।

बीते एक साल में सीएनजी के दाम 32 रुपये से ज्यादा बढ़ गए हैं। राष्ट्रीय राजधानी दिल्ली में सीएनजी के दाम पिछले एक साल में लगभग दोगुने हो गए हैं। दरअसल, मई, 2021 में दिल्ली में सीएनजी की कीमत 43.40 प्रति किलो थी। वहीं, मई, 2002 में यह बढ़कर 75.61 प्रति किलो पहुंच गई है। इस तरह दिल्ली में पिछले एक साल में 32.21 रुपये सीएनजी पर बढ़े हैं। सीएनजी की कीमत बढ़ने के पीछे मांग और आपूर्ति का संकट है। इस समय पूरी दुनिया में गैस की सप्लाई गड़बड़ाई हुई है। गैस की मांग अधिक है और आपूर्ति कम है।

इसके चलते तेल विनियमित क्षेत्रों से नेचुरल गैस के उत्पादन की कीमत दोगुनी से अधिक हो गई। सोसाइटी ऑफ इंडियन ऑटोमोबाइल मैनुफैक्चरर्स (सियाम) ने इसके साथ ही सरकार से सीएनजी की कीमतों में भी कटौती करने का अनुरोध करते हुए कहा कि उसके दाम कम होने से आम आदमी को राहत मिलेगी और सार्वजनिक परिवहन को आसानी होगी एवं स्वच्छ पर्यावरण मिल पाएगा। गौरतलब है कि पिछले सात महीनों में सीएनजी के दामों में काफी वृद्धि हुई है। संगठन ने सरकार से इस्पात एवं प्लास्टिक उत्पादों के कुछ कच्चे माल पर आयात शुल्क कम करने का भी अनुरोध किया। उसने कहा कि इससे घरेलू बाजार में इस्पात की कीमतों में नरमी लाने में मदद मिलेगी।

## जीएसटी का अनियंत्रित सिस्टम और प्रक्रियाएं सरकार अब इसे नियंत्रित करे: सुधीर हालाखण्डी

जीएसटी का राजस्व लगातार बढ़ रहा है और इसके लिए भारत का व्यापार, उद्योग और सरकार बधाई के पात्र है लेकिन साथ ही कर दाताओं और प्रोफेशनल्स की परेशानियों में कोई कमी नहीं हो रहा है और सरकार को अब इनपर भी ध्यान देना चाहिए क्यों कि इस जुलाई में जीएसटी लागू हुए 5 वर्ष हो जायेंगे लेकिन समस्याएं कम होने की जगह बढ़ती जा रही है।

आइये पहले हाल ही की घटनाओं की चर्चा करें-

अभी आपने देखा होगा कि जीएसटी के मुख्य रिटर्न के आधार जीएसटीआर-2 बी निर्धारित तिथि पर साइट पर नहीं आ सका और उसके लिए भी अंतिम समय पर निर्देश दिए गए कि इस माह डीलर्स अपने जीएसटीआर 2 - 1 से काम चला लें लेकिन यह व्यवस्था नियम विरुद्ध है बल्कि जीएसटी के नेटवर्क के अधिकार क्षेत्र के बाहर भी है।

देखिये अभी थोड़े समय पूर्व ही ईटो पर कर की एक नई दर घोषित की गई और इसके साथ ही कई विशेषज्ञों ने यह बता दिया था कि जीएसटी रिटर्न में 3 प्रतिशत की कोई व्यवस्था नहीं है लेकिन रिटर्न भरने के अंतिम दिनों तक इस समस्या का कोई हल नहीं किया गया। इसका हल नहीं हो सका यह हम नहीं कह सकते क्यों कि भारत सूचना तकनीक में एक बहुत उन्नत देश है लेकिन शायद संबंधित पक्ष को अपनी जिम्मेदारी का अहसास करवाया ही नहीं गया है और लापरवाही का कोई दंड नहीं है ऐसा इस पक्ष को पूरा विश्वास है।

अभी जीएसटी विभाग से लगातार इतने नोटिस आ रहे हैं जिनकी कल्पना जीएसटी से प्रारम्भ से ही जुड़े विशेषज्ञों ने की ही नहीं होगी। आप कल्पना कीजिये कि सरकार स्वयं कोविड से जुड़े समय के लिए एक निर्धारित सीमा तक ब्याज माफ कर दे लेकिन सिस्टम इसी माफ किये हुए ब्याज के भुगतान के लिए भी नोटिस बड़ी संख्या में जारी हुए हैं जिसके जवाब में डीलर को सरकार द्वारा माफ किये गए ब्याज स्रोत बताना है अर्थात वो नोटिफिकेशन नम्बर बताना है जिससे यह ब्याज माफ हुआ है। इससे बड़ी त्रासदी क्या हो सकती है। सरकार इस तरह के नोटिस की संख्या को नियंत्रित करे और कम से कम आधारहीन नोटिस तो बंद हो। इस प्रकार के नोटिस विभाग और प्रोफेशनल्स का बहुत समय खराब कर रहे हैं। सरकार कम से कम किसी फर्क जिसके लिए नोटिस जारी किये जा रहे हैं कि सीमा तो तय करें 10.00 रुपये, 25.00 रुपये, 100.00 रुपये के नोटिस जारी होना एक व्यर्थ प्रक्रिया का हिस्सा है जिसे बंद होना ही चाहिए। 2017 से जुड़ी कई व्यवस्थाओं के बारे में नोटिस अब जारी हो रहे हैं जो कि बिल्कुल भी व्यवहारिक नहीं है। जीएसटी नेटवर्क की समस्याओं के कारण समय सीमा बढ़ गई लेकिन 2017 की समस्याएं तो 2020 में ही हो जाना चाहिए।

सरकार अब जीएसटी सिस्टम और प्रक्रियाओं को नियंत्रित करे ताकि जीएसटी के बढ़ते राजस्व के साथ-साथ जीएसटी के पालन में आने वाली समस्याओं को भी दूर किया जा सके।

X

## TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To May		
		May 2022	May 2021	% Change	2022-23	2021-22	% Change
(A) 15 International Airports							
1	Kolkata	12889	8861	45.5	23566	19261	22.4
2	Chennai	30112	26222	14.8	60690	57686	5.2
3	Goa	515	257	-	1000	815	22.7
4	Srinagar	977	439	-	2489	1091	-
5	Bhubaneswar	890	597	49.1	1777	1587	12.0
6	Varanasi	340	256	32.8	713	615	15.9
7	Calicut	1046	624	67.6	1971	1516	30.0
8	Amritsar	187	91	-	401	197	-
9	Coimbatore	703	349	-	1411	990	42.5
10	Imphal	674	251	-	1267	761	66.5
11	Portblair	463	288	60.8	1015	723	40.4
12	Vijayawada	71	159	-55.3	152	389	-60.9
13	Tirupati	19	0	-	39	0	-
14	Trichy	508	249	-	1025	586	74.9
15	Kushinagar	0	0	-	0	0	-
Total		49394	38643	27.8	97516	86217	13.1
(B) 6 PPP International Airports							
16	Ahmedabad	8021	6990	14.7	15567	14416	8.0
17	Lucknow	1257	948	32.6	2625	2156	21.8
18	Guwahati	2214	1355	63.4	4051	3343	21.2
19	Jaipur	1351	553	-	2763	1582	74.7
20	Trivandrum	1248	1381	-9.6	2668	2795	-4.5
21	Mangalore	322	221	45.7	724	507	42.8
Total		14413	11448	25.9	28398	24799	14.5
(C) 7 JV International Airports							
22	Delhi (DIAL)	74536	75994	-1.9	152951	152883	0.0
23	Mumbai(MIAL)	66922	61858	8.2	132545	128290	3.3
24	Bangalore (BIAL)	34747	29090	19.4	67184	61531	9.2
25	Hyderabad (GHIAL)	12491	10966	13.9	24893	21577	15.4
26	Cochin(CIAL)	4870	3751	29.8	11088	8356	32.7
27	Nagpur (MIPL)	707	337	-	1300	1095	18.7
28	Kannur (KIAL)	344	0	-	648	0	-
Total		194617	181996	6.9	390609	373732	4.5
(D) 1 ST Govt./Pvt. INTL Airports							
29	Shirdi	35	0	-	73	0	-
Total		35	0	-	73	0	-
(E) 10 Custom Airports							
30	Patna	3495	1170	-	6672	3391	96.8
31	Pune	1231	1008	22.1	2352	2156	9.1
32	Chandigarh	1550	541	-	2687	1562	72.0
33	Bagdogra	942	855	10.2	1290	1842	-30.2
34	Indore	1007	448	-	1906	1314	45.1
35	Visakhapatnam	395	372	6.2	838	861	-2.7
36	Surat	487	428	13.8	1017	1203	-15.5
37	Madurai	240	81	-	487	312	56.1
38	Aurangabad	100	26	-	205	111	84.7
39	Gaya	0	0	-	0	0	-
Total		9447	4929	91.7	17454	12752	36.9
(F) 70 Domestic Airports							
40	Ranchi	812	350	-	1666	901	84.9
41	Raipur	514	244	-	1007	700	43.9
42	Jammu	134	80	67.5	292	193	51.3
43	Leh	146	87	67.8	308	538	-42.8
44	Dehradun	141	3	-	295	13	-
45	Udaipur	17	1	-	32	1	-
46	Agartala	420	148	-	729	484	50.6
47	Jodhpur	0	0	-	0	0	-
48	Bhopal	238	91	-	446	273	63.4
49	Darbhanga	34	1	-	41	1	-
50	Gorakhpur	0	0	-	0	0	-
51	Vadodara	219	30	-	438	218	-
52	Dibrugarh	125	40	-	234	116	-
53	Prayagraj	0	0	-	0	0	-
54	Rajkot	67	1	-	122	11	-
55	Silchar	84	32	-	158	101	56.4
56	Jabalpur	0	0	-	0	0	-
57	Belgaum	2	2	0.0	4	5	2
58	Rajahmundry	1	0	-	2	0	-
59	Jharsuguda	3	2	50.0	7	7	0.0

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To May		
		May 2022	May 2021	% Change	2022-23	2021-22	% Change
(F) 69 Domestic Airports							
60	Dimapur	96	27	-	242	64	-
61	Hubli	5	3	66.7	11	9	22.2
62	Kanpur (Chakeri)	17	2	-	33	29	13.8
63	Gwalior	0	0	-	0	0	-
64	Kishangarh	0	0	-	0	0	-
65	Tuticorin	0	0	-	1	0	-
66	Gaggal (Kangra)	0	0	-	0	0	-
67	Mysore	0	0	-	0	0	-
68	Bareilly	0	0	-	0	0	-
69	Kolhapur	0	0	-	0	0	-
70	Kandla	0	0	-	0	0	-
71	Jaisalmer	0	0	-	0	0	-
72	Kalaburgi	0	0	-	0	0	-
73	Juhu	0	13	-	33	28	17.9
74	Jorhat	2	0	-	4	0	-
75	Agra	0	0	-	0	0	-
76	Barapani (Shillong)	0	0	-	0	0	-
77	Jamnagar	0	0	-	0	0	-
78	Pakyong	0	0	-	0	0	-
79	Agatti	3	11	-72.7	8	18	-55.6
80	Bhavnagar	0	0	-	0	0	-
81	Diu	0	0	-	0	0	-
82	Hindon	0	0	-	0	0	-
83	Lakhimpur (Lalabari)	1	0	-	2	0	-
84	Rupasi	0	0	-	0	0	-
85	Bhuj	0	0	-	0	0	-
86	Pantnagar	0	0	-	0	0	-
87	Bhuntar	0	0	-	0	0	-
88	Bikaner	0	0	-	0	0	-
89	Prbandar	0	0	-	0	0	-
90	Cuddapah	0	0	-	0	0	-
91	Pathankot	0	0	-	0	0	-
92	Jalgaon	0	0	-	0	0	-
93	Tezu	0	0	-	0	0	-
94	Tezpur	0	0	-	0	0	-
95	Hyderabad (Begumpet)	0	0	-	0	0	-
96	Salem	0	0	-	0	0	-
97	Adampur (Jalandhar)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Khajuraho	0	0	-	0	0	-
100	Pondicherry	0	0	-	0	0	-
101	Ludhiana	0	0	-	0	0	-
102	Bhatinda	0	0	-	0	0	-
103	Kota	0	0	-	0	0	-
104	Sholapur	0	0	-	0	0	-
105	Safdarjung	0	0	-	0	0	-
106	Coochbehar	0	0	-	0	0	-
107	Keshod (Junagarh)	0	0	-	0	0	-
108	Gondia	0	0	-	0	0	-
109	Kanpur (Civil)	0	0	-	0	0	-
(F) 70 Domestic Airports		3081	1168	-	6115	3710	64.8
(G) 17 St.Govt. / Pvt Airports							
110	Durgapur	34	0	-	41	0	-
111	Lengpui (aizwal)	33	9	-	59	23	-
112	Nasik (Hal ozar)	0	0	-	0	1	-
113	Jagdalpur	0	0	-	0	0	-
114	Kurnool	0	0	-	0	0	-
115	Bilaspur	0	0	-	0	0	-
116	Nanded	0	0	-	0	0	-
117	Sindhudurg	0	0	-	0	0	-
118	Vijayanagar	0	0	-	0	0	-
119	Pasighat	0	0	-	0	0	-
120	Bidar	0	0	-	0	0	-
121	Bangalore (HAL)	0	0	-	0	0	-
122	Pithoragarh	0	0	-	0	0	-
123	Mundra	0	0	-	0	0	-
124	Hisar	0	0	-	0	0	-
125	Jamshedpur	0	0	-	0	0	-
126	Rourkela	0	0	-	0	0	-
(G) 17 St.Govt. / Pvt Airports		67	9	-	100	24	-
(H) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		271054	238193	13.8	540265	501234	7.8

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2021-22
						Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-MAY, 2022	43	80	-	39	3	190	1469	97	716	2540	
	TRF APRIL-MAY, 2021	42	52	-	57	3	55	1434	96	648	2291	10.87
Haldia Dock Complex	TRF APRIL-MAY, 2022	1447	693	45	28	74	-	387	19	1749	6668	
	TRF APRIL-MAY, 2021	1292	826	631	17	47	21	593	29	1230	6894	-3.28
TOTAL: SMP, KOLKATA	TRF APRIL-MAY, 2022	1490	773	45	67	77	0	1856	116	2465	9208	
	TRF APRIL-MAY, 2021	1334	878	631	74	50	21	2027	125	1878	9185	0.25
PARADIP	TRF APRIL-MAY, 2022	6700	271	4149	1	808	7357	34	2	1844	23443	
	TRF APRIL-MAY, 2021	6045	255	5004	-	523	4697	37	2	1335	20507	14.32
VISAKHAPATNAM	TRF APRIL-MAY, 2022	2458	280	2766	137	270	2150	1378	88	2130	12703	
	TRF APRIL-MAY, 2021	2450	324	2928	271	369	1240	1352	82	1940	11832	7.36
KAMARAJAR(ENNORE)	TRF APRIL-MAY, 2022	799	22	-	-	-	4325	231	109	521	8008	
	TRF APRIL-MAY, 2021	840	17	-	-	-	3454	200	74	391	6336	26.39
CHENNAI	TRF APRIL-MAY, 2022	2437	135	-	-	80	-	4335	225	565	7552	
	TRF APRIL-MAY, 2021	1916	153	-	-	50	7	5192	269	362	7680	-1.67
V.O.CHIDAMBARANAR	TRF APRIL-MAY, 2022	64	197	-	115	179	1327	721	141	811	6236	
	TRF APRIL-MAY, 2021	88	121	-	-	195	1243	983	139	476	5780	7.89
COCHIN	TRF APRIL-MAY, 2022	3410	58	-	-	44	-	1901	132	286	5699	
	TRF APRIL-MAY, 2021	3174	102	-	-	83	-	1520	110	292	5171	10.21
NEW MANGALORE	TRF APRIL-MAY, 2022	4331	367	610	98	-	1018	48	22	229	7008	
	TRF APRIL-MAY, 2021	3095	364	985	38	52	1169	115	27	339	6569	6.68
MORMUGAO	TRF APRIL-MAY, 2022	123	10	719	29	-	458	1256	4	906	3505	
	TRF APRIL-MAY, 2021	70	41	1841	11	-	368	1212	5	861	4475	-21.68
MUMBAI	TRF APRIL-MAY, 2022	6308	304	1244	62	-	1057	-	4	1827	10842	
	TRF APRIL-MAY, 2021	5386	264	1139	18	-	1000	80	4	1283	9210	17.72
J.N.P.A.	TRF APRIL-MAY, 2022	514	531	-	-	-	-	12408	985	199	13652	
	TRF APRIL-MAY, 2021	545	458	-	-	-	-	11321	922	189	12513	9.10
DEENDAYAL	TRF APRIL-MAY, 2022	11538	1681	192	365	54	2147	98	74	5608	22983	
	TRF APRIL-MAY, 2021	9920	1575	61	597	-	5521	13	92	3555	22799	0.81
ALL PORTS	TRF APRIL-MAY, 2022	40172	4629	9725	874	1512	19839	8202	1898	17391	130839	
	TRF APRIL-MAY, 2021	34863	4552	12589	1009	1322	18713	8471	1851	12901	122057	7.19
% Variation from previous year		15.23	1.69	-22.75	13.38	14.37	6.02	-3.18	3.10	2.55	34.80	7.19

Source: I.P.A.

# Draft Notification Issued Pertaining to Ease of Doing Business - Trade Certificate

**M**inistry of Road Transport & Highways has published a draft notification dated 5.5.2022 regarding amendments in certain provisions of the Central Motor Vehicles Rules 1989 pertaining to the Trade Certificate.

A Trade Certificate is required only in case of vehicles which are neither registered nor temporarily registered. Such vehicles can only be in the possession of a dealer/manufacturer/importer of motor vehicles, or a test agency specified in rule 126 or any entity specified by the Central Government.

In an endeavour to promote "Ease of doing business", it is proposed that such agency can apply for a Trade Certificate and Trade Registration Marks electronically for multiple types of vehicles in a single application on the Vahan portal, without the need to visit the RTO. Streamlining of fees is also proposed, on the basis of the number of trade registration marks being applied for. Further, as the Trade certificate and registration marks are proposed to be allotted online i.e. electronically on the portal, therefore compliance burden regarding Intimation of loss or destruction of a trade certificate and application for duplicate has been removed. The validity of the Trade Certificate has been increased from 12 months to 5 years.

Here're glimpses of the Gazette notification:

**G.S.R. 340(E).**—The following draft of certain rules further to amend the Central Motor Vehicles Rules, 1989, which the Central Government proposes to make in exercise of the powers conferred by section 39 of the Motor Vehicles Act, 1988 (59 of 1988), is hereby published as required by sub-section (1) of section 212 of the said Act for information of all persons likely to be affected thereby; and notice is hereby given that the said draft rules shall be taken into consideration after the expiry of thirty days from the date on which the copies of this notification as published in the Official Gazette, are

made available to the public. Objections and suggestions to these draft rules, if any, may be sent to the Joint Secretary (MVL, Transport & Toll), Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 001 or on the email: comments-morth@gov.in;

The objections or suggestions which may be received from any person in respect of the said draft rules before the expiry of the aforesaid period will be considered by the Central Government.

## Draft Rules

1. (1) These rules may be called as Central Motor Vehicles (.... Amendment) Rules, 2021.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Central Motor Vehicles Rules, 1989 (hereinafter referred to as the said rules), for Rule 33, following rule shall be substituted, namely:—

**"33. Necessity of Trade certificate.**—Trade certificate is necessary for those manufacturers of motor vehicles or dealers of motor vehicles or test agencies specified in rule 126 or importers of motor vehicles or any entity(s) specified by central government, who possess vehicles which are neither registered nor temporarily registered."

3. In the said rules, after Rule 33, following Rules shall be inserted, namely—

**"33A. Condition for exemption from registration.**—

For the purpose of the proviso to section 39, a motor vehicle in the possession of any of the entity(s) referred in rule 33, shall be exempted from the necessity of registration subject to the condition that such entity(s) obtain a trade certificate from the registering authority having jurisdiction in the area in which entity(s) have places of business, in accordance with the provisions of this Chapter.

4. In the said rules, in Rule 34, -

(i) in sub rule (1), -

(a) after the words "trade certificate shall be made" the words "electronically on the VAHAN portal" shall be inserted.

(b) after the words "fee as specified in rule 81" the words "submitted electronically on the VAHAN Portal" shall be inserted.

(ii) in sub rule (2), the words "separate" shall be omitted.

(iii) after sub rule (2), following sub rule shall be inserted, namely: -

"(3) Numbers of Trade registration marks required shall be specified in the application."

5. In the said rules, for Rule 35, following rule shall be substituted, namely: -

**"35. Grant or renewal of trade certificate.**—

(1) On receipt of an application for the grant or renewal of a trade certificate in respect of a vehicle, the registering authority may, if satisfied, issue to the applicant Trade certificate, electronically on portal, in downloadable and printable form, in Form 17 within fifteen days from the date of receipt of such an application.

Trade certificate number shall be as follows-

AB 12 A 1234 TC

AB—Represents State Code,

12—Represents RTO Code,

A. - Represents serial number of class of vehicle as prescribed in Rule 34(2) i.e. from A to J,

1234- Represents four digit unique identification number to be assigned by the concerned authority to the holder of a trade certificate,

TC—Represent trade certificate,

A trade registration mark will be trade certificate number followed by four digit numerals starting from 0001 to 9999 as follows -

AB 12 A 1234 TC 0001

(2) No application for trade certificate shall be refused by the registering authority unless the applicant is given an opportunity of being heard and reasons for such refusal are given in writing."

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