# aitwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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



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Speeding Up
Transporters'
Growth

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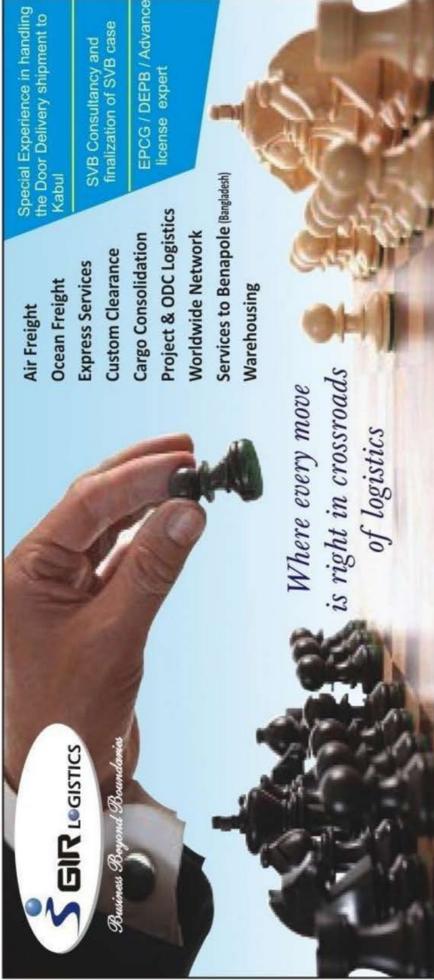
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# Is Gati Shakti The Catalyst That The Logistics Sector Was Looking For, To Grow?



**Ashok Gupta** 

ndia's logistics sector is one of the most promising sectors which has enormous potential to grow and help the Indian economy grow. At this moment, its various drawbacks are limiting it to move in the direction of deserving growth. What it is looking for is proper planning and the right strategy to scale growth.

The launch of the PM GatiShakti National Master Plan (PMGS-NMP) on October 13, 2021, seems to have all the answers to develop and grow the logistics sector. Noticeably because the plan is designed with activities of the logistics division which shall have a positive impact on the sector.

The domestic movement of goods will have a striking effect, as it is set to bring down the overall cost and increase the speed and ease of goods movement. The scenario in the international market will not be different, as it has drafted strategies to make Indian goods more competitive globally. With the improvement in India's ranking in the Logistics Performance Index (LPI), Indian exports shall automatically see enhanced growth.

The Gati Shakti Master Plan has

already adopted a transformative approach for economic growth and sustainable development, by offering multi-modal connectivity infrastructure to various economic zones like textile clusters, pharmaceutical clusters, defence corridors, electronic parks, industrial corridors, fishing clusters, and Agri zones. The approach is driven by 7 engines - Railways, Roads, Ports, Waterways, Airports, Mass Transport and Logistics Infrastructure.

The scope of the Master Plan will encompass the 7 engines for economic transformation, seamless multi-modal connectivity and logistics efficiency. It will also include the infrastructure developed by the State Governments, as per the Gati Shakti Master Plan. The focus will be on planning, and financing including through innovative ways, use of technology and speedier implementation.

Further, any project related to any of the 7 engines within the 'National Infrastructure Pipeline Plan' will be aligned with PM Gati Shakti framework. The touchstone of the plan will be world-class modern infrastructure and logistics synergy among different modes of movement—both of people and goods—and the location of projects. This will help raise productivity and accelerate economic growth and development.

Moreover, even though, these 7 engines are well capable to pull the economy on their own making them work in tandem will give more fruitful results. Initially, Gati Shakti linked roads with railway lines and the latter feed into the ports. This will

drastically improve the efficiency and speed of cargo movement from the hinterlands to the ports in coastal India.

The Gati Shakti plan is designed as an ecosystem wherein instead of planning and designing separately in silos, the projects will be designed and executed with a common vision. Right from containing infrastructure schemes of various ministries and state governments, it will cover schemes to improve connectivity and make Indian businesses more competitive. A few schemes that have already found space in the list are Bharatmala, Sagarmala, inland waterways, dry/land ports and UDAN. Under the Gati Shakti plan, individual ministries will be given separate user identification (login ids) to update their data periodically. The data of all these ministries will be integrated with one platform which will be available for planning, review and monitoring. The Logistics Division, Ministry of Commerce & Industry (MOCI) will further assist all the stakeholders through BISAG-N for creating and updating their required layers in the system and updating their database through Application Programming Interface (APIs).

Moving a step ahead, the Logistics Division has also planned to create an IT backbone and develop a National Logistics Information Portal which will be also an online Logistics marketplace that will serve to bring together the various stakeholders viz logistics service providers, buyers as well as Central & State Government agencies such as Customs, DGFT, Railways, Ports, airports, inland waterways, coastal shipping etc., on a single platform.

Aren't such steps looking aweinspiring? We know, there are miles to go before we sleep but the way PM Gati Shakti National Master Plan is designed isn't it offers only hope and energy to work in the direction of growth?



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# Gati Shakti Model For Creating A World-class Seamless Multi-modal Connectivity Connecting Pillars Of New India

nfrastructure has always been the backbone for transformation and economic growth globally. However, infrastructure creation in India had suffered for decades for multiple reasons. The major issue is the lack of coordination between different departments as well as Ministries. Often, we have witnessed that as soon as any road infrastructure is created in any segment, soon after completion other agencies dig up the well constructed road again for other activities as laying of underground cables or piped gas or network connectivity or even laying of sewer and water lines. This not only causes great inconvenience but was also a wasteful expenditure of reconstruction. To address this, efforts were put in place to increase coordination between various departments so that all cables, pipelines, sewer and water lines could be laid simultaneously. Steps have also been taken to address other issues like the time-taking approval process as well as multiplicity of regulatory and statutory clearances.

In the last seven years, the Government has ensured unprecedented focus on infrastructure through a total holistic approach.

The idea of Gati Shakti is the right step in this direction. Gati Shakti is based on six pillars:

1. Comprehensiveness: It will include all the existing and planned initiatives of various Ministries and Departments with one centralized portal. Every Department will now have visibility of each other's activities providing critical data while planning & comprehensively executing projects.

**2. Prioritization:** Through this, different Departments will be able to prioritize their projects through cross-sectoral interactions.

**3. Optimization:** The National Master Plan will assist different ministries in planning for projects after the identification of critical gaps. For the transportation of goods from one place to another, the plan will help in selecting the most optimum route in terms of time and cost.

4. Synchronization: Individual Ministries and Departments often work in silos. There is a lack of coordination in the planning and implementation of the project resulting in delays. PM GatiShakti will help in synchronizing the activities of each department, as well as of different layers of governance, holistically by ensuring coordination of work between them.

**5. Analytical:** The plan will provide the entire data in one place with GIS-based spatial planning and analytical tools having 200+ layers, enabling better visibility to the executing agency.

6. Dynamic: All Ministries and Departments will now be able to visualize, review and monitor the progress of cross-sectoral projects, through the GIS platform, as the satellite imagery will give on-ground progress periodically and the progress of the projects will be updated regularly on the portal. It will help in identifying the vital interventions for enhancing and updating the master plan.

The Gati Shakti is not just a concept or an idea. It is a grand vision to create an ecosystem wherein instead of planning and designing separately in



Ramesh Agarwal
National President, AITWA

respective silos, the projects will be designed and executed with a common vision. It will incorporate the infrastructure schemes of various Ministries and State Governments like Bharatmala, Sagarmala, Inland Waterways, Dry and Land ports, UDAN, Dedicated Freight corridors etc. Economic Zones like textile clusters, pharmaceutical clusters, defence corridors, electronic parks, industrial corridors, fishing clusters, and Agri zones will also be covered to improve connectivity & make Indian businesses more competitive. It will also leverage technology extensively including spatial planning tools with ISRO imagery developed by BiSAG-N (Bhaskaracharya National Institute for Space Applications and Geoinformatics).

As for the transport sector, it is expected to enjoy the most important role in this Gati Shakti master plan, especially because of its market share in the freight movement which is currently 64%. Through, Gati Shakti, road which is currently linked with railway lines and the latter will in turn feed into the ports. This will drastically improve the efficiency and speed of the cargo movement from the

hinterlands to the ports in coastal

Initially, the Gati Shakti portal will have 200 layers in which 16 ministries will place all available data about the active projects to be completed by 2024-25. Also, it will map the projects

concerned on the interface. Forests, ecosensitive zones, archaeological sites and land needs will be among the factors to be mapped. Further, one will be able to capture the plot-level details of the project from the portal.

It will also be interesting to see how logistics costs will be addressed through Gati Shakti. After all, it is the fuel which drives road transport and any spike in oil prices raises prices across the board.

through higher transport costs. Further, fuel is not part of GST and availability of input tax credit also gets eliminated. Even post GST, Fast-Tag and other initiatives, it is desirable to aspire for a higher share of the railway in modal share as it remains a more efficient method.

Moreover, many economic zones, industrial parks, logistics hubs and ports often suffered owing to inefficient multi-modal connectivity, and because of their small sizes. The fragmented nature of decisionmaking, with each department working in silos, meant that a disjointed industrial network was created. While several pieces of the puzzle were in place, many remained unconnected as well. A lack of scale in manufacturing and an inefficient logistics network hampered our global competitiveness. But with Gati Shakti master plan all such issues will get eliminated.

Gati Shakti technology-driven logistics platforms will become key enablers of the new norm of transportation. It will be using modern digital tools and technologies necessary for coordinated planning and monitoring of cargo movements, and that's where logistics platforms will empower India's trucking sector.

To achieve this, an Integrated Multimodal Network Planning Group



(NPG) with heads of the Network Planning Division of all connectivity infrastructure ministries and departments will be responsible for unified planning and integration of the proposals. Also, they will be ensuring that the infrastructure plan of our country can move goods and people seamlessly and efficiently, across various modes of transport.

This will require a coordinated approach, and roads will have to feed into railway lines which in turn would feed into ports, efficiently moving goods from the hinterlands to the ports. This will enable the development of multiple urban, and industrial centers across India. These urban centers, in turn, would enable balanced regional development, as multiple industrial clusters could sprout up across India.

Both Central and state government revenues would be bolstered, enabling higher spending on social sectors. This would have the spillover effect of easing pressure on existing urban agglomerations, leading to a higher quality of life across the board. In the Gati Shakti plan, all the existing and proposed economic zones have been mapped along with the multimodal connectivity infrastructure in a single platform. Individual projects of different line Ministries would be examined and sanctioned in future

within the parameters of the overall Plan, leading to synchronization of efforts. We hope GatiShakti will bring synergy to create a world-class, seamless multi-modal transport network in India.

Official's in-charge of the Gati Shakti plan will also have to make sure that the sizes of industrial and logistics parks grow, to be globally competitive. The National Industrial Corridor Development Corporation (NICDC),

formerly DMIDC will work in close coordination with state governments to develop these industrial corridors. State governments will have to take the lead in identifying parcels of land for industrialization in consonance with the national plan to reap the maximum benefits of jobs and growth. Once Gati Shakti will be in full bloom. India will transform into a manufacturing power house, as it will create aneasing business environment. Economic reforms will happen to boost formality and productivity. The public will start investing in infrastructure - a seamless multi-modal infrastructure network, which will reduce the cost of logistics. Though, this will require synchronization across various government levels and departments but isn't this what is the government striving for, through Gati Shakti? Once decisions will be made in a synchronized manner, a world-class, seamless multi-modal transport network will also be created.

# Heading Towards New Age: Soon Implementing GNSS ETC System

illiam Vickrey, US
Nobel Economics
Prize winner, was the
first to propose a
system of electronic tolling for the
Washington Metropolitan Area in
1959. But it was not the USA, but
rather Norway that came into the
picture as a world pioneer in the
widespread implementation of this
technology, beginning in 1986. A few
years later, Italy became the first
country to deploy a fully electronic toll
collection system on motorways on a
national scale in 1989.

Today, the picture is, that several European countries have deployed GNSS road pricing systems nationwide. India, on the other hand, is striving to make everything effective, however, has put forward its steps in this direction.

The satellite-based tolling solutions will make the installation of electronic readers not necessary beside or above the road to read transponders since all vehicles will be equipped with On-Board Units having Global Navigation Satellite System (GNSS) receivers to determine the distance travelled on the tolled road network - without the use of any roadside infrastructure.

The National Highways Authority of India (NHAI) has already accelerated the plan to launch a GNSS-based Electronic Toll Collection (ETC) system on the National Highways across the country, to make toll collection seamless.

Marching forward in this direction, NHAI has recently organised a daylong stakeholder consultation workshop on Global Navigation Satellite System (GNSS) based tolling in India. The objective of the workshop was to seek input and suggestions from various industry experts and stakeholders on different aspects of the GNSS-based tolling system. No doubt, the workshop will help NHAI strategies and design the future roadmap for a free-flow tolling system in India based on GNSS technology.

It is noteworthy to mention here that presently FASTag system is in operation for User fee Collection and with the introduction of GNSS ETC System, according to NHAI, both models will co-exist till the time the GNSS ETC System is operational on the entire network of National Highways.

### The History of ETC in India

In 2010, an apex committee was formed under the leadership of Sh. Nandan Nilekani, recommended the use of passive RFID-based technology for the Electronic Toll Collection System. Later, in 2012, IHMCL was mandated to implement electronic tolling in India and finally in 2014 ETC system was introduced with a single issuer single acquirer model. It was upgraded in 2016 and introduced as multiple issuers, multiple acquirer model with NPCI as CCH provider. Along with this, FASTag was made mandatory in M&N categories of vehicles. A couple of years later it was made mandatory for fitness certificates of vehicles in July 2018. After this, in December 2019, the government introduced a drive to implement 100% FASTag and thereby collecting user fees through FASTag only. Since February 2021, all lanes at fee plazas were upgraded as FASTag Lanes and there has been a massive rise in the average daily collection, as it increased by up to Rs 150 Crore.

### The opportunity of Making ETC System More Effective

There was always a scope for making the ETC system more effective. Certain groundwork is needed to



Abhishek Gupta General Secretary, AITWA

perform as users face issues like traffic jams on toll plazas due to
barriers, repeated readings of tags and
cash payments; insufficient
transparency of toll collection several levels of the system with a
wide variety of participants; high cost
of operation of the FASTag; unfair
charging for the fact of driving through
the plaza, not for the actual distance
travelled; loss of part of the revenue by
Toll Plazas' operators (about 10%)
when using the road without crossing
the Toll Plaza.

Though RFID has a lot of strengths, such as - low unit and operation costs; passive OBUs; a long life; no power requirements; easily installed into vehicles; highly resistant to temperature stresses and extremely durable, it also had visible weaknesses. Some of them are - RFID tags can be less accurate than DSRC; unsuitable for Pay-as-you-Go; lacks the flexibility of freeflow; are not extendable quickly or cost-effective; limited use for value-added services; require roadside infrastructure.

DSRC also fall in a similar zone, as its strengths - OBU life typically 5 years or more; solid and resistant OBUs; secure payments for high volume tolling; capacity of including additional features; suitable for smart/adaptive tolling; flexible tariffs make it advantageous but its weaknesses like high infrastructure costs and OPEX; unsuitable for Payas-you-Go; more expensive than RFID; lack of freeflow flexibility; limited use with value-added services; complex devices in vehicles highlights its drawbacks.

### How GNSS Technology is placed?

GNSS Technology can remove toll plazas and congestions; can enable the Pay-as-you-Drive principle; is highly scalable as the tollable network grows; can adapt toll rates and fares to further reduce congestions; ideal platform for developing value-added services for users which makes it one of the finest technology to collect toll fee seamlessly. However, it also has weaknesses that include, OBUs requirement of an external power source (usually a 12V connection); complex technology that needs to be designed precisely for the client's need; OBU costs are higher than RFID stickers; enforcement system needs to be customised to the system; requirement of GSM connectivity.

However, the model is implemented in Europe (Germany, Russia, Slovakia, Hungary, Poland, Czech Republic), Australia, New Zealand and Singapore and is doing extremely good.

# GNSS ETC System Benefits for Vehicle Owners:

- · Fair toll fee Pay-as-You-Use
- Without traffic jams at Toll Plaza due to Free Flow
- · Free OBU
- Savings Less fuel, consumables, and more mileage in the same time

# GNSS ETC System Benefits for Government (NHAI/IHMCL):

- Increasing the investment attractiveness of the road industry
- Full control of fee collection processes 100% electronic transparent payments
- · Obtaining technologies
- No costs for the creation and operation of the System

- · Reducing harmful emissions
- Improving the efficiency and productivity of the transport and logistics industry

# GNSS ETC System Benefits for Road Concessionaire:

- Reduced System operating costs by several per cent
- · Increased road throughput
- Valuable land is being released from under Toll Plaza
- The road user pays for every kilometre of the road – Pay-as-You-Use
- Focus on investments in road development

GNSS ETC System's 'Pay as you use' method will ask users to pay only for

GNSS ETC System's
'Pay as you use' method
will ask users to pay
only for the stretch they
use on the highway
instead of paying the
full toll amount when
crossing a toll plaza

the stretch they use on the highway instead of paying the full toll amount when crossing a toll plaza. However, there will be various enforcement agencies to catch the defaulters.

GNSS ETC System will have Roadside Infrastructure for Validation and Enforcement

There are two types of toll control systems - enforcement infrastructure:

• Stationary – gantry-based fixed automatic control points:

This is planned mainly in areas of heavy traffic for maximum coverage of traffic volume, in the area of large cities and administrative centres, at intersections and junctions of other highways, on less intensive road sections for uniform control, and in places that are natural obstacles to detour – traffic police posts, bridges, tunnels, etc. and for security and provision of communications (electricity, data transmission networks) near bridges and tunnels, entrances to settlements and customs posts.

 Mobile – vehicle-based movable automatic control units:

These units will constantly change their location points and will place unknowns in advance for toll road users between stationary control frames and on new sections of toll roads to take control when stationary control is unavailable temporarily.

The optimal distribution of stationary enforcement along with the unpredictability of mobile automatic enforcement infrastructure provides recovery of toll in cases of toll violations

### GNSS ETC System will have 6 Infrastructures as Stationary Enforcement ( to collect evidence and do the audit trails)

The following gantry equipment will automatically confirm every fact of a violation through reliable digital data.

- Cameras
- Sensors
- · Time and coordinates tools
- · Computers
- · Telecommunication connection
- · Electricity connection

Cameras will capture a set of photographs of the vehicle from different angles, the sensor will offer the exact place of the event, and other equipment will offer accurate date and time stamps from high stability clocks, vehicle category measurement and recognition data and vehicle tracking.

NHAI has gone through various regulations relating to the current legal framework of GNSS ETC System and there will be new additions required to be made with the object and intent of the new technology. But what is worth seeing is that the NHAI has taken the right step forward.

# Gati Sakti: Speeding Up Transporters' Growth



### What is Gati Shakti Yojna?

Transportation, the backbone of a country is something which probably tells a lot about the lifestyle or the living standards of a territory. Today's world is not one that can be called 'slow'. Every individual is rushing, be it to get to work on time or to reach school before the warning bell goes off or just going for casual meets and greets with loved ones. Everybody is in a hurry. If the transportation network is not well planned and organized, reaching your destination on time can turn out to be a daily nightmare.

The problem of unorganized and chaotic transportation network is a big issue which is faced by several developing and underdeveloped nations throughout the world. In order to solve this issue, our honorable Prime Minister, Mr. Narendra Modi launched the Prime Minister Gati Shakti National Master Plan (PMGS-NMP). It was proposed on 13th October 2021 with the sole objective of connecting the several important economic zones throughout the country. The proposal was studied thoroughly by the Cabinet Committee

on Economic Affairs (CCEA), and when satisfied, the proposal of Prime Minister Gati Shakti National Master Plan was passed and finally implemented on 21st October 2021.

The approach of modernizing and improving the transportation infrastructure of India is for the most part based on seven engines or catalysts namely:

- · Railway Transportation
- · Road Infrastructure
- · Ports
- · Waterways
- · Airports
- · Mass Transportation
- · Logistics Infrastructure

The above named engines were decided keeping in mind their contribution to the economy of our country all at once. All these above mentioned engines are supported by energy transmission, IT Communication, Bulk water and sewage, and social infrastructure to achieve the primary aim of connecting our nation India.

Our honorable Prime Minister ruled with the technique of 'Sabka Prayas',

meaning the unity of central government, state government and the private sector to achieve the target.

### The Six Pillars of Prime Minister Gati Shakti National Master Plan (PMGS-NMP):

Every plan, be it a business venture, or a small scale startup idea, or a government policy, or even something as basic as a school project report, everything in life needs to have a proper plan or pillars to stand on. Similarly, even this government plan of Prime Minister Gati Shakti Yojna needed some strong pillars to build its foundation on. The following are known as the six pillars of Prime Minister Gati Shakti National Master Plan (PMGS-NMP):

### 1. Comprehensiveness:

Comprehensiveness subjectively means to bind all the important aspects needed to get a task or a problem at hand done together. In layman language, it can be called uniting all the key aspects important for a plan to succeed. In this project of PM Gati Shakti Yojna, it was decided that a single, centralized portal will be made for everyone, i.e. central government, state government and the private

sector as well. It was done keeping in mind that one portal to store all the ideas will be helpful for the others to be constantly updated about the progress of the plan. Also, it had another advantage that because every plan would be kept out in open in one portal, the other people of several ministries and private sector could give their insight about the progress which in turn will help to carve out the best possible scheme.

- 2. Prioritization: A government or ruling body of any country has numerous tasks that need to be done on a daily basis. There are uncountable things that needed to be executed daily, weekly or yearly. It is also possible that a government is working on numerous life style improving projects at once. Therefore, prioritizing different tasks or activities is a must. In order to carve out the best plan for PM Gati Shakti Yojna and subsequently launch it, all the workforce was told to prioritize their workload. They were told to prioritize their projects via cross sector communication, ensuring that the important tasks were done first.
- 3. Optimization: Wants are unlimited, but resources are limited. This is something that every class 11 student taking economics as one of his subjects is taught on the very first day. Our government realizes the importance of optimizing the limited resources our nation has in store. This is why Prime Minister Gati Shakti National Master Plan is a scheme which will help the various authorities to segregate and identify important errors in planning and execution of transportation network and will eventually set the course right.

Choosing the best alternative among the various number of options that one has is very important in order to achieve the desired goal, while assuring that the wastage in the



process of attaining that goal was minimum. PM Gati Shakti Yojna is just the way out for it.

- 4. Synchronization: In the past, it has been seen that all the government entities work in silos, meaning they don't tend to share their day to day work with others. Due to this secrecy, it often takes quite long to get work done. Therefore, in order to speed up Prime Minister Gati Shakti National Master Plan, the government decided to synchronize and coordinate work between all the various authorities involved in the master plan. Gati Shakti will help coordinate the activities of each department in a holistic manner.
- 5. Analytical: With the application of Gati Shakti, relevant venture data will be compiled in one place through GIS (Geographic Information System) based spatial planning and scrutiny tools, assisting better visibility.
- 6. Dynamic: In the future, it is

expected that cross-sectoral projects can be visualized, reviewed, and tracked using the GIS platform (Geographic Information System), as satellite imagery will provide regular updates on the ground, and the website will be updated frequently with the scheme updates. This analysis will provide a framework for identifying essential interventions to enhance and update the master plan.

Every country needs an excellent transportation network for various reasons. It will not be wrong to say that transportation network of a country influences the economic stability of a country a lot. Imports and exports for example are entirely dependent on how strong our transportation network is

Therefor the Prime Minister Gati Shakti National Master Plan (PMGS-NMP) is a very good step taken by the government for the betterment of new India.

# Impact Of PM Gati Shakti On Logistics Sector

### The Gati Shakti Scheme:

This digital platform, launched on 13th October 2021, will connect 16 Ministries, including the Ministry of Railways and Roadways, for integrated planning and coordinated implementation of infrastructure connectivity projects.

Such a multimodal model will not only impact the domestic logistics sector by bringing down the overall cost and increasing the speed and ease of the movement of the goods but also by making Indian markets more competitive in the global market. Such connectivity is sought to provide seamless movements of goods, services and people from one mode of transport to another.

PM Gati Shakti withholds the vision of integrating the infrastructure schemes of various ministries and state governments like Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc. Other Economic Zones, such as Textile clusters, industrial corridors, defence corridors, Agri zones etc., will be included to improve connectivity and make Indian business more competitive.

It intends to use technology for transformative growth and sustainable development. The scheme will encompass several engines of the Indian Logistics Industry, such as Railways, Roads, Ports, Waterways, Airports, Mass Transport and Logistics Infrastructure.

### Need for Gati Shakti Scheme?

Pointing to the harsh reality of lack of coordination between different departments, such as after the road construction, the other agencies or authorities again dug up the constructed road for the work such as laying down gas pipelines, water pipelines, cable etc. Such activities cause significant loss to the government and bring inconvenience to individuals. To bring coordination

Such activities cause significant loss to the government and bring inconvenience to individuals. To bring coordination between different agencies and holistic execution of work with a shared vision, there was a need to bring Gati Shakti Scheme

between different agencies and holistic execution of work with a shared vision, there was a need to bring Gati Shakti Scheme.

### Pillars of Gati Shakti:

The scheme stands out on six pillars of strength: Comprehensiveness, Optimization, Prioritisation, Synchronisation, Analytical and Dynamic. All these pillars strengthen the cross-sectoral interactions between different departments, thereby ensuring work coordination.

### Impacting the Logistics Industry:

India has one of the highest logistics costs in the world, which is around 13%-14% of the GDP. Compared to the US and Europe logistics cost, it is just 8%-9% of the GDP. At this point, the logistics cost is required to be reduced to run the logistics ecosystem

more efficiently.

The new scheme, i.e. Gati Shakti, aims to integrate the database of all the ongoing and future projects of the infrastructure ministries of both the central government and the state government. Such a planned, integrated and coordinated system in the project planning will impact the costing in the logistics.

Another impact that can be witnessed is that it will help in the coordinated completion of the projects such as road construction which involves multiple stakeholders in the process, such as NHAI, PWD, BRO etc. Connectivity of all the National Highways and better road links to the railways and minor ports will reduce the turnaround time and directly impact the efficiency enhancement in the supply chain.

The Gati Shakti plan also aims to develop a nationwide network that integrates digital systems of various ministries dealing with logistics under one platform, ULIP (Unified Logistics Interface Platform).

### Conclusion:

The Logistics Industry in India is mainly disorganised and fragmented. However, with the introduction of technology in all sectors, logistics not an exception, the industry has partially started becoming a little organised and fragmented. Further, to become globally competitive, India should also increase its focus on data-backed holistic planning and infrastructure development, enhance multimodal connectivity throughout the country, and rationalise processes within the logistical sector. With schemes such as Gati Shakti, there is undoubtedly much more for the logistics to look forward to.

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# 5 Logistics Trends That Could Redefine The Industry

he Covid-19 and other hiccups have led to largescale supply chain disruptions, confusing new rules and restrictions, and tumultuous shifts in customers demand. Which why, the logistics industry has had a rough few years. However, the sector has never put a break on it and kept moving forward. Even after witnessing worst phases of the global pandemic, the leaders of the sector are ready to to enter a new era. Thanks to new technologies, practices, and standards which kept pushing the industry to redefine it.

Here are 5major logistics trends, as per Forbes, that could redefine the industry in 2022 and beyond!

# Cloud-based systems and integrations

First, we have the ongoing development and distribution of new cloud-based systems and integrations, allowing logistics businesses to streamline their workflows, store and transfer information quicker and more securely and even have better control over their finances. Some financial service providers have stepped in to assist carriers with custom technology integrations – and help them get paid faster. Ultimately, that means businesses get to save time, save money, and benefit from smoother internal processes.

### Autonomous vehicles

Tech enthusiasts have been talking about the future promise of autonomous vehicles for many years, but in many ways, these robotic transportation systems are already here. Autonomous trucks are already beginning to run under "supervised autonomy," and it's only a matter of time before that supervision becomes unnecessary. If they are appropriately designed and tested, autonomous vehicles have the potential to be safer, less expensive, and easier to manage

than manually driven vehicles. In turn, that makes operating expenses lower, keeps the roads safer, and allows vehicle operators to find new, higher-level positions in their respective companies.

### Real-time analytics and tracking

Thanks to the help of RFID chips and other advanced technologies, managers and industry leaders have access to better real-time analytics and tracking than ever before. They can tell (AI) and machine learning to the systems, reducing the need for human hours and increasing both efficiency and total capabilities. With the right tech tools in place, business analysts can quickly evaluate productivity, shipment speed, customer satisfaction, and other important variables – and routinely self-improve to boost profitability.

Blockchain technology may be difficult and expensive to implement



customers exactly where their products are and how long it's going to take to receive them. They can identify and anticipate problems (and resolve them faster). And they can even pinpoint disruptions in productivity or efficiency, helping them to sculpt the perfect company from the ground up.

### Efficiency in last mile delivery

Last mile delivery is always a challenge for logistics companies, presenting a high degree of complexity and high costs (often more than half the total cost of shipment). But we're on the verge of seeing major breakthroughs in last mile delivery, such as the deployment of autonomous drones to deliver packages to individual recipients and overhauls to supply chain models.

# AI, Machine Learning and the Blockchain

Logistics companies are also eager to integrate more artificial intelligence in many cases but it has the power to increase security, efficiency, and reliability of all forms of tracking and data management. Because Blockchain technology is so flexible and still growing in terms of capabilities, its future potential seems almost unlimited.

It is hard to nail down solid predictions for the logistics industry because the variables in play are too many and too complicated. Plus, there's always the possibility of a "black swan" event on the horizon - something sudden and unexpected that completely disrupts our lives or changes what is "normal" in a given segment of society. But even in such circumstances the logistics industry will keep advancing - and integrating new technologies to make their companies even more efficient. People who are looking to compete in the logistics industry as a business owner will surely need the mentioned technologies implanted.

# MSME Loan Disbursements Double; Banks Sticking To Existing Borrowers



redit disbursements to small businesses have doubled compared to the pre-pandemic levels but bankers seem to be cautious and are largely sticking to existing borrowers in extending the loans, a report said, reported PTI.

The report by a credit information company said demand for credit from the Micro, Small and Medium Enterprises (MSMEs), measured by the number of commercial credit enquiries, was 1.6 times of the prepandemic levels in FY22.

Total live MSME borrowers stand at 7 million as on March 2022 with a growth rate of 6 per cent over the previous year.

"The growth in overall MSME borrowers has moderated as lenders are focusing on extending credit to existing borrowers," the report by Transunion CIBIL said.

Deepening credit to small businesses is a policy objective.

MSME credit disbursements have doubled compared to the prepandemic levels across segments, indicating that lenders are in a position to support the increasing credit demand, the report said.

On the asset quality front, the overall non-performing assets was 12.8 per cent as on March 31, 2022.

NPAs in the MSME segment have been on the uptrend since March 2021 and the 'micro' segment has been hurt the most, the report said.

With the regulators allowing for a special dispensation on restructuring, the report said that 2.7 lakh accounts having a credit outstanding of Rs 35,000 crore were tagged as restructured as of March 2022.

The state-owned lenders reported maximum restructured accounts to the commercial bureau followed by private banks and non-bank lenders, the report said.

Term loans are restructured more than working capital loans, which was termed as a positive sign because it indicates that MSMEs are managing their liquidity through CC/OD (Cash Credit/Overdraft) loans prudently, it added.

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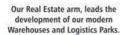














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### **KEY FACTS**

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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# GDP Grows At 13.5 Per Cent In April-June Quarter



ndia's economy grew by 13.5 per cent in the first quarter of the current fiscal, mainly due to the base effect, official data showed. The gross domestic product (GDP) had expanded by 20.1 per cent in the corresponding April-June period of 2021-22, according to data released by the National Statistical Office (NSO), reported PTI.

Many analysts had projected the Indian economy will expand at a double-digit growth rate due to the base effect.

According to rating agency ICRA, the gross domestic product was likely to grow at 13 per cent while State Bank According to rating agency ICRA, the gross domestic product was likely to grow at 13 per cent while State Bank of India in its report, projected the growth rate at 15.7 per cent for April-June 2022

of India in its report, projected the growth rate at 15.7 per cent for April-June 2022.

Earlier this month, in its monetary policy meeting, the Reserve Bank of India (RBI) said that the GDP growth rate is likely to be around 16.2 per cent in the first quarter of this fiscal year.

China registered an economic growth of 0.4 per cent in April-June 2022.

Further, India's economy will grow at around 7.4% in the current fiscal year (FY23) and continue at the same pace in the next year as well, said finance minister Nirmala Sitharaman. She said there are risks on the external front and this is not the right time to throw caution to the wind, and assured exporters of all the necessary support from the government as they face the headwinds.

Global agencies like IMF and the World Bank have taken cognisance of the strengths of the Indian economy by saying that it will be among the fastest growing ones in the next two years, she said at the FE Best Bank Awards event.

She said the "conservative" 7.2% growth estimate of the RBI is also in sync with the expectations of the global bodies and stressed that three or four institutions cannot be wrong on their expectations.

On private capex, which is seen as trailing by some, she said the substantially higher tax collections suggest to newer investments and manufacturing units set up by the industry. The finance minister said the tax collections cannot be going up without new investments and urged the corporate sector to speak more about it.







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Kamla Market	4	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	*	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	1	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	ī	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	*	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	1	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	:	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	ě	WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi		580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina		CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	1	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	100	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	*	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	:	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar	9	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	į.	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	1	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	1	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	100	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	1	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	3	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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# PM Modi Dedicates To Nation 2G Ethanol Plant In Panipat



rime Minister Narendra
Modi dedicates to the nation
via video conferencing a
second generation (2G)
ethanol plant built at an estimated cost
of Rs 900 crore in Haryana's Panipat,
his office said.

The dedication of the plant is part of a long series of steps taken by the government over the years to boost the production and usage of biofuels in the country, a statement issued by the Prime Minister's Office (PMO) said.

This is in line with the prime minister's constant endeavour to transform the energy sector to make it more affordable, accessible, efficient and sustainable, it said.

On the occasion of World Biofuel Day, Prime Minister Modi dedicated the second generation (2G) ethanol plant in Panipat, Haryana to the nation on August 10, 2022 at 4:30 PM via video conferencing.

The 2G ethanol plant has been built at an estimated cost of over Rs 900 crore

The 2G ethanol plant has been built at an estimated cost of over Rs 900 crore by the Indian Oil Corporation Ltd. (IOCL) and is located close to the Panipat Refinery

by the Indian Oil Corporation Ltd. (IOCL) and is located close to the Panipat Refinery.

Based on state-of-the-art indigenous technology, the project will turn a new chapter in India's waste-to-wealth endeavours by utilising about two lakh tonnes of rice straw (parali) annually to generate around three crore litres of ethanol annually, the statement said.

Creating an end-use for the agri-crop residue would empower farmers and provide an additional income generation opportunity for them, it said.

The project will provide direct employment to people involved in the plant operation and indirect employment will be generated in the supply chain for rice straw cutting, handling, storage, etc.

Through reduction in burning of rice straw, the project will contribute to a reduction of greenhouse gases equivalent to about 3 lakh tonnes of carbon dioxide equivalent emissions per annum, which can be understood as equivalent to replacing nearly 63,000 cars annually on the country's roads, the statement said.

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# Scottishpower Gears Up To Build Green Hydrogen Plant At Felixstowe Port

contested efforts to construct a green hydrogen plant at Felixstowe Port to provide a thrust to decarbonisation of the industry and other sectors in the eastern region, reported Times of India.

The space for the hydrogen plant will be provided to ScottishPower by Felixstowe Port. The effort is in sync with Britain's plan to decarbonise and give a push towards the commitment to ensure net zero emissions by 2050.

Power company ScottishPower is trying to implement a project in Felixstowe for a greener ship terminal by commissioning a hydrogen plant. This will allow international shipping companies to use a green port at Britain's busiest container terminal.

E-methanol and green ammonia have been planned for all types of road transport, such as rail, road and industrial use, which can be derived from green hydrogen.

International markets, the aviation industry, and the shipping industry could benefit if they get cleaner fuels as we need to reduce carbon emissions to save Earth.

Plans are afoot to produce 40 tonnes of hydrogen daily to cater to almost 1,300 hydrogen trucks. Right now, work is going on to create this gigantic plant to provide services from 2025 onwards.

Britain depends on "other renewables"

Britain depends on "other renewables" like geothermal, biomass and waste



energy for its electricity generation. Wind, hydropower and solar are other sources of producing power. However, this constitutes a small portion of Britain's energy needs.

The maximum dependence is on oil, coal and gas, which provide 90% of Britain's requirements.

This dependence on fossil fuels is what Britain is trying to get rid of totally by 2050.

So, constructing this hydrogen plant is of paramount importance in the days to come for Britain and provides the energy for the transport sector. It will also help in negating the present carbon emissions that Britain's footprint currently constitutes.

Barry Carruthers, Hydrogen Director

of ScottishPower, believes this plant would help in the decarbonization process for Britain and also help support international customers.

The plant's location and the country's plans are conducive to provide the infrastructure required to decarbonise the shipping, road transport, industry and aviation sector.

MP of Suffolk Coastal , Theresa Coffey, is also optimistic about the hydrogen plant's construction and welcomes the plans of Hutchison Ports and ScottishPower, thereby creating a better port facility in Felixstowe.

She hopes that the target of net zero emissions by 2050 can be achieved if the government and private companies set up many more such facilities.

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

# India Needs To Be Watchful That GDP Growth Does Not Slip Below 5%



he government should be watchful that the real GDP growth does not fall below 5% in the next couple of years following the rise in interest rates amid record inflation, said Subhash Chandra Garg, India's former Finance Secretary, reportedETB2B.

"For advanced economies, a recession is around the corner; whether Americans, Europeans, Japanese, that seems to be very much on the cards, maybe six months to a year or so... The emerging markets or the developing countries like India, I don't see any possibility of a recession in that sense where growth goes below zero, that's unlikely. For us what worries us more is that, if growth goes

below 5%, that will be like a recession for us. Whether we will be able to avoid the situation where our growth goes down below 5% in the next year, we should watch out for," Garg said in an interview on the sidelines of ETCFO's 2nd edition of Turning Point event.

The former bureaucrat also shared the implications of the RBI's latest 50 basis point or 0.5% hike in the interest rates to 5.4%; the central bank raised the rates on August 5 at its third bimonthly policy of the current fiscal year. He said, by hiking rates, the RBI has rightly focussed on inflation management, however, added that it may not augur well for credit creation, and that for businesses, this is likely to

lead to an increase in their borrowing costs.

"This hike is aimed at to some extent to control inflation, so it's a good measure. Whether it will control the inflation or how it will affect the investment and credit offtake, it is something which we need to see. Because credit offtake is going for very different reasons now. (There is) a lot of increase in housing costs and other things which is making people borrow more, so it may not have a very good impact on credit creation... For the businesses, it raises the cost of borrowing. For housing guys, the EMI and installments will go up now. It will lead to some consumer suffering..." Garg said.

The Indian economy is projected to grow 7.2% for FY23, as per the RBI's latest projection as compared to the 8.7% growth rate clocked in FY22. Inflation is pegged at 6.7% in FY23.

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is projected to grow
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Since May, the RBI
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140 basis points

Since May, the RBI has raised the interest rates by a total of 140 basis points. The inflation rate has been hovering at 7%; it has remained above the RBI's upper band target of 6% for the last six months, driven by primarily higher food and fuel inflation.



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# MoRTH Engages Services Of Mobile Inspection Vans For Quality Inspection Of NHs

he Ministry of Road
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Highways (MORTH)
has engaged the
services of Mobile Inspection
Vans (MIVs) for Quality
Inspection of National Highways
through Non-Destructive Testing
(NDT) in 4 States – Gujarat,
Rajasthan, Odisha and Karnataka
– on Pilot basis. This is part of
Ministry's commitment towards
constructing National Highways with
global quality standards.

Use of these MIVs will augment the existing quality control & quality acceptance systems of NH works by



introducing a more proactive approach for identifying issues related to quality.

Quarterly 2000 km of NH Projects will be inspected in each state using these Mobile Inspection Vans. Inspections would be conducted in various projects being implemented by NHAI/ NHIDCL/State PWDs and other executing agencies of MoRTH.

The Contract Agreement for Gujarat was signed. Contract Agreement for Rajasthan, Odisha and Karnataka will be signed soon. More such vans shall be engaged in other states in future.

Test Results generated as well as alerts for the non-conformity through these MIVs shall be shared with various stakeholders on real-time basis through a Quality Control Portal, which is being developed by MoRTH.

# NHIDCL And NSDC Collaborate For Skill Development Initiatives

n MoU was signed between MD, NHIDCL (National Highways Infrastructure Development Corporation Limited) and COO & Officiating CEO NSDC (National Skill Development Corporation) on 08.08.2022. The MoU provides a formal basis interaction between NHIDCL and NSDC, and will play a significant role in realizing the aims and objectives of Prime Minister's skill development program.

The purpose of this MoU is to establish the basis of collaboration between NHIDCL and NSDC, to take up multiple initiatives contributing towards making India the Skill Capital of the World.

Both NHIDCL and NSDC are leading premier National organizations in their respective fields and are desirous of working together as a team to achieve national objectives, undertaken with their best abilities and maximum mutual co-operation with the intent of helping each other.

# Breakthrough Achieved On Delhi-Dehradun Expressway Project

Pehradun Expressway project. Union Minister for Road Transport and Highways Nitin Gadkari informed through a series of tweets that the last 20km stretch passes through ecosensitive zone of Raja Ji National Park where Asia's longest elevated wildlife corridor (12km) is being constructed that includes 340m Daat Kali tunnel. He said sustainable development is the motto of Prime Minister Narendra Modi's Government.

The Minister said the tunnel intends to protect the surrounding wildlife. Once completed, the expressway would reduce travel time between Dehradun-Delhi from 6 hrs to 2.30 hours & Delhi-Haridwar from 5 hours to 2 hours, he added.

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# Government Wants To Reach Out To Every Last Person Of The Society

nion Minister for Road
Transport and Highways
Nitin Gadkari has said
that it is the endeavor of
our government to reach out to every
last person of the society ,to help them
in their development and serve them.

Inaugurating free equipment and material distribution program to senior citizens and differently-abled people in South Nagpur under the Central Government's National Vayoshree and ADIP (Assistance to Disabled Persons) scheme alongwith Union minister for Social justice and empowerment Dr Virendra Kumar, Gadkari said we are committed to the program.

In 2016, under the leadership of Prime Minister Narendra Modi, Government issued the Rights of Persons with Disabilities Act in the country. Keeping this in mind, screening camps were organized for senior citizens and differently-abled people from 27 February to 23 April 2022 under Rashtriya Vayoshri Yojana, in which about 36,000 people including 28,000



in Nagpur city and 8,000 in rural Nagpur were screened and 2 lakh 41 thousand equipment and materials will be distributed to all of them. The total cost of all these tools and materials is Rs 34.83 crore.

Programs are being organized in all the six assembly constituencies of Nagpur city for the distribution of these devices, is the first program in this series. Total of 66 thousand devices have been given to 9,018 beneficiaries of Dakshin Nagpur Assembly Constituency, whose combined cost is more than Rs. 9 crore.

43 types of these devices mainly include tools and materials such as three wheeler cycles (hand-operated), wheel chairs, walking sticks, digital hearing aids, smart phones with screen reading for the visually impaired, braille cans (folding cans) alongwith prosthetic arms and legs.

Katra In Jammu And Kashmir Gets Inter Modal Station Memorandum of Understanding (MoU) was signed between NHLML (National Highways Logistics Management Limited) and Katra Development Authority in presence of Union Minister of Road Transport and Highways, Nitin Gadkari, Union Minister of State Gen VK Singh, L.G., Jammu & Kashmir Manoj Sinha and Central & State Officials.

As part of the initiative, Inter Modal Station is being developed in Katra to improve the travelling experience of



Pilgrims who are visiting Mata Vaishno Devi Temple. Government under the leadership of Prime Minister Narendra Modi is developing Inter Modal Stations across the country for improving passenger infrastructure development across the Nation.



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# Government Aims To Make Indian Infrastructure Up To World Standards

nion Minister for Road Transport and Highways, Nitin Gadkari said that we have to take Indian infrastructure to world standards. He said 'I have decided to make Indian road infrastructure, even in Bihar and Uttar Pradesh, up to the road infrastructure standards of USA, before end of 2024'. The Minister was addressing National Conference for Civil Engineers and Professionals from Allied Industries, being organized by Association of Consulting Civil Engineers (ACCE) in Mumbai.

Exhorting the engineers and industry professionals at the conference, the Minister said India has got huge potential in infrastructure. 'In Indian infrastructure, there is huge potential for road construction, river connectivity, solid and liquid waste management, parking plaza, irrigation, busports, ropeways and cable car projects'. Speaking about various ongoing projects of the Ministry of Road, Transport and Highways, Gadkari said: "We are making 26 Green Express Highways and Logistics parks of Rs. 2 lakh crores. At the same time, we have many innovative ideas by which we can develop infrastructure further".

Union Transport Minister further said that the future of Indian infrastructure sector is very bright. "We need to accept good technology, research, innovation and successful practices from across the world and from within India. We should use alternative materials to reduce cost without compromising on quality. Time is the most important aspect in construction,

it is the biggest asset.' The Minister underlined the role of civil engineers and said it is very important for job creation and for growth.

Pitching his idea of using greener alternatives in road construction, Union Transport Minister said: "You should find alternatives to cement and other raw materials. Glass fibre steel can be used in place of steel. If there is competition, cost will come down and become reasonable."

Propagating the idea of use of alternative fuels, Union Minister

Propagating the idea of use of alternative fuels, Union Minister Gadkari said Green hydrogen is future fuel. He said hydrogen can be made from petroleum, coal and biomass, organic waste and sewage water

Gadkari said Green hydrogen is future fuel. He said hydrogen can be made from petroleum, coal and biomass, organic waste and sewage water. He further said 'my dream is to make green hydrogen available at \$1/kg which can be used in aviation, railway, bus, truck, chemical and fertilizer industry instead of coal and petroleum'.

Gadkari said 1 litre of ethanol costs Rs. 62 but in terms of calorie value, 1 litre of petrol is equivalent to 1.3 litre of ethanol. He said 'Indian Oil collaborated with Russian Scientists and worked on the idea and now Petroleum Ministry has certified the

technology for making calorie value of ethanol equivalent to petrol'.

Reiterating his idea of creating wealth from waste, Union Transport Minister said: 'In Nagpur, we are recycling sewage water and selling it to state government for power projects, which is earning us Rs. 300 crore royalty per year from sewage water. In India, there is huge potential of Rs. 5 lakh crore in solid and liquid waste management."

Union Minister further said: 'Knowledge is power, conversion of knowledge into wealth is the future. It is leadership, vision and technology which enables conversion of waste into wealth; this is the need of the hour. Using knowledge, we can reduce cost and improve quality of construction".

Citing examples of Mumbai Pune Expressway and Worli Bandra Sealink to illustrate leveraging capital markets for public infrastructure projects, Gadkari said: "Under InvIT, our idea is to take money from poor people and give them 7%-8% monthly return on their money. We have decided to go for capital markets, we will sell shares of maximum Rs. 10 lakh to one person, they will invest and we can raise resources', he said.

He further said NHAI is AAA-rated and has good economic viability. 'Our toll revenue at present is Rs. 40,000 crore per year, by end of 2024, it will become Rs. 1.4 lakh crore per year So, we don't have any problem of money'. He informed that 70% of Delhi-Mumbai Express Highway has already been completed. He said 'My dream is to take citizens from Nariman Point, Mumbai to Delhi in 12 hours; we are now working to connect Nariman Point.'

- X -

# India Needs To Invest 5 Times More In Infrastructure Development To Be A USD5 Trillion Economy

nion Minister of State for Road Transport &

Highways and Civil Aviation. General (Dr) V K Singh (Retd) has said to ensure that India achieves the target of USD 5 trillion economy the country needs to invest 5 times more in infrastructure development. Addressing the Gati Shakti: Transforming India's Infrastructure based Development marching towards USD 5 Trillion Economy, organised by PHDCCI he said Government is looking into creating common utility corridors to ensure speedy transportation, lower fuel costs & cost effectiveness.

Dr Singh emphasised on the importance of PM Gati Shakti which has been brought in to cater the challenges which have been causing hindrance to the speedy development in the infrastructure sector, all under one roof.

The Minister said implementation and time bound manner completion of the projects are the core areas of PM Gati Shakti master plan. He said main purpose of the plan is to create a framework for boosting infrastructure development combined with resolutions. In this framework various programs get attention from all the concerned departments at one go without any hurdles, he added.

For the unversed, Gati Shakti aims to seamlessly integrate data and logistics projects across the nation, to achieve greater global competitiveness

A recent paper by IMF on 'Road

Quality and Mean Speed Score' ranked India 127th among 162



countries in terms of road transport speed, reported The Hindu BusinessLine. The US is the fastest country, with a mean speed score of 107 kmph, while India has a mean speed score of 58 kmph. Unsurprisingly India has high logistics costs of around 13-14 per cent of GDP as against 8-10 per cent in the US and Europe.

Reducing logistics costs is a sine qua non for India, where freight activity is expected to grow five-fold by 2050. India's Logistics Ecosystem plays a critical role in achieving the national priorities of Atmanirbhar Bharat by ensuring quick, efficient, and economical transport of goods across India.

Often disjointed planning lacking synergy amongst the various ministries leads to infrastructure being under-utilised, outdated, or congested by the time it is finally completed. Out of the ambitious investment plan of Rs 1,11,30,428 crore under the National Infrastructure Pipeline (NIP), Rs

36,66,028 crore is envisaged for Road, Rail, Ports, and Airports, i.e., approximately 33 per cent of NIP is towards the Logistics Sector Projects. With such a vast investment plan there is a need for holistic, integrated, and synchronised planning between the various modes of logistics.

PM Gati Shakti Master Plan is aimed to tackle the above challenges. It provides a comprehensive database of ongoing and future projects of Infrastructure Ministries of Centre and States. The data will

be integrated with 200+ GIS layers with visibility to various stakeholders so that planning, designing, and execution can be done with a shared vision. Project delivery will achieve efficiency through collaboration, coordination, data-backed project planning and real-time data analysis.

One of the main themes of Gati Shakti is multi-modal connectivity. It aims at seamless integration of systems and policies alongside efficient project management. Gati Shakti projects will leverage technology extensively including spatial planning and data analysis tools. This techno-enabled approach to infrastructure development where data on project geography, with multiple layers of project information of 16 infrastructure ministries, all integrated into a single database will ultimately break the silos of information management and enable faster decision making.

# NHAI Organises Workshop On Global Navigation Satellite System Based Tolling

NHAI organised a day-long stakeholder consultation workshop on Global Navigation Satellite System (GNSS) based tolling in India. The objective of the workshop was to seek input and suggestion from various industry experts and stakeholders on different aspects of the GNSS-based tolling system. The workshop will help strategise and design the future roadmap for free-flow tolling

system in India based on GNSS technology.

Various stakeholders including relevant government departments, ISRO, NIC, and industry players such as Vehicle Manufacturers, AIS-140 On-Board Unit (OBU) manufacturers, Global GNSS service providers, Banks, Payment Aggregators/ Gateway Service providers were invited for deliberations on GNSS based tolling system. Sessions and presentations were held with consultants & industry experts on global best practices for GNSS based tolling, discussions were held on the findings of the pilot carried out by NHAI on Delhi - Mumbai corridor and various aspects of GNSS architecture, payment settlement process, proposed enforcement measures and discussion on legal framework requirements were also discussed.

Speaking on the occasion Giridhar Aramane, Secretary, Ministry of Road Transport & Highways said that "The stakeholder consultation is important



Speaking on the occasion Giridhar Aramane, Secretary, Ministry of Road Transport & Highways said that "The stakeholder consultation is important to discuss various issues involved in GNSS based tolling deployment and seeking suggestions. We have to ensure that the process of toll collection is seamless. To achieve this objective, we need to have a technology framework that will enable us to operate in an efficient way, is economical and acceptable to various stakeholders."

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In her address NHAI Chairperson Alka Upadhyaya said, "We are pleased to organize this session and deliberate with stakeholders on what could be the likely way forward on deployment of GNSS based tolling in India. This session will help us to get inputs from the experts who have come from other parts of the world and will help us to address various challenges that we may face in planning and rollout of GNSS based tolling across the country."

In the proposed GNSS technology-based tolling system, the NH stretch will be geo-fenced and shall consist of virtual tolling points. Whenever a vehicle fitted with GNSS OBU shall pass through this virtual tolling points, information on distance travelled will be calculated based on satellite signals from multi-constellation such as NaVIC, GPS etc. and applicable fee shall be computed by the central GNSS software system and deducted from the users' bank account linked to the OBU.

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# Technology Should Be Used To Financially Empower Local Self Government Bodies



nnovation, entrepreneurship, science and technology, Research skills and good practices constitute knowledge and turning knowledge into wealth is the future of the country, said Union Road Transport and Highways Minister Nitin Gadkari while addressing the convocation ceremony of All India Institute of Local Self Government held in Mumbai.

President of All India Institute of Local Self Governance Ranjit Chavan, Director General Dr. Jayaraj Phatak, Vice President Rajkishore Modi, members of the governing body of the organization Vijay Sane, Govind Swaroop, Ravi Guru, Utkarsha Kavali, Sneha Palanitkar were present on this occasion.

Minister expressed the belief that the

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students graduating will work for the country and society through their respective fields by using the knowledge they have obtained. He said that it is necessary to combine technology and education as technology is constantly changing all over the world.

Gadkari said that to make the projects

of Local self government bodies qualitatively better, it is high time we engaged the Project Management Consultancy Organizations of worldclass standard, and for that, technical parameters should be given more weightage than financial qualifications. He expressed the opinion that unless this happens, there will be little improvement in the administration of municipal bodies. Minister said that in order to improve the performance of the municipalities, it is equally necessary to do performance audit along with the financial audit.

Minister said that there is a need for financial empowerment of the local self-governing bodies, especially the municipal corporations, by using technology. Technology can be utilised to provide services like road construction, waste management, water treatment, and 24-hour water supply in the best way. This will not only save money but will also earn revenue. As an example Minister said that by making public transport fully electric, a lot of money will be saved.

"Local self-government bodies should not rely only on government grants for projects, but should also adopt the option of working through public private sector partnership. There is a huge opportunity for that in every field. Public private sector partnership in solid and liquid waste management can generate an economy of Rs 5 lakh crore, minister added." In this context, Gadkari gave examples of projects implemented in Mathura and Nagpur Municipal Corporation for sewage management.

The minister also said that making bioethanol from crop residue will not only create fuel but will also curb pollution due to burning crop residues.



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# 10th Graders Develop Road Safety Device To Help Curb Accidents

group of six 10th graders of a private school have come up with a solution to reduce accident incidents by truck drivers caused due to fatigue and speeding, reported TOI-Online.

The students from Shiv Nadar School, Gurugram came up with this innovation as part of the Capstone Project, an annual competition at the School where students are encouraged to ideate and devise economically viable and creative technology-based solutions to address real-world problems.

The group members, Dia Sarin, Gauri Kapoor, Anaavi Sharma, Lakshya Bajaj, Akshita Agrawal and Arjun Shelat named their project Hifazat. The project was designed with the background that accidents caused by speeding trucks and lorries had resulted in 6.38 lakh accidents in the year 2018 (according to the reports published by Ministry of Road, Transport and Highways (MoRTH)). Even in 2020, speeding remained a

major cause for truck accidents, followed by driving while tired or sleepy.

The research conducted by the group on road accidents helped them understand the true depth of the problem as well as theprecautions needed to better regulate truck driving. Armed with this valuable information. the students developed a device that can record and alert for incidents of speeding, camera view being blocked, driver getting drowsy, or talking on the phone. In these scenarios, the device will notify the truck driver and the contractor of the truck, enabling immediate action. The novel and thoughtful technology is both affordable and effective in preventing truck-related road accidents.

The students have created a costeffective, plug-and-play device which has four major technology components:-

 Raspberry Pi 4: this is the brain of the device, it is where all the code is stored.

- It processes the live video feed and checks for driver drowsiness by getting the eye and mouth aspect ratio.
   It also checks if the driver is using his/her mobile phone by checking the placement of the driver's hand.
- Night Vision camera: this takes a live video feed of the driver while driving and feeds it into the Raspberry Pi 4
- It collects clear frames in broad daylight as well as in low light conditions.
- Arduino Uno a micro-controller that assists the raspberry pi in controlling the rest of the hardware.
- The Arduino is used for speed detection and the sending text messages.
- GSM/GPS Module this gives the exact location of the vehicle and this information is used to calculate the speed of the vehicle.
- The GSM module is also used to send text messages (SMS) to the truck contractor if the driver continues to drive incorrectly.

# RTO Checkposts Still Thrive In Karnataka

n July 1, the Goods and Services Tax regime completed five years. While most states have removed RTO checkposts on their borders after introduction of GST in 2017, Karnataka is yet to do so, reported TNN.

Many truckers and transporters allege massive corruption, traffic congestion and delays near the check-posts, but the BJP-led state government appears to be turning a blind eye. This despite the Union ministry of road transport and highways (MORTH) instructing all states to get rid of RTO checkposts in the wake of the GST regime.

Though commercial tax check-posts have been removed after the GST regime, 15 RTO checkposts are still operational. "If states like Gujarat could do away with RTO checkposts, why not Karnataka? This defeats the

purpose of the GST regime that ensures seamless movement of trucks and other vehicles. A section of transport department officials is against the proposal to remove checkposts for the reasons best known to them," said a truck owner.

However, transport department officials maintain they require these checkposts for "physical verification of vehicle documents". "We mainly check road tax and permit violations and overloading at these checkposts. We also issue permits," said a transport department official. However, MORTH stated that payment of road tax and issuance of permits can be done through the Vahan portal. Transport minister B Sriramulu was unavailable for comment.

In 2020-21 alone, Rs 54 crore was collected by way of fines and permit fees from the 15 checkposts. Long

queues of goods-laden trucks near the checkposts cause delay in delivery of cargo. According to a MORTH study, "an average Indian truck covers only about 50,000-60,000km a year as against 3 lakh km covered by one in the US".

K Radhakrishna Holla, president of Karnataka State Travel Operators Association, said: "When the Centre implemented the GST regime, it promised to remove inter-state checkposts. States like Gujarat have digital ones. There are several complaints of corruption at checkposts in Karnataka. When MORTH has Vahan and Sarathi portals which have all vehicle details and offer online facilities, there is no need for these checkposts. Radio Frequency Identification technology on the lines of toll plazas could be used for digital checkposts."



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# **Battery Powered Vehicles:** Must-know Facts!

n order to promote manufacturing and usage of electric and battery eco-friendly vehicles in the country. the Government launched the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in 2015 on PAN India basis with an aim to reduce dependency on fossil fuel and to address issues of vehicular emissions. At present, Phase-II of FAME India Scheme is being implemented for a period of

five years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores. This phase focusses on supporting electrification of public & shared transportation.

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

- For promotion of electric vehicles, Government has notified GSR 167(E) dated 1st March 2019 for conversion through retro-fitment to pure electric and hybrid electric vehicles and their compliance shall be as per AIS 123.
- Further, the Government, vide S.O. 5333(E) dated 18th October, 2018, has also granted exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.
- Government vide G.S.R 749(E) dated 7th August, 2018, has notified the registration mark for Battery Operated Transport Vehicles to be in Yellow colour on Green background and for all other cases, in White colour



on Green background.

- The Ministry of Road Transport and Highways, vide GSR 525(E) dated 2nd August, 2021 has exempted Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.
- Ministry has issued an advisory dated 17th July, 2019 to all States and Union Territories regarding incentivisation of electric vehicles and induction of electric vehicles in shared mobility and public transport operations.
- The Government has issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries.
- The Government has issued an advisory dated 16th June, 2021 to all States and UTs regarding promotion of battery operated vehicles.

The upfront cost of battery-operated vehicles is higher than the conventional vehicles. However, the operational cost of battery-operated vehicles is lower than the conventional vehicles. Therefore, the overall life time cost of the battery-operated vehicles is lower than the conventional vehicles. Battery-operated vehicles are being supported by way of demand incentives under FAME India Phase II to reduce the cost difference between the battery-operated vehicles and the conventional vehicles.

Under the Scheme for Faster Adoption and Manufacturing of Electric Vehicles in India

Phase-II (FAME India Phase II) of the Ministry of Heavy Industries, 2877 public EV charging stations have been sanctioned in 68 cities and 1576 EV charging stations have been sanctioned across 9 Expressways and 16 Highways.

Under the FAME-India Scheme, incentives are provided to buyers of electric vehicles in the form of an upfront reduction in the purchase price of electric vehicles. The incentive is linked to battery capacity.

- 2. To facilitate the establishment of Charging Infrastructure for Electric Vehicles following actions have been taken by the Government of India:-
- FAME-India Scheme: Ministry of Heavy Industries (MHI) has launched Phase-II of FAME India Scheme which provides for INR 1000 Crores for installation of Charging Infrastructure for Electric Vehicles.
- Guidelines and Standards: Revised consolidated Guidelines and Standards for Charging Infrastructure for Electric Vehicles were issued by Ministry of Power.

- X -



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# Must-know Details About Institute Of Driving Training And Research



he details of locations where Institute of Driving Training and Research (IDTR) have been sanctioned by Ministry of Road Transport & Highways under its scheme for setting up of IDTRs in States/UTs.

The Ministry of Road Transport & Highways has continued the scheme during the 15th Finance Commission cycle period to set up more IDTRs in States/UTs on the criteria of one IDTR per 5 crore population, including the already sanctioned IDTR(s) in the State. As per the population criteria, 6 States namely Bihar, Gujarat, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal qualify for setting up of new IDTR(s) during the 15th Financial Commission period.

Proposal under the scheme is submitted to MoRT&H by the State Government concerned with Detailed Project Report including details of the land proposed for setting up of IDTR as per provisions under the scheme.

MoRTH provides one time assistance of 100% of the capital investment subject to maximum of Rs 17.25 Crore per IDTR as per following break up:

- i. Civil Construction: Rs 14 Crore
- ii. Office and Workshop equipment: Rs 0.75 Crore
- iii. Vehicle and Simulator: Rs 2.50 Crore

The scheme provides for releasing the financial assistance in installments as per physical progress of work of the project. The scheme provides for release of an amount equal to 20% of the sanctioned central assistance as mobilization advance and subsequent installments is released on receipt of Utilisation certificate and physical progress of work against the earlier installment. The final installment equal to 15% of the sanctioned

financial assistance is released as reimbursement after completion of the project and receipt of Utilisation certificate and closure report. No matter of mis-utilisation of funds under the scheme has been reported to the Ministry.

The Ministry of Road Transport & Highways has also continued the scheme of setting up of the Regional Driving Training Centre (RDTC) during the 15th Finance Commission cycle period with criteria of one RDTC per 2.50 crore population. Under this scheme, MoRTH provides one time assistance of 100% of the capital investment subject to a maximum of Rs.5.50 crore for one RDTC. MoRTH has sanctioned 6 RDTCs and issued 'in-principle' approval for 3 other RDTCs under the Scheme.

Here's the state-wise list of IDTRs sanctioned by MoRTH:

Andhra Pradesh - Vijayawada, Dasri, Dhone, Kurnool; Assam - Guwahati; Bihar - Aurangabad; Chhattisgarh -Naya Raipur; Delhi - Sarai Kale Khan; Haryana - Bhiwani, Rohtak; Himachal Pradesh - Mandi, Sarkaghat; Jammu & Kashmir -Jammu; Jharkhand - Jamshedpur; Karnataka - Bellary; Kerala -Eddappa; Madhya Pradesh -Chhindawara, Indore; Maharashtra -Pune, Lature, Nagpur; Manipur -Imphal; Nagaland - Dimapur; Odisha Jeypore; Rajasthan – Rajasmand; Sikkim - Pakyong; Telangana -Karimnagar; Tripura - Agartala; Uttar Pradesh - Kanpur, Rai Baraily; Uttarakhand - Dehradun; West Bengal -Kolkata

Here are the details of RDTCs sanctioned:

Maharashtra – Wardha, Nanded, Amravati, Nagpur; Rajasthan – Ajmer; West Bengal – Kolkata

Here are the details of RDTCs "inprinciple" approved:

Maharashtra – Yavatmal; Rajasthan – Hanumangarh; Madhya Pradesh – Chhatarpur



# Scrap Policy: Know Everything About It Here!



inistry of Road Transport and Highways has issued GSR 177(E) dated 12.03.2021 which proposes Non-Renewal of Certificate of registration of Government Vehicles after the lapse of fifteen years.

Hon'ble Supreme Court in WP no 13029/1985 (MC Mehta vs Union of India) vide order dated 29/10/2018 has directed the Transport Departments of NCR, that all diesel vehicles more than 10 years old and petrol vehicles more than 15 years old shall not ply in terms of order of NGT dated 07/04/2015.

Six vehicle scrapping centres (three in the NCR, Two in Gujarat and One in Haryana) have been functional in accordance with GSR 653(E) dated 23rd September, 2021, which provides for the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021. In addition, Seven more vehicle scrapping centres are functional in formal sector and have applied for registration with respective states under GSR 653(E) dated 23rd September, 2021 which

provides for the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021. Also, Six states have approved 20 numbers of applications for establishing the Registered Vehicle Scrapping Facilities.

Ministry of Road Transport and Highways implements a central sector

Ministry of Road
Transport and
Highways implements a
central sector scheme
for setting up of one
Model Inspection and
certification (I&C)
centre in each State/UT
for automated fitness
testing of vehicles

scheme for setting up of one Model Inspection and certification (I&C) centre in each State/UT for automated fitness testing of vehicles. It was conceptualized in 2008 with the aim to set up one model I&C centre at each State/UT. Till date, 27 States/UTs have

been covered under the scheme. The scheme envisages replication of such centres by the States/UTs. No Automated testing station is functional as per the GSR 652(E) dated 23rd September, 2021 which provides for the Recognition, Regulation and Control of Automated Testing Station.

CPCB has prepared Guidelines for "Environmentally Sound Facilities for Handling, Processing and Recycling of End-of- Life Vehicles (ELV)" in 2019 and circulated to all State Boards/Control Committees. Said guidelines outline Collection & Handling of ELVs; Handling, storage and transportation of ELVs; Environmentally sound de-pollution of ELVs; Environmentally sound dismantling & segregation; Environmentally sound Shredding & separation and processing residues; Technologies for the ELV recycling process; Requirements for setting up of ELV recycling facility and Management of various wastes generated during depollution, dismantling and shredding of ELVs, which will help in reducing carbon foot print.

## Transportation And Logistics Insights



hile companies often perceive innovative technology like highend robotics, artificial intelligence, and fully autonomous vehicles as the main solution provider of a lot of challenges, many elements in the supply chain can be modernized without requiring great effort or cost. And, without compromising on the competitive edge that T&L companies are looking for. Here, we are addressing a few industry challenges and how digital technology can help reduce friction, enhance efficiency, and provide a better experience for businesses and their customers.

## The Biggest Challenges: Speed and Delivery

The transportation industry is under tremendous pressure. Companies have to move goods from point A to point B in the face of unpredictable conditions. However, some of these challenges can be remedied with automation upgrades capable of improving both speed and efficiency while contending with staffing challenges and the increasing demand for goods.

The survey conducted by Levvel – a research company – showed that companies are racing to get goods delivered to gain a competitive advantage while still trying to hold on to legacy systems. A lack of automation in the transportation industry can make weather and traffic prediction and route planning difficult, leading to higher fuel costs

and a loss of skilled staff. However, companies don't have to automate their entire fleet to reap the benefits of automation. Before investing in the autonomous fleets of the future, there are a series of smaller steps they can take that provide immediate relief and satisfactory ROI. Most of the companies that offer their services with distinction believe speed and accurate estimated times of delivery (ETD) are currently their main challenges. The most precious commodity in the transportation industry is time, so it makes sense that automation tools addressing issues related to time on the road will show the most promise in helping companies achieve their logistics goals.

But there are challenges to implementing automation tools such as cargo tracking and routing software. Research stated that the main barriers to meeting the speed and prediction requirements are:

- · Poor traffic predictions
- · Cost of fuel
- · Poor weather predictions
- · The cost of fleet maintenance
- · A lack of skilled drivers
- Poor routing strategies

## How Transportation Companies Can Overcome These Challenges?

Companies need to implement technology that automates the delivery of information when it comes to cargo location. Because by using legacy methods, like phone calls, companies are bound to experience challenges.

For example, if a warehouse doesn't prepare for delivery until they receive a phone call from a driver to get an estimated time of arrival (ETA), there's little chance they'll be fully prepared to unload and move the cargo into storage efficiently once it arrives. This holds up the driver and any subsequent shipments that need to go out through the same cargo bay, in addition to confusing the warehouse floor.

However, if automation technology such as a global navigation satellite system (GNSS) is used to track that same cargo, no one has to remember to make a call, wait around to receive it or wonder when it's going to arrive. The system can accurately predict ETAs, even in light of traffic and weather concerns.

The research also revealed that companies utilizing GNSS are the least concerned with real-time tracking of cargo.

## Why Transportation Tracking Works?

Implementing real-time cargo tracking allows warehouse and distribution center managers on either side of delivery to accomplish several things to increase their efficiency, including:

- Automatically redirect drivers to faster, safer routes, which saves fuel costs and possibly fleet maintenance costs
- Accurately predict the estimated time of departure/destination to allow for coordinated scheduling within the supply chain
- Identify high- and low-performing employees, track the performance of warehouse/distribution center workers, and identify places for improvement

Automation does not have to involve immense upfront costs. While there is an initial investment in any new technology, the benefits to the transportation and logistics industry outweigh the price tag by helping companies become more efficient and conserve material and human resources.

- X

## Notification Issued To Include Compliance With Fuel Consumption Standards (FCS), For Light, Medium And Heavy Duty Motor Vehicles Of Various Categories, Manufactured In, Or Imported By, India

The Ministry of Road Transport and Highways has issued a notification dated 1st July 2022, amending Rule 115 G of the Central Motor Vehicle Rules (CMVR) 1989, to include compliance with Fuel Consumption Standards (FCS), for light, medium and heavy duty motor vehicles of various categories, manufactured in, or imported by, India. The continued compliance to FCS shall be verified as per the procedure of Conformity of Production, outlined in Automotive Industry Standard 149.

Prior to this notification, compliance with Annual fuel consumption standard was limited to motor vehicles of M1 category (motor vehicle used for carriage of passengers, comprising not more than 8 seats, in addition to the driver's seat) with Gross Vehicle weight (GVW) up to 3.5 tonnes. The aim of this notification is to expand the ambit of vehicles for compliance with FCS, and hence introduce more fuel efficient vehicles.

The date of applicability of this notification is 01st April 2023. Comments have been invited from all stakeholders, within 30 days from the date of the notification.

Here're glimpses of the Gazette notification:

G.S.R. 503(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 110 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;

- 2. The objections or suggestions which may be received from any person with respect to the said draft rules before the expiry of the period aforesaid will be considered by the Central Government;
- 3. Objections and suggestions to these draft rules, if any, may be sent to the Joint Secretary (MVL, Transport & Toll), email: comments-morth@gov.in, Ministry of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110001.

#### DRAFTRULES

- 1. Short title and commencement -
- (1) These rules may be called as the

- (2) Save as otherwise provided in these rules, they shall come into force on the date of their final publication in the Official Gazette.
- 2. In the Central Motor Vehicles Rules, 1989 (herein after referred as the said rules), in the rule 115-G (Fuel Consumption Standard), the following shall be substituted, namely:-
- "115-G. Fuel Consumption Standard
- (A) For M1 category vehicles of GVW≤ 3.5 T:-
- (1) Every manufacturer or importer of M1 motor vehicles which are type approved under rule 126, with at least four wheels, other than Quadricycles, used for carriage of passengers and their luggage and comprising not more than nine seats including driver's seat, and of gross vehicle weight not exceeding 3,500 kilograms, manufactured or imported for sale in India, shall on and from the 1st day of April, 2017, comply with the Average Fuel consumption Standard, notified under the Energy Conservation Act,2001 vide notification of the Government of India in the Ministry of Power number 1072(E), dated the 23rd April, 2015, as amended from

time-to-time.

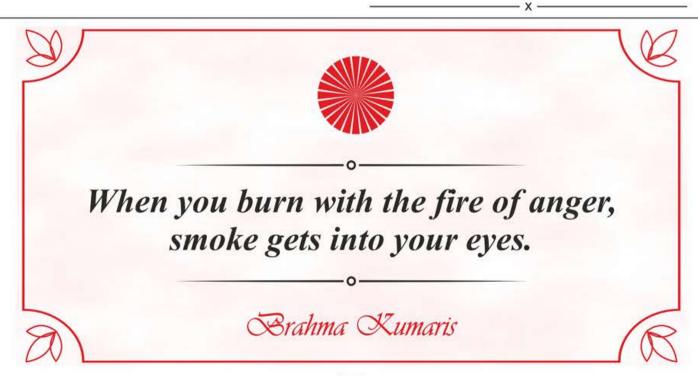
- (2) The procedure for ensuring compliance under sub-rule (1) shall be as laid down in Document No. MoRTH/CMVR/TAP-115/116 or AIS 137, as amended from time-to-time.
- (3) The procedure specified under subrule (2) shall be evaluated annually by the agency designated by the Ministry of Road Transport and Highways.
- (B) For M2, M3 and N2 category vehicles with gross vehicle weight between three and a half tonnes (3.5 T) and twelve tonnes (12.0 T):-
- (1) Every manufacturer or importer of M2, M3 and N2 vehicle category, except Tippers, which are type approved under rule 126, with gross vehicle weight between three and a half tonnes (3.5 T) and twelve tonnes (12.0 T), manufactured or imported for sale in India, shall, on and from the 1st day of April, 2023, be tested for Constant Speed Fuel Consumption standard and comply with the Fuel consumption target, as notified under the Energy Conservation Act, 2001

vide notification of the Government of India in the Ministry of Power number S.O. 2540(E), dated the 16th July, 2019 & S.O. 1464(E) dated the 29th March, 2022, as amended from time-to-time.

- (2) The procedure for Conformity of Production (CoP) Procedure for verifying compliance to Constant Speed Fuel Consumption Norms shall be as laid down in AIS 149, as amended from time-to-time.
- (3) The agency designated by the Ministry of Road Transport and Highways shall collect, examine and report the data submitted by vehicle manufacturers as specified under subrule (1) & (2) above, annually to MoRTH.
- (C) For M3 and N3 category vehicles with GVW ≥ 12.0 T:-
- (1) Every manufacturer or importer of M3 and N3 vehicle category, except Tippers, which are type approved under rule 126, with gross vehicle weight of twelve tonnes and above,

manufactured or imported for sale in India, shall on and from the 1st day of April, 2023, shall be tested for Constant Speed Fuel Consumption standard and comply with the Fuel consumption target, notified under the Energy Conservation Act, 2001 vide notification of the Government of India in the Ministry of Power number S.O. 2670(E), dated the 16th August 2017, amended by S.O. 3215(E), dated the 21st September, 2020 & S.O. 1465(E) dated the 29th March, 2022, as amended from time-to-time.

- (2) The procedure for Conformity of Production (CoP) Procedure for verifying compliance to Constant Speed Fuel Consumption Norms shall be as laid down in AIS 149, as amended from time-to-time.
- (3) The agency designated by the Ministry of Road Transport and Highways shall collect, examine and report the data submitted by vehicle manufacturers as specified under subrule (1) & (2) above, annually to MoRTH."



## Notification Regarding Amendment In Rule 50 Of The CMVR, 1989

Ministry of Road Transport and Highways vide GSR 104(E) dated 11.02.2020 had amended rule 50(v) of CMVR, 1989 which prescribed as under:-

"(v) the plate shall be fastened with non-removable / non- reusable snap lock fitting system on rear of the vehicle. The license plates with all the above specifications and the specified registrations for a new vehicle shall be issued by the registering authority or vehicle manufacturers and their dealers and for existing old registered vehicle shall be issued by registering authority or vehicle manufacturers and their dealers or by the approved licence plate manufacturers or their dealers. The Central Road Research Institute, New Delhi or any agency authorised under rule 126 shall approve the security registration as per the provisions of this rule."

However, in rule 50(v), there was no specific mention about State Government. Hence, it was being misinterpreted that for the existing old registered vehicles license plates can

also be issued by any approved license plate manufacturers or their dealers.

To clarify this, MoRTH vide G.S.R. 640(E) dated 18th August, 2022 has amended rule 50(v) of CMVR, 1989 and the words "approved licence plate manufacturers or their dealers" have been substituted by the words "licence plate manufacturers or their dealers approved by the State/UT Government Administration".

Here're glimpses of the Gazette notification:

## MINISTRY OF ROAD TRANSPORT AND HIGHWAYS NOTIFICATION

New Delhi, the 18th August, 2022

G.S.R. 640(E).—Whereas, the draft rules further to amend the Central Motor Vehicles Rules, 1989, were published, as required under subsection (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R. 277 (E), dated the 6th April, 2022, published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (I), inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Official Gazette containing the said notification were made available to the

AND WHEREAS, copies of the said

Official Gazette notification were made available to the public on the 6th April, 2022;

AND WHEREAS, the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government;

Now, therefore, in exercise of the powers conferred by section 110 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby makes the following rules further to amend the Central Motor Vehicles Rules, 1989, namely:-

- 1. (1) These rules may be called the Central Motor Vehicles (Thirteenth Amendment) Rules, 2022.
- (2) They shall come into force on the date of their publication in the Official

Gazette.

2. In rule 50 of the Central Motor Vehicles Rules, 1989, in sub-rule (1), in clause (v), for the words "approved licence plate manufacturers or their dealers", the words "licence plate manufacturers or their dealers approved by the State Government or Union Territory Administration" shall be substituted.

[F. No. RT-11036/99/2020-MVL] MAHMOOD AHMED, Jt. Secy.

Note:- The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Subsection (i), vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and lastly amended vide notification number G.S.R. 625(E), dated 11th August, 2022.

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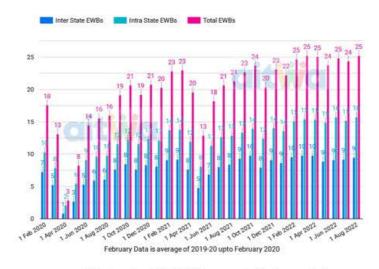
### Eway Bill Dashboard

Developed & compiled by

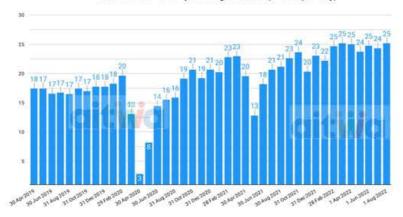


Last updated on 7th Sept 2022 | Data as on 31st August 2022

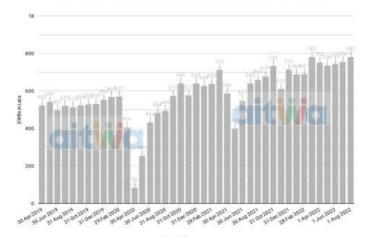
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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

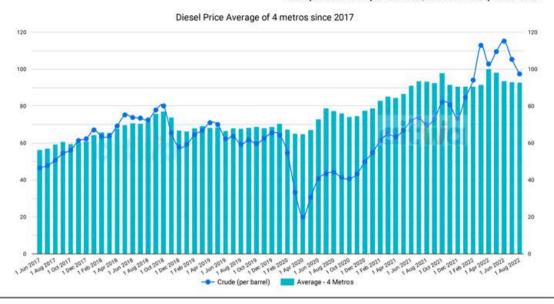


#### Total number of monthly EWBs generated (in lacs per month)

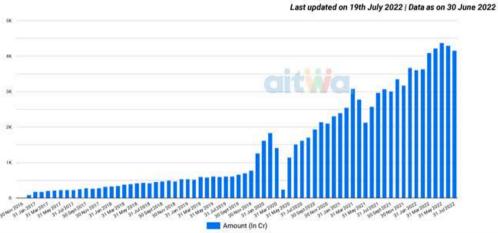


### Diesel Dashboard

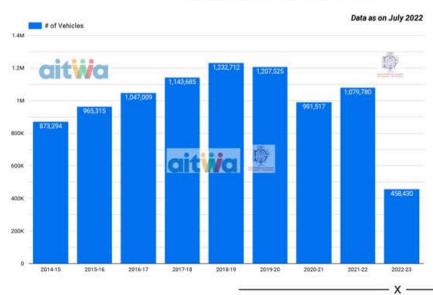
Last updated on 4th September 2022 | Data as on 4th September 2022



#### Toll Collection Dashboard



#### National Permit Vehicles in India



## भारतमाला परियोजना के तहत आधुनिक मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) के तेजी से विकास के लिए त्रिपक्षीय समझौता ज्ञापन पर हस्ताक्षर

केन्द्रीय सडक परिवहन और राजमार्ग मंत्री नितिन गडकरी, केन्द्रीय बंदरगाह, नौवहन और जलमार्ग और आयुष मंत्री, सर्बानंद सोनोवाल, और केन्द्रीय सडक परिवहन और राजमार्ग राज्य मंत्री, जनरल (सेवानिवृत्त) वी.के. सिंह देश भर में भारतमाला परियोजना के तहत आधुनिक मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) के तेजी से विकास के लिए त्रिपक्षीय समझौते पर हस्ताक्षर साक्षी बने। इसका उद्देश्य माल ढलाई को केंद्रीकृत करने और अंतरराष्ट्रीय मानकों के अनुरूप लॉजिस्टिक की लागत सकल घरेलू उत्पाद के 14 प्रतिशत से कम करके 10 प्रतिशत पर लाना है। त्रिपक्षीय समझौते पर राष्ट्रीय राजमार्ग रसद प्रबंधन लिमिटेड (एनएचएलएमएल), भारतीय अंतर्देशीय जलमार्ग प्राधिकरण (आईडब्ल्यूएआई) और



रेल विकास निगम लिमिटेड (आरवीएनएल) द्वारा हस्ताक्षर किए गए। इस अवसर पर नितिन गडकरी ने कहा कि वह समझौता ज्ञापन पर हस्ताक्षर करने के लिए उत्साहित थे क्योंकि यह निर्बाध मॉडल शिफ्ट प्रदान करेगा, एमएमएलपी यह सुनिश्चित करेगा कि कार्गों को जलमार्ग, समर्पित फ्रेट कॉरिडोर और सड़क परिवहन से स्वैपध्स्थानांतरित किया जाए। उन्होंने कहा कि यह गति शक्ति के माध्यम से राष्ट्र का निर्माण कर रहा है।

सर्वानंद सोनोवाल ने कहा कि आज एक ऐतिहासिक अवसर है जब हम देश भर में तेज, कुशल, किफायती और पर्यावरण के अनुकूल रसद आंदोलन के लिए भारतमाला परियोजना की भावना को लागू करने का प्रस्ताव करते हैं। उन्होंने कहा कि प्रधानमंत्री नरेन्द्र मोदी की दृष्टि प्रधानमंत्री गित शक्ति के माध्यम से लागत में आनुपातित बचत की अर्थव्यवस्थाओं को सशक्त और सिक्रय करना है। यह समझौता इस उद्देश्य की प्राप्ति की दिशा में एक गंभीर प्रयास है। मंत्री ने कहा कि हमें विश्वास है कि ऐसे स्टेशनों से देश को अत्यधिक लाभ होगा। उन्होंने कहा कि एमएमएलपी को लॉजिस्टिक्स मूवमेंट के जाल को खोलने और अर्थव्यवस्था को विकास के तेज पथ पर लाने के लिए लॉजिस्टिक्स क्षेत्र को जीवंत करने के लिए तैयार किया गया है।

एमएमएलपी रेल और सड़क मार्ग से पहुंच के साथ एक माल ढुलाई सुविधा होगी, जिसमें अन्य संबद्ध सुविधाओं के साथ कंटेनर टर्मिनल, कार्गो टर्मिनल (थोक, ब्रेक-बल्क), गोदामों, कोल्ड स्टोरेज, मशीनीकृत सामग्री हैंडलिंग के लिए सुविधाएं और बॉन्डेड स्टोरेज यार्ड के साथ, कस्टम क्लियरेंस क्वारंटाइन जोन, परीक्षण सुविधाएं और वेयरहाउसिंग प्रबंधन सेवाओं आदि जैसी मूल्य वर्धित सेवाएं शामिल हैं। 'हब एंड स्पोक मॉडल' के तहत विकसित, एमएमएलपी राजमार्गो, रेलवे और अंतर्देशीय जलमार्गों के माध्यम से माल परिवहन के कई तरीकों को एकीकृत करेगा। समझौता देश के भीतर लॉजिस्टिक की आवाजाही में दक्षता हासिल करने के लिए तीन निकायों के बीच सहयोग और सहयोग मॉडल को रेखांकित करता है। एमएमएलपी परियोजना विभिन्न प्रकार की वस्तुओं के लिए बड़े पैमाने पर अत्याधुनिक वेयरहाउसिंग सुविधा विकसित करने के लिए तैयार है, जो कार्गो आवाजाही से संबंधित सभी सेवाओं जैसे वेयरहाउसिंग, कस्टम क्लीयरेंस, पार्किंग, ट्रकों के रखरखाव आदि के लिए वन स्टॉप सॉल्यूशन बनने के लिए तैयार है। एमएमएलपी एक अत्याधुनिक माल ढुलाई प्रबंधन प्रणाली के लिए प्रौद्योगिकी संचालित कार्यान्वयन पर ध्यान केंद्रित करेगा। इन परियोजनाओं में पैकेजिंग, रीपैकेजिंग और लेबलिंग जैसी कई मूल्य वर्धित सेवाएं उपलब्ध होंगी।

एनएचएलएमएल सड़क परिवहन और राजमार्ग मंत्रालय के राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) का एक विशेष प्रयोजन वाहन (एसपीवी) है, जबिक आईडब्ल्यूएआई बंदरगाह, जहाजरानी और जलमार्ग मंत्रालय के तहत एक वैधानिक प्राधिकरण है। आरवीएनएल रेल मंत्रालय के तहत एक पूर्ण स्वामित्व वाला सार्वजनिक क्षेत्र का उद्यम है। समझौते पर एनएचएलएमएल के मुख्य कार्यकारी अधिकारी (सीईओ) प्रकाश गौड़, आईडब्ल्यूएआई के मुख्य अभियंता और परियोजना प्रबंधक रिव कांत और आरवीएनएल के कार्यकारी निदेशक (योजना) विकास अवस्थी ने हस्ताक्षर किए।

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## चीनी के उत्पादन में कमी लाएं और कृषि को ऊर्जा और बिजली क्षेत्रों की दिशा में विविधीकृत करें: केंद्रीय मंत्री



चीनी का अधिक उत्पादन अर्थव्यवस्था के लिए एक समस्या है; हम पेट्रोलियम उत्पादों के आयात के लिए प्रति वर्ष 15 लाख करोड़ रुपये व्यय करते हैं, इसलिए हमें कृषि को ऊर्जा और बिजली क्षेत्रों की दिशा में विविधीकृत करने की आवश्यकता है। केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने मुंबई में राष्ट्रीय सह उत्पादन पुरस्कार 2022 के सम्मान कार्यक्रम को संबोधित करते हुए उक्त बातें कहीं।

गडकरी ने उद्योग को भविष्य की प्रौद्योगिकियों की मदद से वैकल्पिक ईंधन पर ध्यान केंद्रित करने की महत्वपूर्ण आवश्यकता के बारे में जानकारी दी। उन्होंने कहा, "जहां हमारी 65-70 प्रतिशत जनसंख्या कृषि पर निर्भर करती है, हमारी कृषि वृद्धि दर केवल 12 से 13 प्रतिशत है; गन्ना उद्योग और किसान हमारे उद्योग के लिए विकास के वाहक हैं। हमारा अगला कदम चीनी से राजस्व सृजन के लिए सह-उत्पादन होना चाहिए। भविष्य की प्रौद्योगिकियों के विजन को अंगीकार करते हुए और ज्ञान को संपदा में रुपांतरित करने के लिए नेतृत्व की शक्ति का उपयोग करते हुए उद्योग को चीनी का उत्पादन कम करना चाहिए और उप-उत्पादों का उत्पादन अधिक करना चाहिए।" उन्होंने कहा कि यह न केवल किसानों को खाद्य उत्पादक बल्कि ऊर्जा उत्पादक बनाने में भी सक्षम बनाएगा।

गडकरी ने कहा कि इस वर्ष जहां हमारी आवश्यकता 280 लाख टन चीनी की थी, उत्पादन 360 लाख टन से अधिक हुआ; इसका उपयोग ब्राजील की स्थिति की तरह किया जा सकता है। गडकरी ने कहा कि हालांकि, हमें उत्पादन को इथेनॉल की ओर मोड़ने की जरूरत है क्योंकि इथेनॉल की आवश्यकता बहुत अधिक है। उन्होंने कहा, "पिछले साल की क्षमता 400 करोड़ लीटर इथेनॉल थी; हमने इथेनॉल उत्पादन बढ़ाने के लिए बहुत सारी पहलें की हैं। अब समय आ गया है कि उद्योग बायोएथेनॉल द्वारा संचालित बिजली जनरेटर जैसी प्रौद्योगिकियों का उपयोग करके इथेनॉल की मांग बढ़ाने की योजना बनाएं।"

गडकरी ने उद्योग जगत को बताया कि सरकार ने भारत में फ्लेक्स इंजन

लॉन्च करने का निर्णय लिया है। उन्होंने कहा, ''बजाज, हीरो और टीवीएस पहले से ही फ्लेक्स इंजन बना रहीं हैं, कई कार विनिर्माताओं ने भी फ्लेक्स इंजन पर अपने मॉडल लॉन्च करने का वादा किया है।''

गडकरी ने रूस के शोधकर्ताओं के साथ चर्चा में इथेनॉल के कैलोरी मान पर एक महत्वपूर्ण समस्या का कैसे समाधान किया गया है इसके बारे में जानकारी दी। उन्होंने कहा, ''इथेनॉल का कैलोरी मान कम था, 1 लीटर पेट्रोल 1.3 लीटर इथेनॉल के बराबर था, लेकिन रूसी प्रौद्योगिकी का उपयोग करके, हमने इथेनॉल के कैलोरी मान को पेट्रोल के समान बनाने का एक मार्ग खोज लिया है।''

गडकरी ने बताया कि यहां तक कि ऑटो-रिक्शा भी बायोएथेनॉल से चलाए जा सकते हैंय निर्माण उपकरण उद्योग में भी, वैकल्पिक ईधनों का उपयोग किया जा सकता है, इसी तरह, जर्मनी ने बायो-एथेनॉल पर रेलगाड़ी चलाने की प्रौद्योगिकी सिद्ध की है। उन्होंने कहा कि एथेनॉल के अत्यधिक शुद्ध संस्करण का उपयोग उड्डयन उद्योग में भी किया जा सकता है; उन्होंने कहा कि एयरनॉटिकल सेक्टर इस पर शोध कर रहा है कि इसे कैसे किया जा सकता है। उन्होंने कहा, ''बायो-सीएनजी सीएनजी की तुलना में काफी सस्ता है और इसे चावल के भूसे से और यहां तक कि जैविक नगरपालिका कचरे से भी बनाया जा सकता है, जो इसे आर्थिक रूप से आकर्षक बनाता है।''

गडकरी ने उद्योग जगत को स्मरण दिलाया कि गन्ने की कटाई के लिए हार्वेस्टिंग प्रौद्योगिकी के इस्तेमाल की संभावना है। उन्होंने कहा, ''कटाई करने वाली मशीनें ईंधन के रूप में इथेनॉल का उपयोग कर सकती हैं, जिससे चक्रीय अर्थव्यवस्था संभव हो सकती है।''

गडकरी ने कहा कि चीनी उद्योग कई समस्याओं का सामना कर रहा है और हमें बिजली खरीद दरों को विवेकशील बनाने की आवश्यकता हैय कुछ राज्य केंद्र सरकार की नीति के अनुरूप दरें नहीं दे रहे हैं, यही कारण है कि गन्ना उद्योग आर्थिक रूप से व्यवहार्य नहीं है। उन्होंने उद्योग से इस मामले को उपयुक्त मंचों पर उठाने को कहा।



## GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO -1996 ANSWERED ON – 03/08/2022

#### GIS MAPPING OF HIGHWAYS

#### 1996 # SHRI NARHARI AMIN:

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

- (a) whether it is proposed to make GIS mapping by integrating the country's highway network;
- (b) if so, the manner in which it would be useful for the transport service of the country;
- (c) whether this mapping would also speed up the construction work of the highways, if so, the details thereof; and
- (d) the total percentage of mapping work that has been completed in Gujarat, the details thereof?

#### ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) to (c) The Ministry has taken initiatives for GIS mapping of the National Highways network on the PM Gati Shakti NMP portal. Total length of NHs in the Country is about 1,41,720 km. So far, NHs length of about 1,41,190 km has been mapped on the PM Gati Shakti NMP Portal. This envisages coordinated and integrated planning, project preparations and implementation, optimization of logistics arrangements and efficient transportation systems.
- (d) Entire 7,885 km length of NHs network in the State of Gujarat has been mapped on PM Gati Shakti NMP Portal; out of these, alignments of about 4,503 km length of NHs have been validated so far.

## टैक्स प्रणाली की हो सकती है समीक्षा

## ■एनबीटी न्यूजडेस्क

उम्मीद जताई जा रही है कि वित्त मंत्रालय छूट मुक्त नई कर व्यवस्था की समीक्षा कर सकता है। इसका मकसद व्यक्तिगत टैक्स भरने वालों के लिए इसकी प्रणाली को और अधिक आसान बनाना है। ये बातें इकोनॉमिक टाइम्स की एक रिपोर्ट में कही गई है। इस रिपोर्ट में कहा गया है कि

सरकार एक ऐसी प्रणाली लाने जा रही है जिसमें कोई छूट नहीं होगी और छूट तथा डिडक्शन वाली पुरानी टैक्स प्रणाली को समाप्त कर दिया जाएगा। गौरतलब है कि सरकार 2020-21 के केंद्रीय बजट में नई टैक्स प्रणाली लेकर आई थी। इसके अलावा टैक्स पेयर्स को पुरानी कर प्रणाली का विकल्प भी दिया गया था। उन्हें

किसी एक का चुनाव करना था।
नई कर प्रणाली में किसी प्रकार के
छूट और डिडक्शन के बिना टैक्स की
दर कम रखी गई थी। नई व्यवस्था
लाने का मकसद व्यक्तिगत टैक्स
पेयर्स को सहूलियत प्रदान करना
और इनकम टैक्स कानून को आसान
बनाना था। कॉर्पोरेट टैक्स पेयर्स
के लिए भी इसी तरह की एक टैक्स
प्रणाली सितंबर 2019 में लाई गई थी।

# Road accidents in India claimed 426 persons daily in 2021, highest in any year

नई और पुरानी टैक्स प्रणाली में से

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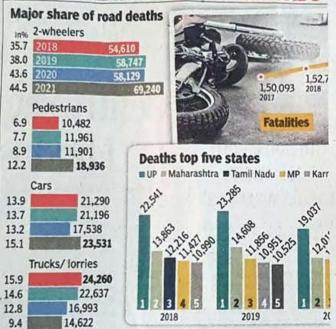
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New Delhi: Road crashes in India claimed 426 lives per day or 18 every hour, which is the highest ever in any calendar year. At close to 1.56 lakh road fatalities recorded during the last year, it surpassed the number of people killed during the pre-pandemic year of 2019, indicating how reducing road deaths remains a big challenge for the government.

While the rising number of road fatalities is a big concern, the data released by the National Crime Records Bureau (NCRB) has pointed to a worrying trend of the consistent increase in the share of two-wheeler occupant and pedestrian deaths in the country in recent years. The data show that out of every 100 persons killed in road crashes, at least 44 were twowheeler occupants. Their overall number stood at 69,240, an increase of 18% more than 2019. Tamil Nadu alone had nearly 12% share of the all two-wheeler deaths in the country, followed by UP (10%).

A comparative analysis of last four years data shows that the share of two-wheeler occupants' death has increased from 35.7% in 2018 to 44.5% in 2021. The spike has been recorded despite the **RECORD DEATHS ON INDIAN ROADS** 



share of two-wheelers in total vehicular population remaining almost unchanged at 73-75% since 2014. Two-wheelers still remain the most preferred and affordable mode for transport across urban and rural areas in absence of a robust public transport system. Two-wheelers have no feature to protect occupants except for enforcement of rules to wear helmets. The latest NCRB report also shows that fatalities of pedestrians stood at 18,900 in 2021, which is an increase of nearly 60% from the pre-pandemic year of 2019. The share of pedestrians in overall road deaths also continuously increased from 6.9% in 2018 to 12.2% during last year. Among all states, Bihar had a whopping share of nearly 15% of all pedestrian deaths in the country during 2021.

Road safety experts have flagged that as the governments have gone ahead with building more highways, expressways and even elevated stretches in cities only for faster movement of cars, they have overlooked how to create the facilities for safe passage of pedestrians. Despite the huge number of two-wheelers, no city has created segregated lanes for these vehicles. They said more two-wheelers on roads without segregation creates more conflict and results in accidents.

Road crashes remain a big concern considering its large share in the overall "Traffic Accidents". The NCRB report shows that in 2021 as many as 1.74 lakh people lost their lives in around 4.22 lakh traffic accidents and 1.56 lakh of these were road deaths.

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

Freight (in MT.) Freight (in MT.

S. no.	A innerest	17.	Th. M.	Freight (		Dania 1 A	31 T. T. 1
no.	Airport		The Mon			Period Apr	
		July 2022	July 2021	% Change	2022-23	2021-22	% Change
Δ)	15 International		2021	Change			Change
	Kolkata	12128	11077	9.5	47860	39915	19.9
2	Chennai	31055	30245	2.7	122406	114435	7.0
3	Goa	513	341	50.4	2043	1367	49.5
4	Srinagar	832	657	26.6	4755	2784	70.8
5	Bhubaneswar	902	802	12.5	3515	2997	17.3
6	Varanasi	413	298	38.6	1455	1171	24.3
7	Calicut	1300	636	-	4446	2689	65.3
8	Amritsar	126	125	0.8	830	459	80.8
9	Coimbatore	934	621	50.4	3133	1983	58.0
10	Imphal	725	627	15.6	2714	1810	49.9
11	Portblair	590	352	67.6	2156	1472	46.5
12	Vijayawada	114	227	-49.8	358	787	-54.5
13	Tirupati	8	0		55	0	
14	Trichy	518	351	47.6	2056	1287	59.8
15	Kushinagar	0	0	-	0	0	
Tota		50158	46359	8.2	197782	173156	14.2
(B)	6 PPP Internation	nal Airpoi	rts			***************************************	
16	Ahmedabad	7920	7464	6.1	31163	29319	6.3
17	Lucknow	1263	556	-	5108	3583	42.6
18	Guwahati	2248	1763	27.5	8121	6386	27.2
19	Jaipur	1634	1147	42.5	5817	3477	67.3
20	Trivandrum	1409	1484	-5.1	5410	5582	-3.1
21	Mangalore	352	301	16.9	1384	1014	36.5
Tota		14826	12715	16.6	57003	49361	15.5
	7 JV Internationa						
_			75499	1.0	202721	200072	0.
22	Delhi (DIAL)	76821		1.8	302731	300863	
23	Mumbai (MIAL)	65891	62764	5.0	266352	252025	
24	Bangalore	37163	34619	7.3	138970	126568	9,8
3.5	(BIAL)	10005	11700	4.5	10775	42072	157
25	Hyderabad	12205	11709	4.2	49775	43863	13.5
2	(GHIAL)	1550	7001		20520	17100	107
26	Cochin(CIAL)	4728	5001	-5.5	20520	17129	
27	Nagpur (MIPL)	1013	639	58.5	3193	2196	
28	Kannur (KIAL)	376	0	-	1366	0	
Tota		198197	190231	4.2	782907	742644	5.4
(D)	1 ST Govt./Pvt.		ports				
29	Shirdi	72	0	- 14	217	. 0	
Tota		72	0	2	217	0	
		Contraction of the Contraction o				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	10 Custom Airpo	orts					
(E)		The second secon	3810	-50	13864	8412	64.5
(E) 30	Pune	3584	3810	-5.9 16.6	13864	8412	64.8
(E) 30 31	Pune Patna	3584 1075	922	16.6	4604	3949	16.6
(E) 30 31 32	Pune Patna Chandigarh	3584 1075 1267	922 910	16.6 39.2	4604 5284	3949 3312	16.6 59.5
(E) 30 31 32 33	Pune Patna	3584 1075 1267 816	922 910 672	16.6 39.2 21.4	4604 5284 3046	3949 3312 3160	16.6 59.5 -3.6
(E) 30 31 32 33 34	Pune Patna Chandigarh Bagdogra Indore	3584 1075 1267 816 917	922 910 672 692	16.6 39.2 21.4 32.5	4604 5284 3046 3735	3949 3312 3160 2465	16.6 59.5 -3.6 51.5
(E) 30 31 32 33 34 35	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam	3584 1075 1267 816 917 458	922 910 672 692 355	16.6 39.2 21.4 32.5 29.0	4604 5284 3046 3735 1761	3949 3312 3160 2465 1539	16.6 59.5 -3.6 51.5 14.4
(E) 30 31 32 33 34 35 36	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat	3584 1075 1267 816 917 458 386	922 910 672 692	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870	3949 3312 3160 2465 1539 1779	64.8 16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai	3584 1075 1267 816 917 458	922 910 672 692 355 323	16.6 39.2 21.4 32.5 29.0	4604 5284 3046 3735 1761	3949 3312 3160 2465 1539	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad	3584 1075 1267 816 917 458 386 252	922 910 672 692 355 323 96	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870 1088	3949 3312 3160 2465 1539 1779 468	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38 39	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya	3584 1075 1267 816 917 458 386 252 126	922 910 672 692 355 323 96 56	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870 1088 442	3949 3312 3160 2465 1539 1779 468 206	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38 39 Tota	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya	3584 1075 1267 816 917 458 386 252 126 0 8881	922 910 672 692 355 323 96 56	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870 1088 442 0	3949 3312 3160 2465 1539 1779 468 206	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F)	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya	3584 1075 1267 816 917 458 386 252 126 0 8881	922 910 672 692 355 323 96 56 0 7836	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870 1088 442 0	3949 3312 3160 2465 1539 1779 468 206 0 25290	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F)	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air	3584 1075 1267 816 917 458 386 252 126 0 8881	922 910 672 692 355 323 96 56	16.6 39.2 21.4 32.5 29.0 19.5	4604 5284 3046 3735 1761 1870 1088 442 0 35694	3949 3312 3160 2465 1539 1779 468 206	16.6 59.5 -3.6 51.5 14.4 5.1
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 41	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I70 Domestic Air	3584 1075 1267 816 917 458 386 252 126 0 8881 ports	922 910 672 692 355 323 96 0 7836	16.6 39.2 21.4 32.5 29.0 19.5 - - 13.3	4604 5284 3046 3735 1761 1870 1088 442 0 35694	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428	16.6 59.5 -3.6 51.5 14.4 5.1 41.
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 41 42	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya 70 Domestic Air Ranchi Raipur	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138	922 910 672 692 355 323 96 0 7836 417 582	16.6 39.2 21.4 32.5 29.0 19.5 - 13.3	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428	16.0 59.1 -3.0 51.1 14.2 5.1 41.
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 41 42 43	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Raipur Jammu Leh Dehradun	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83	922 910 672 692 355 323 96 56 0 7836 417 582 114 129	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570	3949 3312 3160 2465 1539 1779 468 206 0 25290	16.6 59.3 51.3 14.4 5.1 41 57 12.4 33 -18.7
(E) 30 31 32 33 34 35 36 37 38 39 Tota 40 41 42 43 44	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya 70 Domestic Air Ranchi Raipur Jammu Leh	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138	922 910 672 692 355 323 96 56 0 7836 417 582 114	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753	16.6 59.3 51.5 14.4 5. 41. 57. 12.4 33.3 -18.7
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 44 44 45 44 45	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I 70 Domestic Airj Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83	922 910 672 692 355 323 96 56 0 7836 417 582 114 129	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25	16.6 59.3 51.5 14.4 5. 41. 57. 12.4 33.2 -18.7
(E) 30 31 32 33 34 35 36 (F) 40 41 42 43 44 45 46 47	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 25 538	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 2 279	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973	16.6 59.3 -3.6 51.3 14.4 5.1 41. 57. 12.4 33.3 -18.3
(E) 30 31 32 333 34 35 36 (F) 40 41 42 43 44 45 46 47	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I 70 Domestic Airj Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281	922 910 672 692 355 323 96 56 0 7836 417 582 114 129 9 2 279	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3	16.6 59.3 -3.6 51.3 14.4 5.1 41. 57. 12.4 33.3 -18.3
(E) 30 31 32 33 34 35 36 37 38 39 Fota 40 41 42 43 44 45 46 47 48 49	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I 70 Domestic Airj Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 2 279	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973	16.6 59.5 -3.6 51.5 14.4 5.1 41. 57.1 12.4 75.6 85.8
(E) 30 31 32 33 34 35 36 37 Tota (F) 40 44 44 44 44 44 44 44 44 44 44 44 44	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Ranchi Ranipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 2 279 0 158	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 0	16.6 59.2 -3.6 51.3 14.4 5. 5. 41. 41. 75.6 75.6
(E) 30 31 32 33 34 35 36 37 38 39 Fota (F) 40 41 42 43 44 45 46 47 48 49 50	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 2 279 0 158 0	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 34	16.6 59.2 -3.6 51.3 14.4 5.1 41.1 57.1 12.4 -18.7 75.6
(E) 30 31 32 33 34 35 36 37 38 39 Fota (F) 40 41 42 43 44 45 46 47 48 49 50 51	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Ranchi Ranipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281 2 20 183	922 910 672 692 355 56 0 7836 417 582 114 129 9 2 279 0 158 0 0	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 0 324	16.6 59.2 -3.6 51.3 14.4 5.1 41 57.1 12.4 -18.7 75.6 85.8
(E) 30 30 31 32 33 34 35 36 37 38 39 Tota (F) (40 44 44 44 45 46 47 48 49 50 51 52	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281	922 910 672 692 355 56 0 7836 417 582 114 129 9 2 279 0 158 0 0 73	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0 801	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 0	16.6 59.5 -3.6 51 14.4 5.1 41. 57.1 12.4 33 -18.
(E) 30 31 32 33 34 35 36 37 38 39 Tota 40 41 42 43 44 45 50 51 52 53	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281 2 20 183 132	922 910 672 692 355 56 0 7836 417 582 114 129 9 2 279 0 158 0 0 733 78	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0 801 488	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 34 0 324 238	16.6 59.5 -3.6 51 14.4 5 41 57 12.4 33 -18 75.6
(E) 30 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 44 44 45 46 47 48 49 50 51 51 55 52 53 54	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I 70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot	3584 1075 1267 816 917 458 386 252 126 0 8881 borts 494 455 138 155 83 22 25 538 0 281 281 20 183 132	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 2 279 0 158 0 0 73 73 78	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0 801 488 13	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 34 0 324 238 0	16.6 59.5 -3.6 51.5 14.4 5.1 41. 57. 12.4 33.2 -18.7
(E) 30 31 32 33 34 35 36 37 38 39 Tota	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Airy Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 538 0 281 2 126 0 8881 155 83 155 83 83 85 85 85 85 85 85 85 85 85 85 85 85 85	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 279 0 158 0 0 7	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0 801 801 801 802 803 804 805 806 807 807 807 807 807 807 807 807	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 428 753 25 3 973 0 543 34 0 324 238 0 0 222	16.6 59.5 -3.6 51.5 14.4 5.1 41.1 57.1 12.4 33.4 -18.7 75.6
(E) 30 31 32 33 34 35 36 37 38 39 Tota (F) 40 41 42 43 44 44 45 50 51 55 55 55 55 55 55 55 55 55 55 55 55	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya  70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar Jabalpur	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 4455 138 155 83 22 538 0 281 2 0 183 132 6	922 910 672 692 355 323 96 0 7836 417 582 114 129 9 279 0 158 0 0 73 78 60	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 0 1009 245 0 801 488 13 287 334	3949 3312 3160 2465 1539 468 206 0 25290 1658 1678 428 753 25 3 973 0 543 34 0 324 238 0 22 207	16.6 59.3 -3.6 51.3 14.4 5.1 41 57.1 12.4 -18.7 75.6 85.8
(E) 30 31 32 33 34 35 36 (F) 40 41 42 43 44 45 46 47 48 49 50 51 52 53 55 55 56	Pune Patna Chandigarh Bagdogra Indore Visakhapatnam Surat Madurai Aurangabad Gaya I 70 Domestic Air Ranchi Raipur Jammu Leh Dehradun Udaipur Agartala Jodhpur Bhopal Darbhanga Gorakhpur Vadodara Dibrugarh Prayagraj Rajkot Silchar	3584 1075 1267 816 917 458 386 252 126 0 8881 ports 494 455 138 155 83 22 281 2 0 183 132 132 144 155 155 155 155 155 155 155 155 155	922 910 672 692 355 56 0 7836 417 582 114 129 9 2 279 0 158 0 0 73 78 0 0	16.6 39.2 21.4 32.5 29.0 19.5 	4604 5284 3046 3735 1761 1870 1088 442 0 35694 2605 1886 570 612 446 73 1709 245 0 801 488 13 287 334 14	3949 3312 3160 2465 1539 1779 468 206 0 25290 1658 1678 428 753 25 3 973 973 34 0 324 238 0 222 207 0	16.6 59.5 -3.6 51.5 14.4 5.1 41. 57. 12.4 33.2 -18.7

				Freight (			
S.	Airport		The Mon		For The	Period Apr	ril To July
no.		July 2022	July 2021	% Change	2022-23	2021-22	% Change
(F)	70 Domestic Air	oorts	A STATE OF THE STA	0			
60	Dimapur	0	25	3.5	313	115	
61	Hubli	5	2		20	- 11	81.8
62	Kanpur (Chakeri)	11	10	10.0	.59 18	44	34.1
63	Gwalior Kishangarh	0	0		0	0	
65	Tuticorin	0	0	121	T	0	-
66	Gaggal (Kangra)	0	0	(2)	0	0	12
67	Mysore	0	0	(*)	0	0	- 4
68	Bareilly	0	0	(€)	0	0	- 1
69 70	Kolhapur Kandla	0	0	180	0	0	(*)
71	Jaisalmer	0	0	370	0	0	17
72	Kalaburgi	0	0	-	0	0	-
73	Juhu	21	28	-25.0	86	69	24.6
74	Jorhat	13	0	12	20	0	- 4
75	Agra	0	0		0	0	-
76	Barapani (Shillong) Jamnagar	0	0	-	0	0	- 4
78	Pakyong	0	0	(4)	0	0	-
79	Agatti	4	10	-60.0	12	34	-64.7
80	Bhavnagar	0	0	(+	0	0	3
81	Diu	0	0	5.53	0	0	15
82	Hindon	0	0	5.5	4	0	17
83 84	Lakhimpur (Lilabari Rupasi	0	0	-	0	0	-
85	Bhui	0	0		0	0	-
86	Pantnagar	0	0	12	0	0	-
87	Bhuntar	0	0	55	0	0	12
88	Bikaner	0	0	74	0	0	74
89	Prbandar Cuddapah	0	0	340	0	0	
90	Pathankot	0	0	(*)	0	0	
92	Jalgaon	0	0	: e	0	0	-
93	Tezu	0	0		0	0	-
94	Tezpur	0	0	7.5	0	0	
95	Hyderabad (Begumpet)	0	0	170	0	0	
96	Salem Adampur (Jalandhar)	0	0		0	0	-
98	Shimla	0	0	341	0	0	
99	Khajuraho	0	0	-	0	0	1.2
100	Pondicherry	0	0	243	0	0	(4)
	Ludhiana	0	0	(*)	0	0	
	Bhatinda Kota	0	0	(€	0	0	- 19
	Sholapur	0	0	-	0	0	
105	Safdarjung	0	0	-	0	0	-
106	Coochbehar	0	0		0	0	-
107	Keshod (Junagarh)	0	0	- 4	0	0	-
108	Gondia	0	0	7127	0	0	- 2
	Kanpur (Civil)	0	0	27.0	0	7196	(2.2
	Domestic Airports	2749	1993	37.9	11663	7186	62.3
	17 St.Govt. / Pvt		0		202		
110	Durgapur Lengpui(aizwal)	117 32	34	-5.9	293 141	73	93.2
112	Nasik(Hal ozar)	0	0	-5.9	0	1	93.2
113	Jagdalpur	0	0	-	0	0	-
114	Kurnool	0	0	5 5	0	0	-
115	Bilaspur	0	0	2	0	0	(2)
	Nanded Sindhudurg	0	0	-	0	0	
118	Vijayanagar	0	0	2	0	0	
	Pasighat	0	0		0	0	-
120	Bidar	0	0		0	0	
121	Bangalore(HAL)	0	0	-	0	0	
122	Pithoragarh	0	0	-	0	0	-
	Mundra Hisar	0	0	-	0	0	-
125	Jamshedpur	0	0		0	0	- 5
126	Rourkela	0	0	-	0	0	(2)
(G) 17	7 St.Govt. / Pvt Airports	149	34	124	434	74	2
	Other Airports	0	0		0	0	-
Grand T	otal (A+B+C+D+E+F+G+H)	275032	259168	6.1	1085700	997711	8.8
							ce: A.A.I.

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

(\*) TENTATIVE

(IN '000 TONNES)

												(11)	(III OOO LOMES)
PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Fertilizers	lizers	Coal	=	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude,	Liquids	Incl.	FIN.	RAW		Coking	Tonnage	TEUS	Misc.		AGAINST
		Prod., LPG/ LNG)		Pellets			& Steam	& Others			Cargo		2021-22
KOLKATA													
Vallata Doob Gretom	TRF APRIL-AUG., 2022	85	178	4	186	т	1	705	3612	244	1682	6451	
NOINAIA DOCK SYSICIII	TRF APRIL-AUG., 2021	135	155	10	118	13	6	361	3622	242	1533	5937	8.66
Holdia Dook Complay	TRF APRIL-AUG., 2022	3703	1881	103	55	159	2	7820	939	48	4158	18818	
Halula Dock Complex	TRF APRIL-AUG., 2021	3727	2014	825	95	178	95	5409	1587	78	3230	17160	99.6
TOTAL: SMP, KOLKATA	TRF APRIL-AUG., 2022	3788	2059	103	241	162	0	8525	4551	292	5840	25269	
	TRF APRIL-AUG., 2021	3862	2169	825	213	191	95	5770	5209	320	4763	23097	9.40
PARADIP	TRF APRIL-AUG., 2022	15302	738	6567	78	1809	20545	5905	80	9	3356	54380	
	TRF APRIL-AUG., 2021	14275	759	10500	113	1719	11371	6331	93	5	3723	48884	11.24
VISAKHAPATNAM	TRF APRIL-AUG., 2022	6597	848	5833	512	999	0569	2490	3481	224	4944	32320	
	TRF APRIL-AUG., 2021	5550	858	6717	610	040	3732	1929	3661	215	4902	28599	13.01
KAMARAJAR(ENNORE)	TRF APRIL-AUG., 2022	1998	50		39		9795	727	4977	258	1731	19278	
	TRF APRIL-AUG., 2021	1866	52	10	1		8409	833	3716	193	1078	15954	20.83
CHENNAI	TRF APRIL-AUG., 2022	5945	467	47	15	132		4	11768	610	1650	20009	
	TRF APRIL-AUG., 2021	4655	409	3	1	16	1	7	12697	658	1396	19255	3.92
V.O.CHIDAMBARANAR	TRF APRIL-AUG., 2022	148	450	-10	309	283	3949	2305	19/9	338	2039	16244	
	TRF APRIL-AUG., 2021	170	364	4	83	277	3198	2477	6482	336	1539	14590	11.34
COCHIN	TRF APRIL-AUG., 2022	9284	202	10	10	87	6		4221	294	638	14432	
	TRF APRIL-AUG., 2021	7999	208	10	4	97	,		4045	289	529	12878	12.07
NEW MANGALORE	TRF APRIL-AUG., 2022	10641	848	881	276	34	1779	448	1006	72	438	16351	
	TRF APRIL-AUG., 2021	8408	946	2048	123	87	1699	364	1040	67	497	15212	7.49
MORMUGAO	TRF APRIL-AUG., 2022	249	71	779	41	Ž.	1708	2626	12	I	1580	9902	
	TRF APRIL-AUG., 2021	184	82	2122	36	.1	781	3166	143	10	1873	8387	-15.75
MUMBAI	TRF APRIL-AUG., 2022	14860	684	2315	109	5	2851		108	10	4040	24967	
	TRF APRIL-AUG., 2021	14478	700	2742	125	3	2203	80	95	6	3031	23454	6.45
J.N.P.A.	TRF APRIL-AUG., 2022	1351	1307	4	· ·	į.	1	*	30576	2479	474	33708	
	TRF APRIL-AUG., 2021	1330	1170	393	9			9	27633	2251	314	30447	10.71
DEENDAYAL	TRF APRIL-AUG., 2022	27634	4680	254	1237	54	9698	151	3462	214	12453	58621	
	TRF APRIL-AUG., 2021	24270	4239	115	1794	128	9542	259	3660	210	8288	52295	12.10
ALL PORTS	TRF APRIL-AUG., 2022	76776	12404	16779	2803	3226	56273	23177	71003	4798	39183	322645	
	TRF APRIL-AUG., 2021	87047	11956	25069	3097	3230	41030	21216	68474	4563	31933	293052	10.10
% Variation from previous year	year	12.35	3.75	-33.07	-9.49	-0.12	37.15	9.24	3.69	5.15	22.70	10.10	

Source: I.P.A.

# Mercedes-Benz Trucks To Unveil eActros LongHaul e-truck In September



he battery-electric eActros LongHaul long-distance truck will be Mercedes-Benz Trucks' trade show highlight at this year's IAA Transportation in September in Hanover, reported ET Auto. The manufacturer announced the 40-ton truck in 2020 and presented the "concept prototype" exactly two years later for the first time. The tractor unit is also part of the eActros LongHaul test fleet.

The first prototypes are already undergoing intensive testing and the eActros LongHaul will be tested on public roads this year. In the coming year, near-production prototypes will

The first prototypes are already undergoing intensive testing and the eActros LongHaul will be tested on public roads this year. In the coming year, near-production prototypes will get to customers for realworld use testing, the automaker said. Whereas, the series readiness is planned for 2024, it added

get to customers for real-world use testing, the automaker said. Whereas, the series readiness is planned for 2024, it added.

On a single battery charge the eActros LongHaul will have a range of around 500 kilometers. The e-truck will enable high-performance charging – or so-called "megawatt charging."

According to the company, the eActros for heavy-duty distribution transport has been in series production at the Wörth plant since October 2021. The eEconic for municipal use will follow in July. Mercedes-Benz Trucks is pursuing the goal of increasing the proportion of locally CO2-neutral new vehicles in Europe to more than 50% by 2030.

Karin Rådström, CEO, Mercedes-Benz Trucks said, "The electrification of heavy long-distance transport is the next milestone on our road to CO2neutrality. The eActros LongHaul is a battery-electric vehicle which is planned to be economically feasible for our customers. My team and I look forward to presenting this innovative truck to our customers and the public in September."

The batteries used in the eActros LongHaul employ lithium-iron-phosphate cell technology (LFP). The batteries can be charged from 20-80% in well under 30 minutes at a charging station with an output of about one megawatt.

The lion's share of long-distance transport applications in transporters' operational practices do not require a range beyond the approximately 500 km the eActros LongHaul makes possible on a single charge. In addition, legal restrictions on the driving times for truck drivers limit the need for longer ranges, depending on the case.

# One Organization Multiple Solutions

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





"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"





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