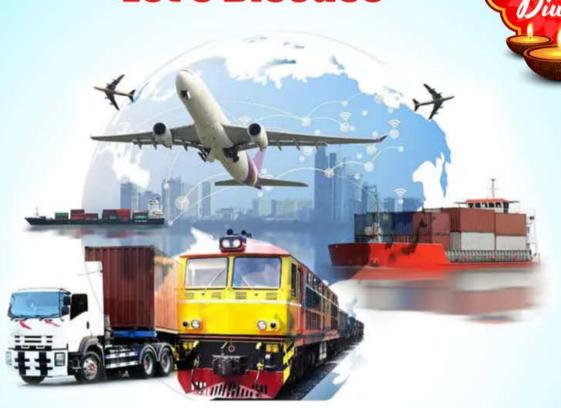
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New Logistics Policy: Let's Discuss



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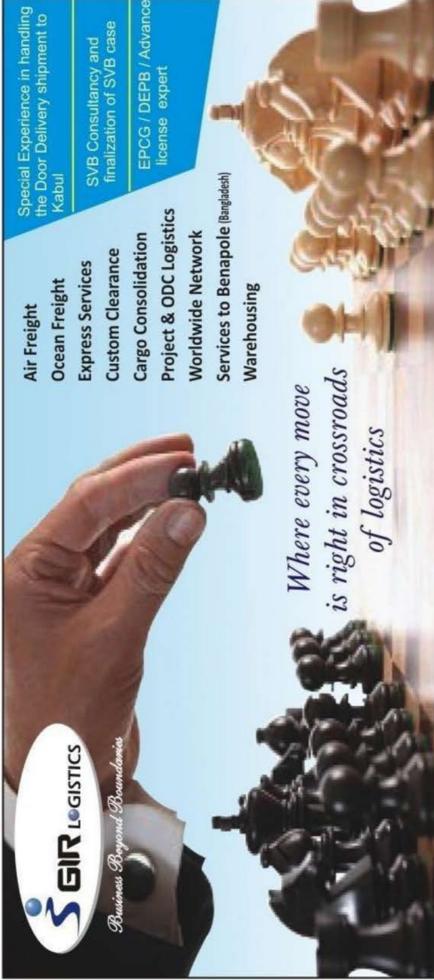
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National Logistics Policy: The Cord Of Development

ver since NDA formed the government in 2014 emphasis has been given to improving both, Ease of Doing Business and the Ease of Living. However, the logistics cost in India is much higher compared to developed economies. So there was a need to introspect the industry's challenges and implement a National Logistics Policy (NLP) that can reduce the logistics cost to improve the competitiveness of Indian goods in domestic as well as export markets.

India, which is determined to become developed, now has to compete more with developed countries, so everything should be competitive. NLP has immense potential for the development of infrastructure, expansion of business and increasing employment opportunities. Prime Minister Shri Narendra Modi while launching the NLP at Vigyan Bhawan, New Delhi

on September 17, 2022, also reiterate this.

No doubt, National Logistics Policy (NLP) hasn't come out of the blue, it consists of 8 years of effort. A lot of hard work, planning and designing calculations have made it possible to bring NLP into its current shape, which will play a significant role in making India a developed country.

Today, India is the 5th largest economy in the world and things are changing rapidly. The echo of Make in India and India becoming self-reliant can be heard everywhere. The notion that India is emerging as a manufacturing hub, is positioned in the mind of the world now. Not just that, the world is looking at India as a 'democratic superpower'. The extraordinary talent ecosystem of India has impressed the experts of all the fields, who praise the 'determination' and 'progress' of India. Strategically, NLP will bring new energy to all sectors. And when the

good for all. Presently it stands at 13–14 per cent of GDP but with the implementation of NLP, logistics costs will surely be trimmed down to single-digit as soon as possible.

The National Logistics Policy (NLP) will influence all the business and trading sectors, as it is designed with four features, which will come to action through the Comprehensive Logistics Action Plan (CLAP). These four features are:

- Integration of Digital System (IDS)
- Unified Logistics Interface Platform (ULIP)
- · Ease of Logistics (ELOG)
- · System Improvement Group (SIG)

The IDS will have 30 different systems of seven departments, integrating data from the road transport, railways, customs, aviation, and commerce departments. The ULIP will bring all the digital services related to the transportation sector into a single portal. E-Logs enable industry associations to directly take up any such matters which are causing problems in their operations and performance with the government agencies. A complete system has also been put in place for the speedy resolution of such cases.

Furthermore, the e-handbook on the policy offers insight into the standardisation of the warehousing sector. CLAP comprises integrated digital logistics systems, standardisation of physical assets, benchmarking service standards, human resource development, capacity building, development of logistics parks, etc. The government will also offer management courses around Logistics and Supply Chain for the sector's growth. Furthermore, establishing multi-modal logistics parks (MMLPs) in crucial markets will improve first- and last-mile connectivity.

The National Logistics Policy (NLP), in union with the Gati Shakti Program,



Ashok Gupta

the Sagarmala and Bharatmala (waterways and roadways) schemes, the Dedicated Freight Corridors, etc., will be path-breaking. 40 air cargo terminals have already been constructed and 30 airports have been provided with cold-storage facilities for promoting export. Plus, 35 multimodal hubs are coming up in the country. The policy, by reducing the current over-dependence on roads (over 60%) will bring a modal shift in the logistics sector.

Striking the right cord with technology will also be very important to strengthen the logistics sector. The government has worked towards initiatives like paperless EXIM trade process through e-sanchit, faceless assessment for customs, provisions for e-way bills, FASTag etc. that have greatly increased the efficiency of the logistics sector.

Today, the world's attitude towards India is changing. It is evaluating India very positively and keeping a lot of expectations from India. Therefore, the role of NLP will be very crucial. We trust it will ensure quick last-mile delivery, end transport-related challenges, save time and money for the manufacturers and prevent wastage of the agro-products. This will result in improvement in coordination between various government departments that will lead to the desired speed in the sector. And, all will be benefited from it!

logistics cost will come down it will be



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32 Ft. (Multi Axle)	32 x 8.5	20,200
24 Ft. (Single Axle)	24 x 8	9,500
33 Ft. (Single Axle)	33 x 8.5	9,000
33 Ft. (Multi Axle)	33 x 8.5	19,000
40 Ft. Double Axle (Semi Low Bed Trailer) 40 x 8.5	26,000
40 Ft. Triple Axle (Semi Low Bed Trailer)	40 x 8.5	31,000
50 Ft. Double Axle (Semi Low Bed Trailer) 50 x 8.5	25,000

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New Logistics Policy - A Well Thought Gift?

ccording to recent research and articles published by Kavas, World Economic Forum, the logistics industry is plagued by challenges of risk, variability, volatility, and disruption. The reasons for these are natural disasters, violence, noncompliance with government regulations, poor accountability, delayed information sharing for logistics, poor communication among partners, limited shared logistics capability and capacity utilization opportunities among service providers, managing inventory visibility across various logistics providers, theft and pilferages, and the need for segmented and customized services as demanded by customers.

Adding to this, Kralingen states that the information flow in the logistics industry is highly inefficient, errorprone, manual, non-digital, and heavily dependent on complex paperbased systems.

No doubt, today, the logistics industry needs better technology, efficient route planning, and stronger integration of transportation modes.

Such steps will help markets to grow. The Indian logistics industry is doing reasonably good but it has far more potential than it has achieved. In early 2020, the Indian logistics market had an estimated value of \$200 billion and it was expected to increase at a compound annual growth rate of more than 10% to at least \$320 billion by 2025. This was a prediction made by McKinsey Global Institute (MGI) in the year 2019.

Considering the current market scenario and future propositions, the logistics industry must undergo a transformative change. The has arrived for the industry to raise and change its approach towards business, and compel the researchers to tell that the logistics and transportation industry now no longer lags in the curve, when it comes to transport and logistics digitization and innovation, as compared to other industrial genres. No doubt, the technology will change the logistics industry even more by enabling drone delivery. These futuristic solutions will primarily benefit end customers and individuals. However, corporate logistics functions still struggle with transparency issues, high cost, manual effort, lack of trust, and being challenged by real-time data availability. Most logistics executives focus on dealing with crises, disruption, and technology rather than collaborating with the Freightliner.

Nevertheless, the government of India's decision to implement a new National Logistics Policy establishes that something positive is happening in the industry. On September 17, 2022, Prime Minister Narendra Modi unveiled the policy, which is expected to enhance India's trading industry.

What is National Logistics Policy 2022?

National logistics policy was initially mentioned in 2020 by Finance Minister Nirmala Sitharaman in her address to the parliament and nation while presenting the budget 2020-21.

The policy is implemented so that the Indian logistics sector could become a key driver of economic growth. Once this happens, the international market scenario will have an altogether different look and Indian goods will be far more competitive globally.

The logistics policy will be effective



Ramesh Agarwal
National President, AITWA

throughout the entire process and be useful in lowering logistics costs in the nation which presently stand at 13–14% of GDP. High logistics costs impair India's competitiveness, unlike developed nations that don't have this problem.

National logistics policy was introduced with a thorough action plan and important components like export-import logistics, sectoral plans for effective logistics, integrated digital logistics systems, a unified logistics interface platform, logistics park development facilitation, standardisation of physical assets and benchmarking service quality standards, state engagement, human resource development and capacity building, and export-import logistics.

The Objectives of National Logistics Policy!

The government of India introduced the policy that aims at building a logistics ecosystem in India which is technology-enabled, integrated, cost-effective, self-reliant, feasible, and dependable. The road, rail, customs, aviation, international trade, and commerce ministries are among the seven departments whose 30 distinct systems will be digitally integrated as part of the IDS.

The policy will trim the logistics costs to help India grow quickly for everyone. Further, this will also help create data-driven tools that help people make decisions for a better logistics environment.

The policy will have a purpose-driven

integrated distribution network that will save logistics and inventory costs, increase agility, a n d i m p r o v e responsiveness while eliminating various obstacles.

Under the policy, new centres will be identified to develop with the help of the Multi-modal Logistics Park. The government has already identified 35 centres across the nation. With this strategy, India hopes

that it will be able to achieve its goal of being among the top 25 nations in the Logistics Performance Index (LPI) rating by the year 2030. Needless to say that with an improved LPI ranking Indian exports shall automatically see enhanced growth.

How the Government is Improving Logistics

As per the National Logistics Strategy, a brand-new online site known as Ease of Logistics Services - E-Logs has been launched. The platform will offer services to the logistics companies to directly take up issues with the government entities that are creating hindrances in their operations and performance. For such cases, a comprehensive framework has also been put in place for a swift settlement. PM GatiShakti Plan is introduced to improve electronic toll tax collection and faceless customs inspection, to make it a hassle-free experience. A lot of material on state infrastructure investments has been compiled. As of now, the PM Gatishakti site has 1500 layers of national and state government data.

In addition to this, ministries now have a single platform to track infrastructure projects. According to a government source, the centre aims at building 200 airports, helipads, and



water aerodromes over the next 4 to 5 years and roughly double the current natural gas pipeline network of 19,000 km.

Benefits and Key Points of National Logistics Policy!

To establish India as a prosperous country, the logistics sector has a much greater say. Once the sector will have profited. Here are the benefits and key features of the National Logistics Policy:

- By 2030, the strategy is expected to lower logistics costs from 15% of India's GDP to 8%. It is a key decision since excessive logistical costs affect how competitive domestic products are on the global market.
- The decision is deemed necessary because India has higher logistics costs than other industrialised nations and excessive logistical costs was affecting the competitiveness of export and domestic products.
- The goal of lower logistics costs is to boost efficiency across several

industries, supporting wealth creation and entrepreneurship. This enhances economy-wide efficiency, allowing for value addition and business.

- The government aims to be among the top 25 countries in the Logistics Performance Index (LPI) by 2030.
 - The NLP will include the Unified Logistics Interface Platform. It would unite transportation-related online services into a unified platform, saving exporters time and resources.
 - Ease of Logistics Services (ELOG) - the policy will be put into place to streamline the regulations and make the logistics industry easier. It will allow c o m p a n i e s t o immediately contact

government agencies with questions and complaints.

- The System Improvement Group (SIG) is tasked with periodically assessing all logistics-related projects and removing any barriers.
- Indian logistics is unstructured yet large. The policy aims to promote blockchain and AI adoption in the country and organize the megamarket.
- Every Indian state needs a Logistics Coordination Committee. Each state's performance will be evaluated annually using the LEADS index. The central government will give a template for improving logistical efficiency, allowing states to build their systems.
- This sector includes 20 major and 40 subordinate government agencies. 50 IT centres, banks, insurance firms, 37 export promotion committees, 200 shipping companies, 36 logistics services, 129 inland container depots, and 168 container freight terminals.

National Logistics Policy: Good Days Are Ahead!



ndia's logistics sector is highly defragmented, so, is never able to be a significant player in the global supply chain because of the absence of competitive manufacturing which results from outdated manufacturing technologies and high costs. But seeing the role of logistics in making the supply chain efficient and effective for both domestic and global economies a strategy or formula was always on the card. The only question was when. Now that the National Logistics Policy (NLP) is launched a bigger question has landed in the scenario. Has India found the much waited winning formula to rule the global supply chain? Will the NLP bring a change to the logistics market? Well, we don't know yet. But it has left a positive impact on the mindsets of logistics

companies.

India hasn't put forward its best foot in logistics yet, as the developed countries have. The high logistics cost of Indian products compared to other global economies is adversely affecting the economic viability of Indian products. While the logistics costs in countries like the US, Japan and China are about 7 to 8 per cent of their GDP, it is 14 per cent for India. The aim of the National Logistics Policy (NLP) is to reduce the logistics cost to 8% by 2030 and be in the top 25 countries in the Logistics Performance Index (LPI).

Formulated by the Commerce and Industry Ministry, NLP is expected to improve India's trade competitiveness, create more jobs, improve India's performance in global rankings and pave the way for India to become a



Abhishek Gupta General Secretary, AITWA

logistics hub.

However, it will not be easy to channelise the Indian logistics industry itself, as the setup is very complex. It has more than 20 government agencies, 40 partner government agencies, 37 export promotion councils, 500 certifications and 10000 commodities. Also, it involves 12 million employment bases, 200 shipping agencies, 36 logistics services, 129 Inland Container Depots, 168 Container Freight Stores, 50 IT ecosystems and banks & insurance agencies. Further, 81 authorities and 500 certificates are required for EXIM. But the good thing is that the sector is providing livelihood to more than 22 million people.

Development of the sector will facilitate a 10 % decrease in indirect logistics costs leading to the growth of 5 to 8% in exports. Further, it is estimated that the worth of the Indian logistics market will be around USD 215 billion in the next two years compared to about USD 160 billion at present despite the ill effect of the pandemic.

However, multiple reasons are attributed to the high cost of logistics in India. The first reason for this is surely the poor logistics infrastructure, the inadequate and underdeveloped highways, ports, inland waterways, air

terminals, warehousing and cold chain. Yes, we do have a very elaborate rail network but its efficiency and reliability to move cargo is in doubt. This is compelling businesses to move goods not by rail and opt for the tried and tested road transport. Some steps have been initiated by the government to create and upgrade the infrastructure, but a lot more needs to be done for India to become a competitive and developed economy.

A faulty modal mix of transportation is the next cause of logistics costs in India. The cheapest mode of transportation is by sea/waterways, followed by rail but due to their limitations to cover the last mile and other disadvantages keep them well behind road transport, in market share. While 64 per cent of goods are carried via road, railways have a share of 17 per cent and waterways has about 7 per cent market share.

Unlike India, China moves more than two-thirds of their goods by waterways and railways which are much cheaper than roadways, giving them added advantage of reduced overall cost. The introduction of waterways more aggressively and effectively will contribute substantially to cutting logistics costs.

The third cause is the need for clearances/permissions from multiple government ministries and departments and related documentation. Delay due to such compliances results in cost overruns which make the business unviable. The absence of a real-time interface

between various departments of the government due to inadequate use of



Unlike India. China moves more than two-thirds of their goods by waterways and railways which are much cheaper than roadways, giving them added advantage of reduced overall cost. The introduction of waterways more aggressively and effectively will contribute substantially to cutting

technology and lack of real-time visibility of various functions and processes breeds inefficiency.

logistics costs

The fourth challenge is the high and

volatile fuel cost. Fuel being the single largest input in the

transportation sector affects the cost immensely when the prices soar. India being import-dependent crude cost does affect the equation and it is observed that it often goes up due to a political or security crisis. In addition to this, both Central and state governments depend heavily on tax revenue from petroleum products which also push up the cost of fuel.

To address the discussed challenges, the government of India launched the

National Logistics Policy (NLP) on September 17, 2022. The NLP is expected to handle the challenges in an institutionalised manner. The policy is also designed to integrate digital systems of various departments of the governments and other organisations with access to the stakeholders to give real-time visibility of all functions and processes. Further, NLP has the facility of Unified Logistics Interface Platform (ULIP) which will offer multi-modal coordination resulting in efficiency and synergy. Additionally, the National Logistics Policy aims at ensuring the Ease of Logistics (EOL) through various actions and enabling provisions.

Can we not hope and rest with a positive thought that NLP will push the logistics sector towards growth by taking the measures that is most suitable and efficient for the industry? Right from infrastructural development to implanting state-of-the-art technologies, reducing the logistics costs to putting a break on fuel pricing. Now, we can surely say, good days are ahead!

The Ever Changing Unparalleled Logistics Industry



he world is fast-paced and ever-growing with many mind-blowing discoveries that inspire brilliant minds out there to do even better. One such means of management and connectivity is through Logistics which is based on the basic idea of management, acquirement, storage, and transportation of resources throughout the globe connecting distributors, suppliers, and consumers. The whole logistics sector is based on a hierarchical frame, in which the prospective target market is identified through trial and error and the effectiveness and accessibility of resources are determined.

The logistics industry not only connects respective markets, but it also sets a hard rock example on the sourcing of materials, inventory sorting, transportation, manufacturing, and storage. The better a country's logistic sector is, the better is country's economic stability. Aside from management and transportation, the logistics industry holds the most

precious information that has been accumulated through sheer work, the previous data is used to refine the whole logistics hierarchical process leading to a much more stable work frame with time.

Scope of Logistics

The tremendous growth of the logistics industry has alerted many countries forcing them to work on their international trade flow system and affinity with potential logistics leading countries. The Asian market has always been a marketplace for rare finds that are not available in the European marketplace and transporting, storing, and managing these exclusive products can be very sophisticated. Here are some of the factors that prove the scope of Logistics in any venture.

1. Systematic Approach

With logistics, the whole economical process of any product, its manufacturing, And storage becomes more smooth and more effective leading to a crystal clear clarity between the department of any company giving you a competitive advantage against competitors in the logistics industry.

2. International Corporate Relations

Logistics grants you the opportunity to build market relations with many high-level brands through mutual supply, demand, and distribution of products.

3. Not only for Transportation

Well-thought-out management can lead to better retention of consumers and thereby lead to productive ventures.

Vital to Atmanirbhar Bharat

Expert economists state that the "Logistics Industry bears significant macro contributions to the National economy of a country", referring to the undisputable fact of a boost in national income and foreign investment in a country. India has started its journey to becoming a USD 5 trillion economy by 2025, and the need for a more systematic logistics industry has



AITWA senior members - SD Goel, Abhishek Gupta, Mahendra Arya, Punit Agarwal, SN Arya, Ashok Gupta (From Left to Right) at the launch of National Logistics Policy

arisen more now than ever. In 2020, India exported a total of \$284B and further contributing to about 1.57 percent of total global exports in the same year, making it the world's number 18th exporter in the globe.

With the aim to become a ginormous economy in the world by 2025, the logistics industry will play a vital role in improving economic assets and connectivity with the world boosting income and further assuring the people leading to economic stability. Logistics has proved to have an insurmountable potential if used properly can annihilate poverty completely in our country.

National Logistics Policy 2022

The well-known policy announced in the budget 2020 has been given the green light by Narendra Modi on September 1, 2022. The objective of this policy from the beginning has been to facilitate a smooth movement of goods throughout the country without any shortcomings. The target areas of this policy initiate with Modernization, re-engineering and multi-level transportation, etc.

Vital Objectives of NLP

· Digital Transformation

With access to the internet, people will

now have the option to track and trace their cargo removing any kind of uncertainty among consumers.

· Multi-Modal Transport

Aiming to utilize each and every means of transportation throughout the country for proper use of resources boosting demand and supply.

· Industry Modernization

Availability through e-commerce and focus on promoting end-to-end logistics services.

NLP at its Peak

The policy is promising and could increase India's standing exponentially even on an international level, the decision to use digital means was the most sounding option as it can save time and labor with just a tap on a device. Here are some of the benefits of NLP 2022-

1. Cost Reduction

With the use of Multi-modal transport, industries have now more means of moving goods from one point to the other leading to a significant cost drop for transportation.

2. Modernization

Staying up to date with modern technology, people are now able to

produce more and distribute it without any delays and compromisation on selling price

3. Efficient Management

With the elimination of any shortcomings, the whole management will improve leading to better information storage and utilizing it for future plans.

The Stumbling Blocks Of NLP and their Solutions

The industry is based on the supply, demand, and transport system majorly, there are some hidden problems that accumulate and delay the expansion of logistics.

1. Connectivity

One of the most important factors that determine the transport of goods is a proper communication system, without it, the smooth transport of goods is not possible. In India, connecting remote areas with major cities is a big challenge and our government has started many programs to elevate the transport system as a whole.

2. Unbelievable Taxes

Running a Logistics company is not an easy task, it can sink you deep into debt. The state tax, toll tax, and many other taxes make it really complicated for companies to transport goods. The tax regime has to be renewed eliminating any extra charges and making it easier for logistics companies in India.

3. Customer Satisfaction

Consumers want their goods to be delivered within a day's time which isn't always possible in the logistics industry, paying more for a quicker delivery service has now become their priority. Real-time tracking orders may give them assurance but 50% of consumers will pick lightning-fast delivery service even with extra charges.

4. Poor Warehousing

The storage is goods is an elemental part of logistics, if the warehousing structure is poor, the goods may as well be damaged and not worth transporting. Proper warehousing facilities would boost transport quality exponentially.

5. Unlawful Harassments

Check post officers and Police often harass the logistics transporter and charge them unbelievable amounts which are not sanctioned by the government. To overcome this problem, the government needs to assign lawful and well-versed officers on the toll plazas that directly answer the RTO's officials.

6. Arbitration by RTOs

The Regional Transport Office which is present in each state of India is responsible for collecting data and overseeing all the transport operations, and with the given authority, some of the officers tend to use underhanded methods to benefit themselves. To tackle this, the government can include and provide Logistics companies with their own

The Regional
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agent that oversees the operations and reports directly to the higher-ups.

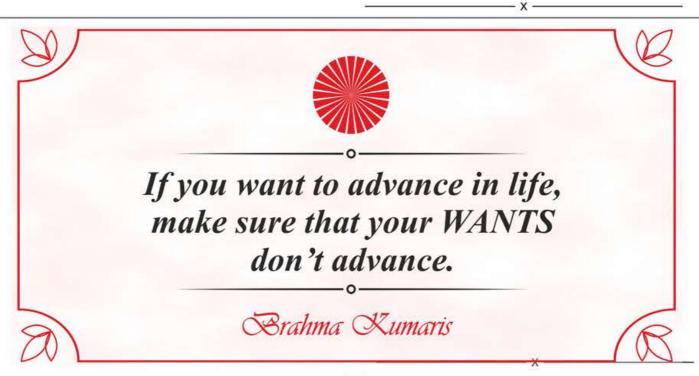
Racing Towards the Future

The NLP is a huge step toward the well-being of the logistics industry which aims to reduce the cost of logistics in India to make it comparable on a global level. The huge pools of data collected will be

used to create a data-driven system providing stability and efficiency throughout the logistics ecosystem.

With the Modernization in the industry, suppliers and transporters will be able to procure more profit with less effort as the manpower will be divided and given to the up-to-date technologies. One of the major targets that need to be achieved is to rank among 25 countries by 2030 for Logistics Performance Index Ranking and to do that NLP is focused around elevating the logistics whole framework step by step with proper planning and execution. Democratization in the logistics industry has been started aiming to benefit the farmers and micro, small and medium enterprises (MSMEs) which will balance the work Providence amongst the various sections of society.

The potential within the Logistics Industry is immeasurable and with NLP, we will be able to nurture the logistics framework and achieve our goal of becoming Atmanirbhar Bharat by 2025.







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KEY FACTS

Group Turnover



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Employee Strength



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Shri Ramesh Agarwal On The Dice Of National Logistics Policy

hri Ramesh Agarwal, National President, of A 11 India Transporters' Welfare Association (AITWA) needs no introduction. Still, for the new members of the industry, one can associate him with great leadership qualities, a sharp administrator and a businessman with a sense of business acumen. He is one who paved way for the growth of India's surface Logistics Industry. So, it was not surprising to see him on the dice when the National Logistics Policy (NLP)was launched on 17th September 2022. Ramesh Ji utilised this opportunity to share his vision for the logistics industry and discussed ideas that can boost the industry in coming years in front of Narendra Modi, Prime

Minister, of India, Piyush Goel, Union Minister for Commerce and Trade, Nitin Gadkari, Union Minister for Highways and Roads and several other dignitaries.

First thing first, Sh. Agarwal greeted everyone and thanked the prime minister for being the inspiration for many to dream big. He stated how Modi Ji has been instrumental in changing the mindset and how the logistics and transport industry is heading towards an unparalleled journey.

People know Sh. Ramesh Agarwal is the man behind the 'Nindra Kendra' but does anyone know what is behind the man himself? Speaking on the occasion, Sh. Ramesh Agarwal stated that all of us have heard of donations

Gatis hakti

Launch of

Launch of



of clothes, food and money but has anyone heard of 'donation of sleep'? He said, in 2012 there was a survey that left him shocked and put him right in the middle of the sea. The report revealed that in India 1, 38, 000 people die every year on road but what was even more alarming was that out of this 26, 400 truck drivers die because of lack of sleep. While a human being requires at least 6 hours of sleep, these people could manage only 2 hours and 50 minutes of sleep. Of course, it also led to delays and inefficiency in the delivery of goods and increased logistics costs. This was enough to put Ramesh Ji in the brain-storming session for hours and find a solution for the issue.

He continued his speech and says that a 'Nidra Kendra's is being established

on the Jaipur Ajmer highway, in Dudu, Rajasthan which ensures proper rest for hundreds of drivers at a time. The Kendra offers the facilities like beds to sleep in, a hygienic toilet, a barber shop and parking space for trucks. Up till now, the Kendra has offered 5.50, 000 hours of sleep to drivers and so has saved 1010 people's lives. Sh. Agarwal says, 'when this plan will be extended across India and when there will be 600 Kendras, then, 6,00,000 hours sleep will be offered to drivers while reducing the accidental death by 60,000 every year. An app is also prepared to locate and offer the details related to 'Nidra Kendra'.

Ramesh Ji further added that following the PM's vision of digital India, an app is also

being created to curb corruption on the highways and help build a corruption-free India. The app is called Highway at Ram Rajya and this would help in creating an ideal situation like we all aspire to have in a Ram Rajya.

Sh. Agarwal also mentioned that this is how we can show our respect to drivers and let them feel that they are also one of us.

Ramesh Agarwal Ji concluded his speech by thanking the prime minister for introducing the National Logistics Policy (NLP), which he feels will bring wonders and success to the logistics sector, and eventually in putting India on the map of developed countries.



HGTA Launches Its New Logo On The Golden Jubilee Year

he Hyderabad Goods
Transport Association
(HGTA) launched its new
logo to mark the 50th year
celebration of its existence. A senior
level delegation represented All India

Transporters' Welfare Association (AITWA). Co-chairman – Mahendra Arya, Executive President - Punit Agarwal and General Secretary – Abhishek Gupta were the representing members from AITWA. The occasion

was also graced by P Ajay Kumar, Minister for Transport, Telangana.

During the event AITWA and HGTA officials participated on a 'Manthan', taking out time to discuss on various key issues of the trade.



P Ajay Kumar, Minister for Transport, Telangana unveiling the new logo of HGTA



Mahendra Arya, Co-chairman, AITWA felicitated by P Ajay Kumar, Minister for Transport, Telangana



Punit Agarwal, Executive President, AITWA felicitated by PAjay Kumar, Minister for Transport, Telangana



Abhishek Gupta, General Secretary, AITWA felicitated by P Ajay Kumar, Minister for Transport, Telangana



Mahendra Arya, Co-chairman, AITWA meets P Ajay Kumar, Minister for Transport, Telangana



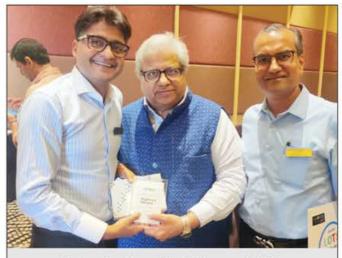
Arrival of P Ajay Kumar, Minister for Transport, Telangana



Mahendra Arya, Co-chairman, AITWA with Senior HGTA member



Mahendra Arya, Co-chairman, AITWA with Senior HGTA member



Mahendra Arya, Co-chairman, AITWA with Senior HGTA members

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Policy Amended, International Trade Can Now Be Settled In Rupee



he government has amended the Foreign Trade Policy to allow international trade invoicing, payment and settlement in the Indian rupee, activating the mechanism announced by the Reserve Bank of India (RBI) to facilitate trade in the domestic currency, reported ET.

The Directorate General of Foreign Trade (DGFT) under the Ministry of Commerce and Industry notified the changes to the policy.

The central bank allowed authorised banks in India to open special rupee Vostro accounts of correspondent banks of any partner trading country to facilitate trade in the Indian currency. Under the arrangement, Indian

importers will make payment in rupees into the special Vostro account of the partner country bank against the invoices for the supply of goods or services from the overseas seller or supplier, the trade policy said.

"Indian exporters undertaking exports of goods and services through this mechanism shall be paid the export proceeds in Indian Rupees from the balances in the designated special Vostro account of the correspondent bank of the partner country," it added. Finance minister Nirmala Sitharaman had last week held a meeting to review the proposed trade in rupee and asked banks to speed up the process of opening special rupee Vostro accounts.

The department of commerce has also been asked to reach out to traders to encourage them to adopt this route.

Besides, India's real GDP growth will slow from 8.3% in 2021 to 7.7% in 2022 and will decelerate further to 5.2% in 2023, Moody's Investor Service said in a report, according to ET. Rising interest rates, uneven distribution of monsoons, and slowing global growth will dampen economic momentum on a sequential basis, it said.

However, Moody's has argued that India's economic growth would be stronger than its projections in 2023 if the private-sector capex cycle were to gain steam.

"India's economic growth before the COVID-19 shock had materially slowed because of the impact of corporate-sector deleveraging on business investment. With the deleveraging complete, corporate-sector investment is showing early signs of a pickup, which could provide support to a continued business cycle expansion through several quarters, supported by investment-friendly government policies and the rapid digitization of the economy," it said in a report.

Data released by the government showed that India's gross domestic product (GDP) grew 13.5% in the first quarter of the current financial year (April-June) as compared to 4.1 per cent in the previous quarter on the back of a favourable base.

Though the Q1 growth was lower than the Reserve Bank of India's estimate of 16.2 per cent for the first quarter of 2022-23, it was the sharpest growth in the Indian economy in a year.







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Okhla	1	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	ī	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad	i	18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
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Nangloi		580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
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Vehicle Scrapping Facility Not Required to Verify Vehicle Record With Police

n a bid to simplify the scrapping procedure, the Ministry of Road Transport and Highways (MoRTH) has removed the requirement of necessary cyber security certifications for Registered Vehicle Scrapping Facility (RVSF), reported ET.

The Ministry of Road Transport and Highways (MoRTH), in a series of tweets, said RVSF will not be required to verify the record of the vehicles with local police before the scrapping of vehicles.

The deregistration process has been more simplified and made IT-driven, it added.

"RVSF will not be required to verify the record of the vehicles with local police before scrapping of vehicle. The deregistration process has been more simplified and made IT driven," the ministry said in a series of tweet.

The ministry also said that it notified new rules to simplify and streamline the Trade Certificate regime in a bid to promote ease of doing business.

"There were some anomalies in the existing regulations, which were causing harassment in business establishments. Accordingly, Trade Certificate will be required only in case of vehicles which are neither registered nor temporarily registered," MoRTH added.

"Application for Trade Certificate can be made electronically on Vahan portal, without visiting the RTO," it said

The vehicle scrappage policy has come into effect from April 1, 2022.

Announced in the Union Budget 2021-22, the policy provides for

fitness tests after 20 years for personal vehicles, while commercial vehicles will require it after 15 years.

Moreover, Union Minister for Road Transport Nitin Gadkari asked OEMs to offer more discounts on buying new vehicles after scrapping the old ones, reported ETAuto.

A discount of INR 50,000 to INR 1 lakh can be given for trucks or buses and the amount can be less for smaller

A discount of INR 50,000 to INR 1 lakh can be given for trucks or buses and the amount can be less for smaller vehicles, the minister said. This move can be an incentive to scrape vehicles, he said

vehicles, the minister said. This move can be an incentive to scrape vehicles, he said.

"My request to you—I do not want to make it mandatory because some companies are ready and some are not—is that you may give some discounts to persons who have scrapping certificates," Gadkari said at the 62nd annual convention of Society of Indian Automobile Manufacturers (SIAM).

He also said that the road transport ministry and the steel ministry led by Jyotiraditya Scindia have approached the finance ministry to give GST concessions for such discounts. "So it can be a win-win situation for everyone," Gadkari added.

Underlining the need of scrapping, he said pollution from an old truck is equal to that caused by 15 new trucks. "As per our record, 1.02 crore vehicles can presently be sent for scrapping. There are just 10-20 scrapping centers," said Gadkari.

According to the Union Minister there is potential to start three scrapping centres in each district. "From such centres you will get copper, aluminum, steel, rubber and plastic, and you can reduce the costs of your components by 30%. People who scrap their vehicles will increase the auto companies' "business by 25%-30%," he added.

He also highlighted that the import of petroleum products has gone up to INR 16 lakh crore. "This is creating pollution problems and economic problems. The number of cars is increasing, leading to high congestion," he said.

Reiterating the importance of localisation, Gadkari urged that the auto industry should make a list of items it is importing and do a study to find out how many of them can be locally manufactured.

"Import dependency is a big challenge to the industry. You should organize a workshop and find out the reasons for imports. What are your difficulties? And how can the government help in reducing imports?" he said.

The minister asked the industry to focus on making vehicles that have better quality and ensure safety.

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India Remains An Attractive Business Destination As 5th Largest Recipient Of FDI In April-June Quarter

ndia retained its status as an attractive destination among a set of developed and developing economies, as the 5th largest recipient of FDI in the April-June quarter, said the Monthly Economic Report of the Department of Economic Affairs, Ministry of Finance, reported ANI.

According to the report, during Q1 of 2022, India was the 5th largest recipient of FDI among the defined set of developed and developing economies, as a buoyant growth outlook coupled with steady improvement in ease of doing business and supportive government policies retained India as an attractive business destination.

The momentum has sustained in Q2 of 2022 as well with FDI inflows of USD 16.1 billion. India's exports grew at the second highest rate in this quarter despite the ongoing global slowdown, indicative of strong demand for Indian goods.

India's forex reserves were the 3rd largest as compared to other economies, adequate to cover 9 months of imports, which is higher than most of the other economies. High foreign exchange reserves, sustained foreign direct investment, and strong export earnings have provided a reasonable buffer against the monetary policy normalization in advanced economies and the widening of the current account deficit arising from the geopolitical conflict.

The report says that after recovering from multiple waves of COVID-19 and the negative spillover of the Russia-Ukraine conflict, strong economic growth in Q1 of 2022-23 has

helped India go past the UK to become the world's fifth-largest economy. The real GDP in Q1 of 2022-23 is now nearly 4 per cent ahead of its corresponding level of 2019-20, marking a strong beginning to India's growth revival in the post-pandemic phase.

In the next three quarters of the current year, India's real GDP needs to grow by (only) 5.4 per cent on average every quarter to achieve the growth rate of 7.2 per cent in 2022-23 as projected by the RBI.

Department of Economic Affairs report said, the contact-intensive services sector is likely to drive growth in 2022-23 building on the release of pent-up demand and near universalization of vaccination. A sharply rebounding private consumption backed by soaring consumer sentiments and rising employment will sustain growth in the months ahead.

According to the report, increase in private consumption and higher capacity utilization in the current year has further reinvigorated the capex cycle to take the investment rate in Q1 of 2022-23 to one of its highest levels in the last decade. The crowding-in of private investment has also been assisted by rising capital expenditure of the government that until August 2022-23 has been 35 per cent higher than the corresponding level of last year.

The government's spending on capital expenditure is likely to be sustained as buoyancy in revenue growth is expected to remain undiminished in the balance period of the current year.

Broad-based growth in economic activity during Q1 of 2022-23 is reflected in improvements in employment indicators. Net payroll additions in EPFO doubled in this quarter compared to the corresponding period last year. The Periodic Labour Force Survey (PLFS) shows the unemployment rate in urban areas shrink for the fourth consecutive quarter to be at 7.6 per cent in Q1 of 2022-23, lower than the corresponding pre-pandemic level. Work demanded under MGNREGS has been diminishing since May and was at its lowest in August 2022, compared to the corresponding period of the previous two years, signalling a possible reduction in the unemployment rate in rural areas.

The growth momentum of Q1 has sustained in Q2 of 2022-23 as well as the robust performance of high-frequency indicators (HFIs) during July and August of 2022. The composite PMI for India rose to 58.2 in August 2022 signalling a sharp pace of expansion. However, in contrast, the Global composite PMI has entered the contractionary phase declining to 49.3 in August 2022 with a slowdown mainly evident in advanced economies.

In times when slowing growth and high inflation are afflicting most of the major economies of the world, India's growth has been robust and inflation is in control. Rapid coverage of vaccination and well-calibrated short-term policy measures have skilfully navigated the economy through turbulent times, preparing a strong foundation to build a prosperous nation in the years ahead.

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Rs 2,800 Cr Investment For Pune Plant; More Govt Support On EV Ecosystem, Finance Needed: Causis E-mobility

he director and CEO of the commercial e-mobility firm Causis, Ravi Panga, said in an interaction with TOI that agreements for a Rs 2,800 crore electric vehicle manufacturing plant at Talegaon, on the outskirts of Pune, are in the final stages, with plans for more production facilities elsewhere in India also underway.

Panga also added that the company has also opened a subsidiary in Mauritius, to target the emerging e-mobility markets in southern and eastern African countries, and are also evaluating their future manufacturing facilities in India based on orders from the respective regions, and the market access they would provide. Currently, Causis, besides international orders, have an order to supply Mumbai's transport utility, BEST, with 700 electric buses, and are in talks with other public transport utilities.

"We approached the MIDC for around 75 acres of land at their Talegaon industrial area. After the approvals process is complete, it will take around nine months to roll out buses from the factory to be set up there. Our investment will be the first major EV investment in the state since the state government notified its EV policy. Initially, the plant will have a capacity to produce around 125 buses per month, and the factory will also include facilities to manufacture three-wheelers, battery packs, as well

as assembly facilities for charging equipment," Panga said.

Panga remarked that beyond current demand-side incentives in electric mobility, more government attention should also be provided to allied services especially with EV makers having to provide integrated servicessuch as in charging infrastructure, batteries, homologation, as well as in finance.

"A lot of aspects need to be looked at. Considering the bus market in India, around \$14 billion is needed just to buy the buses. And then the infrastructural issues come in, such as the parking lots for electric buses, improvement and incentives to improve charging infrastructure in both upstream and downstream, and the cost of finance. The government should be providing the kind of support in these aspects, as they have done for ICE vehicles, with subsidies, or with EVs on the demand side," he said.

Moreover, Shell India will set up 1200 fuel retail outlets and 10,000 electric vehicle charging points in the country, said senior officials from the company, reported ET.

"As part of our global strategy within Shell Group and an integral part of our strategy within the mobility business, to influence the decarbonisation agenda, we would be setting up 10000 charging points in the country," said Amr Adel, Senior VP, Shell

Mobility Asia.

Shell launched its first electric vehicle (EV) chargers in India, for the four-wheeler and two-wheeler segments in Bengaluru. India is the first market for Shell to launch chargers for two-wheelers.

The company plans to expand the same to 10,000 charging points by 2030 across its fuel retail outlets and offices, malls, residences among others. By 2025, Shell aims to operate over 500,000 charge points globally.

Currently, Shell has over 330 fuel retail outlets in eight states and the company will be expanding the same to 1200.

"So we will enter new markets and be able to serve millions of new customers. Yes, the EV segment is dominated by two wheelers and three wheelers but like we found across the world, it then gradually expands. So, we expect to see it grow here as well," said Sanjay Varkey, Director, Shell Mobility India.

The power on the Shell recharge chargers is 100% green energy, the company said, adding that in the first phase of its launch, the charging stations will be set up across its fuel stations in Bengaluru.

It plans to expand the EV charging infrastructure beyond its existing retail markets of Karnataka, Tamil Nadu, Maharashtra, Gujarat, Telangana, Assam, Andhra Pradesh.

"Shell will provide customized charging solutions at on-the-go locations such as Shell fuel stations, standalone EV hubs, home charging and destination locations," the company said in a statement, adding that for on-the-go and standalone EV hubs, the company will deploy 100 kilowatts (KW) and above direct-current (DC) fast chargers to enable fast charging and the lowest possible dwell time.

The company added that going forward it would be providing a mosaic of fuel options to its customers and given its global presence in the alternative fuel segment, it will be enabling the same in India.



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National Logistics Policy Sets Roadmap For Developing More Interconnected Framework



he National Logistics
Policy sets the roadmap
for developing a more
interconnected and techdriven framework for building cost
and operational efficiency in the
sector, said industry experts, reported
PTI. The policy, unveiled by Prime
MinisterNarendra Modi, reflects the
government's positive intent to
address all the core challenges of the
logistics and supply chain industry,
Anshuman Singh, the Chairman and
Managing Director ofStellar Value
Chain Solutions said.

It will not only inspire all logistics players to come together and collaborate to build logistics competitiveness globally but also increase the confidence of investors who are keen to invest in the logistics sector, Singh added.

According to him, by realigning the operational dynamics and formulating the pathway to reduce the logistics cost to a single-digit, the policy puts the industry on the cusp of the next phase of growth.

Rizwan Soomar, Chief Executive Officer and Managing Director, DP World Subcontinent said that "the multi-pronged approach by the government adopted in the policy to suggest regulatory and procedural reforms across infrastructure, services and human capital provides a comprehensive strategic direction to the sector and will be a key catalyst in attracting investments.

The focal push for digitisation through platforms like ULIP and E-LogS is crucial to support the designed services improvement framework in improving regulatory inter-operability, standardisation of logistic processes and in bringing the entire multimodal network onto a single digital dashboard, enhancing visibility and transparency for all stakeholders.

According to Vineet Agarwal, MD at Transport Corporation of India, the push towards seamless multimodal transportation and modern connectivity will be a game changer as it will shift the transportation stress from just road to other modes as well.

The Unified Logistics Interface Platform (ULIP) tenant of the NLP will enhance visibility for customers and enable logistics companies like TCI to adopt digitisation at a much larger scale, Agarwal stated.

The new logistics policy will help make the sector an integrated, cost-efficient, resilient, and sustainable logistics ecosystem in the country as it covers all bases of the sector along with streamlining rules and addressing supply-side constraints, said Pranav Goel, Co-founder-CEO, Porter.

The Digital Integration System for logistics ecosystems will lead to seamless and faster work-flow, making logistics significantly efficient, he said.

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sector, will enable the small and large third party logistics and warehousing players in standardising their processes and automating their systems and processes thus reducing cost and leading to higher profitability, said Lancy Barboza, MD, Flomic Global Logistics Ltd.

"NLP will help the last-mile to be more efficient and faster to fill up the gap of transporter where business can benefit in terms of time and cost," said Zaiba Sarang, Co-founder, iThink Logistics. According to Prashant Rane, CEO, Oneworld Logistics, policy has taken a holistic approach towards addressing various pain points of the logistics industry and has laid out a blueprint for systematic growth of the sector.

"The policy aims to provide structure to a highly fragmented and unorganised logistics sector. Tech enabled solutions backed by infrastructure development will provide the much-needed impetus to the sector," he said.

Further, the National Logistics Policy will reduce our dependence upon road transport and will integrate the air, road, and water mode of transport to reduce the cost of logistics in India considerably and to make our domestic trade and international trade more economical eventually, said Sandeep Wadhwa, Chairman, Logistics Committee, PHD Chamber of Commerce and Industry, reported ANI.

"Also this policy aims to make the logistics industry more digitised for better integration and coordination with the trade, which will increase the ease of business and facilitate the trade and make India reach greater heights. It is a path-breaking move by the PM. And the Ministry of Commerce & Industry has worked tirelessly to make

this happen," Wadhwa said.

Reacting on the new policy, Ashish Mohan Wig, Chairman, Gati Shakti Development Forum, PHDCCI, said, "Releasing Cheetah in the morning and releasing the National Logistics Policy in the evening can be indicative of how the nation wants logistics to move - at cheetah speed with integration of different modes of transport."

This policy has eight years of dedicated hard work. It is for systematic infra development.

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Bharatmala and Sagarmala are initiatives in this direction.

Turnaround time of containers has been reduced from 44 hrs to 26 hours, Wig said

Bharatmala and Sagarmala are initiatives in this direction. Turnaround time of containers has been reduced from 44 hrs to 26 hours, Wig said.

The need for a national logistics policy was felt since the logistics cost in India is high as compared to other developed economies. It is imperative to reduce the logistics cost in India for improving the competitiveness of Indian goods both in domestic as well as export markets.

Moreover, Union Minister Nitin

Gadkari has said there is need to reduce logistics costs in the country, which is higher than that of China, the US and European countries, reported PTI. The idea is to make waterways as a popular mode of transport for passengers and goods as this will help in bringing down the import cost of petrol and diesel, which is around Rs 16 lakh crore for the country annually, he said.

"Our first priority is waterways, second railways, third road and lastly aviation. Bringing down logistics costs will help in generating employment in the country," he said at a programme organised by Young Indians and the Institute of Chartered Accountants of India.

Logistics cost in India as a percentage of GDP is 16 per cent, which is very high, he said, adding that it is ten per cent in China, and nearly eight per cent in the US and Europe.

Gadkari, the minister of road transport and highways, said the Prime Minister Gati Shakti programme will help in coordination among various departments, and a common right of way will be developed.

"There is a need to connect rail and road transport with the waterways," Gadkari said.

More use of sustainable fuel, such as bio-diesel, bio-CNG, will help substitute imports of petrol and diesel, he said.

He also stressed on the need for more cultivation of sugarcane and bamboo for production of cost-effective fuels like ethanol and bio-ethanol, Gadkari said, adding that the move will curb pollution.

The minister said the government wants a corruption-free system, which helps in fast-track decision making.



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Centre And States Should Work Together To Transform Transport Sector To Become 5 Trillion Dollar Economy

nion Minister for Road Transport and Highways Nitin Gadkari has said in the next five years both the centre and the States should work together to transform the Transport sector of the country to become five Trillion dollar economy. Addressing the 41st Meeting of Transport Development Council (TDC) at Bengaluru he said efforts should be made to increase the automobile industry from 7.5 lakhs crore to 15 lakhs crore in next 5 years enabling India as a top automobile manufacturing hub in the world. He said this is only possible with the adoption of best technologies for the Indian road sector and emphasis on digital contactless services by all States/UTs.

The Minister said all diesel buses should be replaced with electric buses to reduce pollution and costs. Gadkari said all the stakeholders should resolve to fulfil Prime Minister's vision of Atma Nirbhar Bharat. He reiterated that serious and sensitive approach is needed towards road accidents and hard decisions will have to be taken to save precious lives of people.

Ministers of Transport from Uttar Pradesh, Madhya Pradesh, Uttarakhand, Himachal Pradesh, Manipur, Goa, Karnataka, Delhi and Tamil Nadu participated in the 41st Transport Development Council (TDC). The initiatives of the Ministry on construction of roads, public transport, technology adoption, Road safety and the initiatives on the

development of Road Transport were appreciated by the Ministers.

They complemented Gadkari for bringing out the Motor vehicles (amendment) Act, 2019 and its speedy implementation. They also spoke about various initiatives taken by respective States/UTs for improving the quality of road transport, road safety and support transport infrastructure. They also highlighted the challenges, such as adoption and procurement of electric buses, establishment of charging stations, driver training centres, vehicle fitness centres etc.

Minister of State RTH & Civil Aviation, Gen. (Dr) V K Singh, Secretary Giridhar Aramane, and Joint Secretary Mahmood Ahmed also addressed the gathering.

Cooperation, Coordination And Communication Among Stakeholders To Cause Reduction In Logistics Cost From 14 - 16% to 10%

nion Minister for Road Transport and Highways Nitin Gadkari has emphasized on reduction of logistics cost from 14 - 16% to 10% with cooperation, coordination and communication among stakeholders. Addressing program 'Climate Goals: Technological Roadmap to Net Zero' he said by reducing logistics cost there will be a great saving and by which 50% increase in exports can be achieved which is very important for our economy.

Talking about pollution he said we are importing 16 lakh crore of fossil fuel which is creating a lot of pollution. He said decision has been taken to make 27 green express highways to reduce travel time and by end of December there will be new highways wherein travel time from Delhi to Chandigarh will be 2 1/2 hour, Delhi to Amritsar 4 hours, Delhi to Katra 6 hours, Delhi to Srinagar 8 hours and Delhi to Mumbai 12 hours, Delhi to Jaipur two hours and Chennai to Bangalore also two hours. The Minister said Technology, innovation and research are very important for achieving the vision of Prime Minister for making India a 5 trillion dollar economy.

Addressing AIMA's 49th National Management Convention -

'Advantage India: Thriving in the New World Order' Nitin Gadkari said public transport needs to be encouraged with centre and states working together as a team. He said India has a huge domestic market with young and talented engineering manpower, skilled workforce and low labour cost. He stressed on diversification of agriculture into energy and power sector and use of alternative fuels like bio ethanol, LNG and bio CNG. The Minister said ethics, economy, ecology and environment are the three most important pillars of the society.



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Government Calls For Reduction In Road Accidents And Deaths By 50% By 2024

nion Minister for Road Transport and Highways Nitin Gadkari called

upon all the state transport ministers and officials to work together to reduce road accidents and deaths by 50% by 2024. In an interactive session with the state transport Ministers in Bengaluru Gadkari said the issue of road safety should not be taken lightly. He said road accidents should be reviewed constantly and rectified. The Minister proposed training engineering students for conducting safety audits of the roads on the basis of which action can be taken by the Ministry.

In the session State Transport /PWD Ministers raised their issues related to highway infrastructure and shared their problems and urged the Central Government to resolve them.

The State Ministers who attended the session included Govindas Kounthujam (Manipur), Prafull Kumar Mallik (Odisha), Satpal Maharaj (Uttarakhand), Harbhajan Singh (Punjab), Bhajan Lal Jatav (Rajasthan), Samdup Lapcha (Sikkim), A.V. Velu (Tamil Nadu), Nilesh Kabra (Goa), Arvind Chauhan (Maharashtra). Besides, Principal Secretaries and Secretaries of PWD Ministries of various states were also present.

Kounthujam said 90% areas are hilly and there are problems with land acquisition with regard to National Highway projects. "But we are trying to solve these problems and soon we will be able to get land," he said. He



Kounthujam said 90% areas are hilly and there are problems with land acquisition with regard to National Highway projects. "But we are trying to solve these problems and soon we will be able to get land," he said. He said we want to develop highway infrastructure at par with other states

said we want to develop highway infrastructure at par with other states.

Talking about the issues of Sikkim, Samdup Lapcha said state faces resource crunch and tourism is the

only source of economy. "We survive on tourism. It will be good if get an alternated road from Bankura to Sikkim, This will also be good in terms of security," he said.

Tamil Nadu Minister Velu spoke about the steps taken by the State Government to make the State accident-free. "More than 300 engineers have been trained. We have also launched sensitization programme for school students in the state," he pointed out.

Talking about Uttarakhand, Satpal Maharaj said "In view of incidents of landslides, which damage the highways, landslide and mitigation centre has been set up to look for ways to minimize these damages," he said. Gadkari said he is getting full support from the Uttarakhand Government in the Char Dham Pariyojana.

Rajasthan Minister Bhajan Lal Jatav urged the Centre for giving new National Highways to the states. He also informed that a increase the width of the National Highways in order to reduce the cases of accidents. He also said that a road safety bill has been introduced in the state.

Harbhajan Singh, PWD Minister of Punjab, urged the Centre to help build new links and bridges along the border areas, for which he demanded additional funds.

"Weaknesses are just strengths in the wrong environment." — Marianne Cantwell



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Government Calls For Investors From US To Come Forward And Invest In Roads And Highways Projects In India

nion Minister for Road Transport and Highways Shri Nitin Gadkari has called for investors from the US to come forward and invest in roads and highways projects in India which is a gold-mine for investors. Inaugurating virtually the 19th Indo-US Economic Summit of The Indo-American Chamber of Commerce he said The United States of America and India are prominent democracies of the World with strong bilateral relations. He said we are natural partners and have lot to contribute for mutual growth. Both the countries have always shown mutual trust, respect and co-operation on the social, economic and strategic front. The theme chosen this year-"The New Agenda for next 25 years", will set the roadmap for strengthening our relationship, he added.

Gadkari said our emphasis has been on creating a sustainable business ecosystem with an inclusive growth model. He said we need to encourage out-of-the-box thought process and promote creative agenda to weave new pathways. He said Prime Minister Narendra Modi has set a vision for India to become a 5 trillion dollar economy by 2025. The Minister emphasized that today, India is one of the fastest growing economies and stands at fifth position in the World. A well-developed infrastructure enhances economic activity, creates new businesses and promotes job creation. He said our Government is investing 1.4 trillion dollars in infrastructure development through National Infrastructure Pipeline. The Road sector will account for 19% of this capital expenditure over period of 2019 to 2025. He said the Government

has launched the Prime Minister National Gati Shakti Master Plan for holistic and integrated infrastructure development in the country. With Gati-Shakti all stakeholders will follow the rule of 3 C's: Co-operation, Coordination & Communication.

Gadkari said Road infrastructure plays a critical role in the growth of the Indian economy as 70% of goods and nearly 90% of passenger traffic uses the road network to commute. In 2014, we had around 91,000 Kms of National Highway network. At present, this Network has reached around 1.47 Lakh Kms. The Government is dedicatedly working towards expanding National Highway network to 2 lakh kilometers by 2025, he added.

The Minister said we are constructing 27 Greenfield Expressways of 10,000 Kms across the country with an investment of Rs. 5 lakh Crores that is about 60 billion dollars. He said these corridors result in 14% reduction in travel distance between the key economic centers and this would further ensure reduction in Transportation cost by 2.5%. In addition, there would be saving of around 110 crore liters of fuel and reduction of carbon dioxide emission by 250 crore kg every year, he said.

Gadkari said Government is formulating a new policy called 'Tree Bank' for Tree Cutting & Tree Transplantation. As per policy, Authorities such as NHAI, NHIDCL, Airport and Port Authority have to maintain a Tree Bank account having record of planting and felling of trees during project development.

The Minister said we are bringing innovative and investor friendly

products like InvIT to allow retail investors participate in the funding drive. We are designing the products so that retail investors can get good Annual Returns which are more than the Fixed Deposit rates. He said the chamber should take a lead and identify areas where our talented human resources can contribute to design best Financial Instruments to enable investments in Indian Infra Space. We have well-developed framework for Public-Private-Partnerships (PPP) in the highway sector. Asian Development Bank has ranked India at the first spot in PPP operational maturity and also designated India as a developed market for PPPs. All project documentation, contractual decisions and approvals are now being done through the digital portal, he added.

Gadkari said today, India is becoming the largest EV market for electric two wheelers, three- wheelers and cars. He said Government is strongly encouraging solar and wind energy based charging mechanism for electric mobility. He said we are also working on development of Electric Highway which will be powered by solar, This will facilitate charging of heavy duty trucks and buses while running. He US-based companies can collaborate with our research and development efforts towards EV battery technologies and retrofitting industry. The Minister said our National Hydrogen Mission offers incentives for production & transportation of Green Hydrogen. Gadkari called upon the chamber to contribute in the development of lowcost and reliable Electrolysers and Hydrogen Fuel Cell Technology.



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India Needs Green Hydrogen Fuel To Achieve Net Zero



ndia emitted ~2.88 Billion Metric Tonnes of CO2 in 2021 and has committed to cut total projected carbon emissions by 1 billion tonnes by 2030 and reducing carbon intensity of nation's economy to less than 45 per cent by 2030 from 2005 levels. Apart from that, we have also committed to be net carbon zero by 2070. In order to achieve this reduction in carbon intensity, there will be increased emphasis on green hydrogen. Added to this is the fact that India's crude oil import has been increasing at a CAGR ~11 per cent over the last two decades with crude recently breaching the USD 100 per barrel mark due to the Russia -Ukraine conflict, there is also economic sense in moving towards Green Hydrogen.

While today the production of Green Hydrogen is more expensive than all other forms in the Hydrogen rainbow, there are select pathways that could enable reduction in cost of Green Hydrogen through measures all the way from the renewable electricity sources to the electrolyser, covering the transportation strategy as well as the retailing solutions.

The starting point for future pathways is the source of energy i.e. Renewable Energy which is currently both expensive and limited. Typical costs for Solar PV currently stand at about ~ INR 2.5 per KWh and since it makes up ~ 50 per cent of the cost of production of Green Hydrogen, it forms one of the key levers for cost reduction. Measures ranging from things such as local large scale manufacturing of Solar PV modules as well as Balance of System components, can help reduce overall

project cost, while operations and maintenance can be optimized by utilizing new technologies including robotized cleaning of solar modules and utilizing thermographic imaging for fault detection.

The electrolyzer is the next major area of focus for cost reduction. Herein, multiple technology solutions exist, viz. Alkaline, Proton Exchange Membrane (PEM) Electrolysis, Solid Oxide Electrolyser, with Alkaline being the most common in India right now. Herein too, while scale effects and cost reduction on account of industrialization learning curves will take effect, localized large scale manufacturing will hold the key.

Similarly, the compression and storage equipment used in production, which is manufactured for use in other industrial applications too will also see additional scale effects reducing costs on account of large scale production of Green Hydrogen.

On the transportation front, a fine balance between right sizing of plants for achieving the optimum costs will have to be compared to the additional costs of transportation based on the increase in output and consequent increase in radius of areas served by a plant.

The gaseous and liquefied transport solutions will also have to be compared on the scale of retailing stations as well as any intermediary storage being sought. Here too, while liquefied transport maybe more cost effective, the volume transported will be significantly higher than the gaseous fuel. An optimally distributed production footprint serving smaller quantities via gaseous Green Hydrogen transport to radial retail points may help in achieving lower overall cost levels.

The final leg in the value chain, the retailing stations also need a focused cost reduction approach on two fronts i.e., the lower pressure storage and compression which would have commonality across other industrial uses and the high pressure storage which would need aggressive localization to realize cost reduction. Optimal dispersion of retailing points will also be needed to strike a balance between sufficiency of refueling infrastructure as well as utilization, especially when the vehicle parc is smaller in size.

On the vehicular front, the fuel cell stack capex is expected to see cost reductions along with reductions in the cost of the battery and the onboard storage equipment. While hydrogen fuel cell technology for vehicles is well established, a key determinant of hydrogen's uptake in the consumer market will depend on how it competes on a total cost of ownership basis with other fuels, especially with battery-only solutions. Hydrogen's rapid refueling time and high energy density make it inherently suitable for freight and heavy duty passenger transport, for example trucks and buses.

However, capturing these markets will require products, with strong competitiveness and ability to operate effectively in Indian conditions. Despite these, there will still be many additional steps needed by the Government both State and Central (over and above the current policy) to enable reduction of the electricity required for production of Green Hydrogen as well as incentives for both vehicles as well as the fuel on lines outlined for other green technologies like Battery Electric Vehicles.

If done right, India could reach not just the goals of decarbonization and crude oil reduction but also achieve a pole position to play its part in the Global Green Hydrogen opportunity which is estimated to be approximately USD 500 Bn to USD 600 Bn by 2050 through exports, in addition to playing a role in the manufacturing value chain through electrolyser manufacturing, solar PV, etc.

Besides, Green hydrogen will remain scarce in the short-term and its supply uncertain in the longer term without a decisive policy push, an analysis concluded, reported Reuters.

Enthusiasm for green hydrogen, produced using renewable energy, has grown in recent years because of its advantages over other methods of manufacturing the clean-burning fuel. Embraced by European Union policymakers, countries and companies, it could lead the way forward to replace millions of tonnes of "grey" hydrogen made with natural

gas in order to meet the bloc's goal of net zero emissions by 2050.

But at current rates of growth in production, green hydrogen would likely supply less than 1% of total energy globally by 2035, while the EU might hit the 1% mark by about 2030, researchers behind the report in the journal Nature Energy.

The study was circulated by Germany's Potsdam Institute for Climate Impact Research, whose researchers participated.

Global green hydrogen capacity of 600 megawatts (MW) in 2021 needs to rise by 6,000 to 8,000 times by 2050 to hit meaningful scale, the report said, adding that only then can it contribute to climate scenarios compatible with the 2015 Paris Agreement.

"In particular, the EU's 2030 plan to supply 10 million tonnes of green hydrogen with domestic (electrolysis) capacity will be out of reach, unless policymakers can foster growth that is unprecedented for energy technologies," the researchers said.

Critics say hydrogen serves to prolong the use of fossil fuels when the aim should be to get rid of them entirely and that it requires large amounts of costly energy to produce.

The report said promoting hydrogen should not be an excuse to delay the rollout of other readily available clean energy options such as electric mobility or heat pumps.

"We need to scale all crucial zerocarbon technologies with full effort," it said.

European gas prices have soared to record highs this year as a result a sharp fall in Russian exports since the start of the Ukraine crisis in February.

This has made renewable power with its low marginal costs, once deployment, operations and output swings are accounted for, look increasingly attractive, some analysts say.

Gwalior Gets 7 NH Projects Worth Rs 1128 Crore

iving new impetus to the progress of Madhya Pradesh through better road connectivity, Union Minister Nitin Gadkari inaugurated and laid the foundation stone of 7 National Highway projects costing Rs 1,128 crore and total length of 222 km in the presence of Chief Minister Shivraj Singh Chouhan, Union Minister Narendra Singh Tomar, Jyotiraditya Scindia, Ministers of Madhya Pradesh and all MPs-MLAs, in Gwalior.

Considering the geographical importance of Madhya Pradesh in connecting the network of highways, these projects implemented will facilitate movement, save fuel. Better connectivity will be provided to take electrical transformers, spices, chanderi silk and tribal art across the country. Tourism will be encouraged, employment will be created, due to which Chambal region will develop and the state will be prosperous.

These projects will facilitate traffic through bypass construction in Mihona, Lahar, Daboh and Bhander. The famous Sanchi Stupa, Chanderi and Shivpuri tourist places will be easily accessible. There will be better connectivity between Rajasthan, Madhya Pradesh and Uttar Pradesh. Also, inter-state movement between Bhopal, Gwalior and Jhansi districts will be smooth. With the completion of four lane bridge from Maharani Laxmibai statue to IIITM on Swarnrekha river in Gwalior, it will be easy to move from one end of the city to the other.

6 Lane Access Controlled Greenfield Highway from Rajasthan/Gujarat Border to Santalpur Section of NH-754A Being Built at Cost of Rs. 2,030 Crore

n a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari informed that the project for 6 lane access controlled Greenfield Highway from Rajasthan/Gujarat Border to Santalpur section of NH-754A is in full progress.

The Minister said this stretch is the part of Amritsar-Jamnagar Economic Corridor in Gujarat under Bharatmala Pariyojana Phase-1 & is being built at a project cost of Rs. 2,030 Crore. Once the project is completed, the travel time within this section will reduce by 2 hours and travel distance by 60 Km.

Gadkari said reducing pollution level, median & avenue plantation throughout the stretch would enrich the ecosystem and boost SDGs. The stretch would facilitate easy movement of Border forces/Armed



forces/Military vehicles etc. as it is closer to Indo-Pak Border, he added. Making New India the Hub of World Class Infrastructure under the Modi Gadkari said government is actively committed towards Transforming India through excellent connectivity & world class infrastructure.

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leadership of Prime Minister Narendra



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Guwahati Gets Rail-cum-Road Bridge Worth Rs. 996.75 Crore Across Brahmaputra River

n a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari said furthering Prime Minister Narendra Modi's vision of Gati Shakti, the project for Rail-cum-Road Bridge across Brahmaputra river near the existing Saraighat bridge at Guwahati has been approved at the cost of Rs. 996.75 Crore which will be shared by



NHAI & Ministry of Railways. He said the cost of approaches/viaducts Rs. 322 Crore will be entirely built by

NHAI.

Gadkari said the bridge would connect north bank of Assam to south bank i.e. Guwahati across Brahmaputra river. Once the bridge is completed, it would provide seamless & strategic connectivity across river with heavy traffic at present of more than 75000 PCUs (Passenger Car Units), he added.

Nitin Gadkari Lays Foundation Stones for 8 National Highway Projects Worth Rs. 3000 Crore in Rajamahendravaram

nion Minister for Road
Transport and Highways
Nitin Gadkari laid the
foundation stones for 8
National Highway Projects worth Rs.
3000 Crore in Rajamahendravaram,
Andhra Pradesh in presence of Andhra
Pradesh Roads & Buildings Minister
Dadisetti Ramalingeswara Rao, BJP
State President Somu Veer Raju, MPs,
MLAs and senior officials.

Addressing the gathering Gadkari said

once the projects are completed, they will provide green field road connectivity to Kakinada SEZ*, SEZ Port, Fishing Harbour and Kakinada Anchorage Port, which will smoothen the export of rice, sea food, oil meals, iron-ore, bio-fuel, granite etc. through Kakinada Port.

The Minister said the road projects include construction of 5 flyovers at K a i k a r a m, M o r a m p u d i, Undarajavaram, Tetali & Jonnada and

after their completion, it would provide hasslefree and safe traffic movement for places like Namavaram, Satellite City, Mandapeta, Ramchandrapuram, Kakinada a, Undarajavaram, Nidadavolu, Tanuku Town and Kaikaram. Special safety features will be ensured for the rectification of

blackspots.

Gadkari said the other 3 projects that include 4-laning of Vakalapudi-Uppada-Annavaram & Samarlakota-Achampeta Junction and construction of 2-lane with paved shoulders from Rampachodavaram to Koyyuru will provide road connectivity to religious locations such as Samarlakota, Annavaram Bikkavolu, Ryali & Pithapuram. He said it would also provide road connectivity to tribal areas such as Araku & Lambasinghi and important tourist destinations of Andhra Pradesh such as Arakku Vallev & Caves. It would also provide safe, better and fast intra-state connectivity through Kakinada and Alluri Sitharama districts, he added.

Gadkari said government under the visionary leadership of Prime Minister Narendra Modi is dedicated to unfolding prosperity in Andhra Pradesh through world class infrastructure & the development of above projects would create large scale employment in the state.



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Aeva Demonstrates 4D LiDAR Technology For Commercial Vehicles



eva, a leader in nextgeneration sensing and
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showcased its 4D
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commercial vehicle industry at the
upcoming IAA Transportation
conference in Hanover, Germany,
reported Buisness Wire.

Aeva's Aeries II sensor delivers breakthrough sensing and perception performance using Frequency Modulated Continuous Wave (FMCW) technology to directly detect the instant velocity of each point, with centimeter per second precision, in addition to precise 3D position at long range. Its compact design is 75% smaller than the previous generation Aeries sensor while achieving the strict environmental and operational standards expected by OEMs and automotive customers.

Visitors to Aeva's booth (D02, Hall 12) experienced a live demonstration of Aeries II and its LiDAR-on-chip technology first-hand. Aeva provided demo drives for attendees to

experience the unique benefits of Aeva's 4D LiDAR technology, including:

• Instant Velocity Detection: Directly measure velocity for each point of

Instant Velocity
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each point of detection,
in addition to 3D
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detection, in addition to 3D position, to perceive where things are, and precisely how fast they are moving.

- Long Range Performance: Detect, classify and track objects such as vehicles, cyclists and pedestrians at long distances.
- Ultra Resolution: A real-time camera-level image providing up to 20 times the resolution of legacy time of

flight LiDAR sensors.

- Road Hazard Detection: Detect small objects on the roadway with greater confidence at up to twice the distance of legacy time of flight LiDAR sensors.
- 4D Localization: Per-point velocity data enables real-time vehicle motion estimation with six degrees of freedom to enable accurate vehicle positioning and navigation without the need for additional sensors, like IMU or GPS.

Notably, Aeries II is the first sensor on the market to integrate Aeva's unique LiDAR-on-chip technology. It integrates all key sensor components including transmitters, receivers and optics onto silicon photonics in a compact module. This design uses no fiber optics, resulting in a highly automated manufacturing process that allows Aeva to scale deployment of its products and lower costs to meet the needs of automotive OEMs and other volume customers.

- x -

Garrett Motion Highlights Importance Of Advanced Cybersecurity Software For Commercial Vehicle Fleets



arrett Motion Inc., a leading differentiated automotive technology provider, will be showcasing its Connected Vehicle software solutions that help automakers effectively secure, optimize, and maintain their fleets at the International Motor Show (IAA) in Hannover.

Garrett's cybersecurity solutions help safeguard against cyber-attacks, ensure regulatory compliance, and identify root causes to optimize a vehicle's performance and integrity.

"The importance of our Connected Vehicle software and cybersecurity solutions for trucks is that, in last two years, half of all companies in Germany have been the target of a cyberattack," said Josh Foster, Garrett's general manager of Connected Vehicles. "Hackers not only target a company's internal systems or secrets; cybercrime is extending to vehicles – especially commercial trucks."

To strengthen roadgoing vehicle security, UNECE and country-specific lifecycle cybersecurity management system regulations are being introduced to manufacturers and suppliers to ensure connected vehicle integrity is protected and continuously monitored. Covering both in-vehicle and cloud, UNECE R155 requires both passenger vehicle and commercial truck manufacturers to select appropriate solutions for end-to-end cybersecurity.

"Historically, trucks have been largely self-contained electronic systems, so protection against external attack was not a significant risk" Foster explained. "However, increasing digitalization and the associated interfaces like Bluetooth, wireless, cameras, sensors, and other advanced driver assistance systems (ADAS) that are an important part of today's truck world today are making these highly complex systems more vulnerable to outside cyber-attacks."

The cybersecurity market is not only driven by EU regulations; in China and Japan, corresponding regulations are also on their way to becoming law and will be introduced as mandatory for manufacturers in the years ahead.

The Garrett cybersecurity management solution consists of four core products:

CAN IDS (Intrusion Detection System) – Onboard IDS that monitors CAN traffic and detects or blocks irregularities. IDS also operates independently from the vehicle's hardware and operating system.

Ethernet IDS – Ethernet Firewall and IDS that analyzes and controls Ethernet traffic and blocks malicious messages onboard.

Host IDS – Host IDS monitors and detects anomalous cyberattacks on high-performance automotive computers.

SOC (Security Operation Center) and (SIEM) - Analytic and forensic tools for the Security Operations Center (SOC) and Security Incidents and Events Management (SIEM) that help understand root cause of an onboard alert, saving time and money for OEMs and fleet operators. It combines Security Information Management (SIM) and Security Event Management (SEM) for real-time analysis of security alerts from source applications and network components. SIEM thus serves the safety of the truck and is a software product that can be installed centrally, analyzing cyber alerts from millions of vehicles.

Notification Issued For Tyre Rolling Resistance, Wet Grip And Rolling Sound

The Ministry of Road Transport and Highways has issued a notification dated 28th June 2022, amending rule 95 of the Central Motor Vehicles Rules 1989. It mandates requirements of Rolling resistance, Wet Grip and Rolling Sound Emissions for tyres falling under classes C1(passenger cars), C2 (light truck) and C3 (truck and bus), as defined in the Automotive Industry Standard 142:2019. The said tyres shall meet the Wet grip requirements and Stage 2 limits of Rolling Resistance and Rolling Sound Emissions, as specified in this AIS. With this regulation, India will be aligned with UNECE (United Nations Economic Commission for Europe) regulations.

The rolling resistance of tyres has an impact on fuel efficiency; wet grip performance influences braking performance of tyres under wet conditions and promotes vehicular safety. The Rolling sound emission relates to the sound emitted from the contact between tyres in motion and the road surface.

Here're glimpses of the Gazette notification:

G.S.R. 479(E).—Whereas, the draft rules further to amend the Central Motor Vehicles Rules, 1989 were published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R 331(E), dated the 17th May, 2021 in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (I) inviting objections and suggestions from all persons likely to be affected, before the expiry of the period of thirty days from the date on which copies of the Official Gazette containing the said notification were made available to the public;

And, whereas, copies of the said notification were made available to the public on the 17th May, 2021;

And whereas, objections and suggestions received from the public in respect of the said draft rules have been duly 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 (Tenth Amendment) Rules, 2022.
- (2) Save as otherwise provided in these rules, they shall come into force on the date of their publication in the Official Gazette.
- 2. In the Central Motor Vehicle Rules, 1989, in rule 95,-
- (a) In sub-rule (1), for the letters and figures "IS:15636-2005" the letters and figures "IS:15636-2012" shall be substituted, after six months from the date of publication of this notification in the Official Gazette;
- (b) after sub-rule (1), the following sub-rule shall be inserted, namely:-
- "(1A) The tyre designs falling under class C1, C2 and C3, as defined in AIS 142:2019, and as applicable, shall meet the Stage 2 limits of Rolling Resistance and Rolling Sound Emissions and limits of Wet Grip, as specified in AIS 142:2019, as amended from time to time, till such time the corresponding BIS specifications are notified under the Bureau of Indian Standards Act, 1986 (11 of 2016) as per the timelines given in the Table below, namely:-

TABLE

SI.	Tyre Description	Date of Impleme	ntation
No.		Rolling Resistance, Wet Grip	Rolling Sound
(1)	(2)	(3)	(4)
1.	New designs of tyres to be fitted on Motor Vehicles and falling under Class C1, C2 and C3 as applicable as per of AIS 142	01st October 2022	01st October 2022
2.	Existing designs of tyres to be fitted on Motor Vehicles and falling under Class C1, C2 and C3 as applicable as per AIS 142	01st April 2023	01st June 2023

Explanation.- For the purpose of this sub-rule.-

- (i) the expression "new designs of tyres" means any tyres approved as per IS 15633/IS 15636, on or after the date of implementation of AIS 142 and to be OE fitted on new motor vehicles;
- (ii) the expression "existing designs of tyres" means any tyres approved as per IS 15633 /IS 15636, before the date of implementation of AIS 142 and being OE fitted on new motor vehicles".

[No. RT-11036/61/2021-MVL] AMIT VARADAN, Jt. Secy.

Note.- The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i) vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and lastly amended vide notification number G.S.R. 413(E), dated the 2nd June, 2022.

- X -

Notification Regarding Vehicle Location Tracking Device For Vehicle Carrying Any Dangerous Or Hazardous Goods

It has been brought to the notice of Ministry of Road Transport and Highways that vehicles, which are not under the ambit of national permit, carrying various gases viz Argon, Nitrogen, Oxygen etc. and goods of dangerous or hazardous nature, are not fitted with Vehicle Location Tracking Devices.

Accordingly, the Ministry, vide G.S.R 617(E) dated 3rd August, 2022, has mandated that every vehicle of categories N2 and N3, manufactured on and after the 1st Day of September, 2022, in the case of new models, and 1st day of January, 2023, in the case of existing models, carrying dangerous or hazardous goods, shall be fitted with a vehicle tracking system device as per AIS 140.

Here're glimpses of the Gazette notification:

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS NOTIFICATION

New Delhi, the 3rd August, 2022

G.S.R. 617(E).—Whereas, the draft of certain rules further to amend the Central Motor Vehicles Rules, 1989 was published, as required under sub-section (1) of section 212 of the Motor Vehicles Act, 1988 (59 of 1988), vide notification of the Government of India in the Ministry of Road Transport and Highways number G.S.R 127(E), dated the 15th February, 2022, in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (I), inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the official Gazette containing the said notification were made available to the public;

And whereas, copies of the said Gazette notification were made available to the public on the 15th February, 2022;

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

Now, therefore, in exercise of the powers conferred by clauses (k) and (l) of sub-section (1) of 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 as Central Motor Vehicles (Eleventh Amendment) Rules, 2022.
- (2) They shall come into force on the date of their publication in the Official Gazette.
- 2. In the Central Motor Vehicles Rules, 1989, in sub-rule (1) of rule 129, after clause (iv), the following clause shall be inserted, namely:-
- "(v) every vehicle of categories N2 and N3, manufactured on and after the 1st Day of September, 2022, in the case of new models, and 1st day of January, 2023, in the case of existing models, carrying dangerous or hazardous goods, shall be fitted with a vehicle tracking system device as per AIS 140."

Explanation .- For the purpose of this clause, the expression,-

- (a) "existing model" in respect of a vehicle of category N2 or category N3, means the vehicle in respect of which a type-approval certificate has been issued under section 110B of the Act, on or before the commencement of the Motor Vehicles (Eleventh Amendment) rules, 2022;
- (b) "new model" in respect of a vehicle of category N2 or category N3, means the vehicle in respect of which a typeapproval certificate has been issued under section 110B of the Act, after the commencement of the Motor Vehicles (Eleventh Amendment) rules, 2022.".

[F. No. RT-11036/19/2022-MVL]
MAHMOOD AHMED, Jt. Secv.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (I), vide notification number G.S.R. 590(E), dated the 2nd June, 1989 and lastly amended vide notification number G.S.R. 479(E), dated the 28th June, 2022.



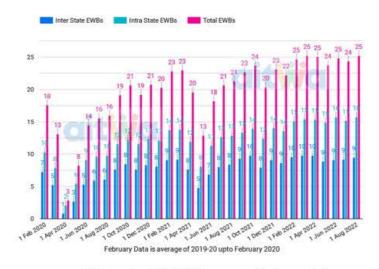
Eway Bill Dashboard

Developed & compiled by



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

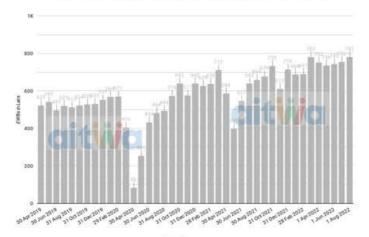
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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

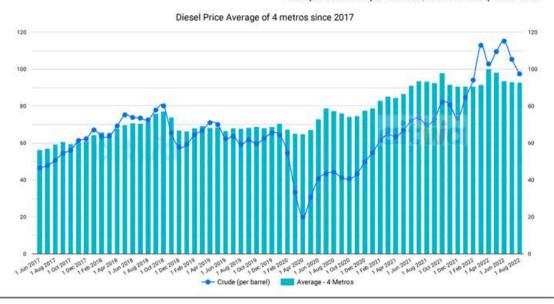


Total number of monthly EWBs generated (in lacs per month)

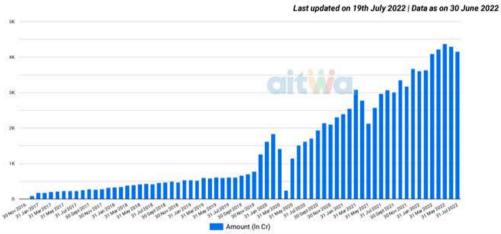


Diesel Dashboard

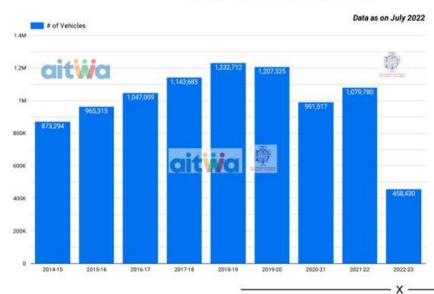
Last updated on 4th September 2022 | Data as on 4th September 2022



Toll Collection Dashboard



National Permit Vehicles in India



राष्ट्रीय राजमार्ग लॉजिस्टिक्स प्रबंधन लिमिटेड और जवाहर लाल नेहरू पोर्ट ट्रस्ट (जेएनपीटी) ने महाराष्ट्र के जालना में मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) के विकास के लिए समझौता ज्ञापन पर हस्ताक्षर किए

महाराष्ट्र के जालना में केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी और केंद्रीय पत्तन, पोत परिवहन और जलमार्ग मंत्री और आयुष मंत्री सर्बानंद सोनोवाल की उपस्थिति में मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) के विकास के लिए राष्ट्रीय राजमार्ग लॉजिस्टिक्स प्रबंधन लिमिटेड और जवाहर लाल नेहरू पोर्ट ट्रस्ट (जेएनपीटी) के बीच एक समझौता ज्ञापन पर हस्ताक्षर किए गए। इस अवसर पर केंद्रीय राज्य मंत्री जनरल वी.के. सिंह, केंद्रीय राज्य मंत्री और जालना के लोक सभा सांसद रावसाहेब पाटिल दानवे, केंद्रीय राज्य मंत्री डॉ. भागवत किशनराव कराड, महाराष्ट्र के राज्य मंत्री अब्दुल सत्तार, उदय सामंत और संदीपन भुमारे और अन्य सांसद भी उपस्थित थे।

इस अवसर पर अपने संबोधन में गडकरी ने कहा कि मराठावाड़ा क्षेत्र के विकास के लिए एक प्रेरक के रूप में कार्य करते हुए, जालना एमएमएलपी क्षेत्र के एक कार्यकारी शुष्क बंदरगाह के रूप में कार्य करेगा और स्क्रैप, फल और सब्जी प्रसंस्करण इकाइयों, बीज उद्योगों और कपास क्षेत्र पर आधारित इस्पात और संबद्ध उद्योगों का इस समझौते से बहुत लाभ होगा। उन्होंने कहा कि यह समृद्धि मार्ग और दिल्ली-मुंबई औद्योगिक गलियारों को जोड़ेगा। मंत्री महोदय ने कहा कि यह बुनियादी ढांचा कृषि उत्पादों के निर्यात को बढ़ावा देगा और जालना को मराठवाड़ा क्षेत्र के ऑटोमोबाइल क्षेत्र के विशाल केंद्र में परिवर्तित कर देगा।

गडकरी ने कहा कि मल्टीमॉडल अवसंरचना के विकास के लिए एक ऐतिहासिक क्षण की पटकथा लिखते हुए, प्रधानमंत्री नरेन्द्र मोदी के नेतृत्व में सरकार ने माल ढुलाई को केंद्रीकृत करने और लॉजिस्टिक्स लागत को अंतर्राष्ट्रीय मानकों के अनुरूप सकल घरेलू उत्पाद के 14 प्रतिशत से 10 प्रतिशत से कम करने के उद्देश्य से भारतमाला परियोजना के अंतर्गत 35 मल्टी मॉडल लॉजिस्टिक्स पार्क (एमएमएलपी) के विकास को स्वीकृति दी है। उन्होंने कहा कि यह पहल मल्टी मॉडल लॉजिस्टिक्स पार्क को माल ढुलाई के निर्बाध मोडल शिफ्ट के लिए एक मंच प्रदान करेगी। उन्होंने कहा कि सड़क परिवहन और राजमार्ग मंत्रालय की टीम लगातार सड़क, रेल, जल और वायु संपर्क सहित परिवहन के स्थायी साधनों की खोज के अभियान पर है।

इस अवसर पर अपने संबोधन में सर्वानंद सोनोवाल ने कहा कि महाराष्ट्र के जालना में मल्टी-मॉडल लॉजिस्टिक्स पार्क से किसानों के साथ-साथ निर्यात-आयात-एक्जिम व्यापार को भी बहुत लाभ होगा। उन्होंने कहा कि महत्वाकांक्षी पीएम गतिशक्ति और राष्ट्रीय लॉजिस्टिक्स नीति के अंतर्गतत, यह लॉजिस्टिक्स क्षेत्र को बढ़ावा देगा और आर्थिक विकास में वृद्धि करेगा। मंत्री महोदय ने कहा कि इससे किसानों को कम कीमत पर अपना माल वैश्विक बाजार में ले जाने में बहुत फायदा होगा, जिससे प्रधानमंत्री नरेन्द्र मोदी जी के किसान की आय दोगुनी करने के सपने को पूरा किया जा सकेगा।

सरकार ने ऑटोमोबाइल उद्योग में बदलाव लाने में ई-वाहनों के महत्व पर जोर दिया

केन्द्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा कि ऑटोमोबाइल उद्योग को और अधिक ई-वाहन बनाने के काम में लगाया जा रहा है। महाराष्ट्र के पुणे स्थित मर्सिडीज कंपनी के चाकन प्लांट में भारत में निर्मित पहली मर्सिडीज-बेंज लक्जरी इलेक्ट्रिक कार (580 4 मटिक) को लॉन्च करते हुए, उन्होंने कहा कि वैकल्पिक ईंधन के आधार पर ऑटोमोबाइल उद्योग में बदलाव लाने के प्रयास किए जा रहे हैं। उन्होंने कहा कि सरकार के पास एक ऐसी नीति है जिसमें आयात का विकल्प है और जो किफायती, प्रदूषण मुक्त एवं स्वदेशी है। केन्द्रीय मंत्री ने पेट्रोल और डीजल की तुलना में पर्यावरण के अनुकूल एवं किफायती विकल्प के रूप में जैव ईंधन के महत्व को दोहराया।

केन्द्रीय मंत्री ने कहा कि हमारे पास सबसे अधिक संख्या में कुशल एवं प्रतिभाशाली युवा इंजीनियर उपलब्ध हैं, जो बेहद सक्षम व बुद्धिमान हैं और अनुसंधान एवं विकास कार्यों में महत्वपूर्ण योगदान देंगे। उन्होंने कहा कि ऑटोमोबाइल उद्योग जीएसटी के रूप में राज्य और केन्द्र सरकारों को अधिकतम राजस्व का योगदान देता है।

वाहन स्क्रैपिंग नीति के बारे में बात करते हुए, उन्होंने कहा कि हमारे पास एक करोड़ दो लाख वाहन स्क्रैपिंग के लिए तैयार हैं, लेकिन वर्तमान में केवल 40 स्क्रैपिंग इकाइयां ही उपलब्ध हैं। केन्द्रीय मंत्री ने देश के प्रत्येक जिले में चार स्क्रैपिंग इकाई खोलने का प्रस्ताव रखा ताकि 2000 इकाइयां खोली जा सकें।

गडकरी ने पुणे और पिंपरी नगर निगम क्षेत्र से गुजरने वाले राष्ट्रीय राजमार्ग-48 के एनडीए (चांदनी) चौक से रावत/किवाले खंड का निरीक्षण भी किया। इस निरीक्षण का मुख्य उद्देश्य इस खंड में यातायात संबंधी समस्याओं को हल करना था और वाकाड जंक्शन, भुमकर चौक जंक्शन, रावत जंक्शन को बेहतर बनाना था।



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- DEDICATED FLEET OF 500 + VEHICLES WITH GPS ENABLED DEVICES
- SPECIALISATION IN CUSTOMS & REGULATORY CLEARANCE
- WEB BASED TRACKING OF SHIPMENTS AND EXPORT DOCUMENTS
- DELIVERING 15 MILLION + PACKAGES ANNUALLY
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GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT AND HIGHWAYS RAJYA SABHA UNSTARRED QUESTION NO-2001 ANSWERED ON- 03/08/2022

ANPR CAMERAS ON NATIONAL HIGHWAYS

2001. SHRI K.R.N. RAJESHKUMAR:

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

- (a) whether Central Government has any proposal to install Automated Number Plate Recognition (ANPR) cameras at various National Highways to provide better safety to the citizens;
- (b) whether the Ministry has received any proposal to install ANPR cameras from the State Government of Tamil Nadu; and
- (c) if so, the funds allocated to install ANPR cameras, if not, the reason therefor?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Automated Number Plate Recognition (ANPR) cameras have been installed on Delhi- Meerut Expressway on pilot basis.

In addition, Ministry has issued notification vide G.S.R 575 (E) dated 11th August, 2021 for Electronic Monitoring and Enforcement of Road Safety. The electronic enforcement device means a speed camera, closed-circuit television camera, speed gun, body wearable camera, dashboard camera, Automatic Number Plate Recognition (ANPR), Weigh in Machine (WIM) and any such other technology specified by the State Government.

- (b) No, Sir.
- (c) Does not arise.

X

। सद्दे नेवधारत टाइमर । मई दिल्ली । १८ मितबर 2022

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डिलिवरी की स्पीड बढ़ेगी, माल दुलाई पर खर्च होगा कम : पीएम

प्रधानमंत्री मोदी ने नैशनल लॉजिस्टिक नीति की शुरुआत की

प्रधानमंत्री नरेंद्र मोदी ने शनिवार को नैशनल लॉनिस्टिक नीति को शरुआत को। उनोने कहा कि यह गीति परिवहन क्षेत्र की चनौतियों का समाधान देने वाली र्जीतम होर तक डिलिवरी की गति बढ़ाने और कारोबारे के लिए धन को बचन करने वाली है। इस नीति से कारोबारी को लॉजिस्टिक लागत मौजूदा 13-14 कीयरी से घटकर हकाई ओड़ में आने का

प्रधानमंत्री मोटी ने कहा कि आज भारतीय बंदरगाही की कुल क्षमता में काफी वृद्धि हुई है और पोले का औसत 'टर्न-अगडंड टाइम' 44 घंटे से घटकर 26 घंटे पर आ गया है। उन्होंने कहा कि बंदरगातों और समर्पित माल प्रतियारों को जोड़ने वाली स्वत्रस्थल परियोजना ने लॉजिस्टक कनेक्टिकेटी और इन्फ्रास्ट्रक्यर विकास के व्यवस्थित कार्ये में सुधार लाना शुरू कर दिया है। भारत अब दनिया की पांचवी सबसे बड़ी अवंध्यवस्था वन गया है और यह विनिर्माण के केंद्र के तौर पर उभर रहा है। उन्होंने कहा कि घरेलू विनिर्माण को बतावा हेने के लिए सरकार द्वारा शरू की गई उत्पादन से जुड़ी प्रोत्सहन योजना (पीएलआई) को विश्व ने स्वीकार किया है। उन्होंने बहा कि लॉजिस्टिक क्षेत्र को मजबूर्त देने के लिए सरकार टेक्नॉलजी का इस्तेमाल कर रही है और सीमा शुल्क में बिना अधिकारी के सामने जार



पीएम ने कहा कि लागत 13-14 फीसदी से घटकर इकाई अंक में आ सकती है

'पहले कबतर छोड़ते थे, आज चीता छोड़ रहें हैं

कार्यक्रम में प्रैएम ने कहा कि एक ही देन नेशनल लॉजिस्टक पॉलिसे को लॉन्च करने और नध्य प्रदेश के चूनने पार्क में वीता को छोड़ने में एक कनेक्शन हैं। उन्होंने कहा कि यह चहते हैं कि लॉजिस्टकर, चीत की पति से चले। देश भी उसी तेज गति से आगे बढ़ना चाहता है। उन्होंने कहा कि देश दुनिया की पांचडी बड़ी अर्थव्यवस्था बन चुका है। देश बदल रहा है। पीएम ने कहा, 'पहले हम कबूतर छोड़ते थे, आज चीत छोड़ रहे हैं।

ई-वे बिल और फास्टरैंग भी लॉजिस्टिक लॉजिस्टिक पॉलिस सभी सेक्टर के लिए क्षेत्र में प्रभावशीलता बढ़ा रहे हैं।

पोएम ने कहा कि कोई भी पहिसते परिणाम नहीं होती हैं, यह प्रारंभ होती है। पॉलिसी के साथ परफॉरमेंस का रोडमैप तो वह प्रोग्रेस बन जती है। उन्होंने निर्माण की तरफ एक अहम कदम उठाया है। मेक इन इंडिया तथा आत्मनिर्भर होते भारत की गूंज हर तरफ है। भारत नियांत के बड़े लक्ष्य तय कर खा है, उन्हें पूरा आकलन को व्यवस्य शुरू कर दी गई है। भी किया जा रहा है। ऐसे में नैशनल

नई कर्ज लेकर आई है। डोन नेति का किक करते हुए प्रधानमंत्री ने कहा कि इससे लॉजिस्टिक क्षेत्र बेहतर होगा।

भारत में लॉजिस्टिक्स यानी माल दुलाई बिजनेम करीब 215 अनव डॉलर का है। कहा कि आज देश ने विकस्ति भारत के इस पर होने वाला खर्च जीडीपे का 13-14 फीसदी है। सरकार इसी खर्च को कम करना चाहती है, ताकि नियंत को बहाय जा सके। साथ ही देश को लॉजिस्टक्स के मामले में दुनिया के अग्रणी देशों के साथ मकावले में लाय जा सके।

आईटीआई खोले गए

 पोटीआई, नई दिल्ली । प्रधनमध् ने शनिवार को कहा कि ससकार ने युवाओं के कौराल विकास और नए संस्थाने की स्थापना को सर्वाधा प्रथमिकता दी है। उन्होंने देश के युक्जों को कौराल, नवीन कौराल और अविरिक्त कौशल का मंत्र दिय और उन्हें बदलते समय के अनुरूप अपने क्षेत्रज को नहा और लगतर अमोड करने को कहा। पीएम ने कहा देश में कौशल विकास को बढ़ाव देने के विश्व केंद्र समकार 5,000 से अधिक नर कौराल केंद्र खोलेंगी। अईटीआई के छात्रों के पहले दीशांत समारोह को ऑनलाइन तरीके से सबंधित करते हुए मोदी ने कहा कि देश में पौद्योगिकी के आधुनिक होने के साथ-साथ रोजगार के अवसर भी बद रहे हैं। छात्रों को अपने होत्रों में घटनाक्रमों पर नजर रखना चारिए। भारत के युक्जों को शिक्षा के सम्ब ही कौशल में भी समान रूप से दक्ष होना चाहिए, ताकि वर्तमान सदी को भारत की सदी बनाया जा सके। मोटी ने कहा कि पहले आईटीआई की स्थापना १९५० में की गई थी। इसके बाद सात दशक में करीब 10,000 आईटीआई खोले गए। उन्होंने कहा कि आठ वर्ष में उनकी सरकार ने करीब 5,000 नार आईटीआई खोले।

डीलरों के जरिए कारों की सेल परचेज के लिए आएगा नया कानून

विशेष संवाददाता, नई दिल्ली

डीलरों के जरिए खरीदी और वेची जाने वाली कारों के बिजनेस में पारदर्शिता लाने और ग्राहकों को धोखाधड़ी से बचाने के लिए सरकार नया कानन बनाने जा रही है। इसके लिए केंद्रीय सडक परिवहन और राजमार्ग मंत्रालय ने एक डाफ्ट नोटिफिकेशन जारी किया है। लोगों के सझावों के बाद इसे कानूनी रूप दिया जाएगा। डीलर की प्रमाणिकता की पहचान करने के लिए रजिस्टर्ड वाहनों के डीलरों के लिए एक प्राधिकार प्रमाण पत्र की व्यवस्था शुरू की जाएगी। रजिस्टर्ड कार मालिक और डीलरों के बीच वाहन को सौंपने की सुचना देने के लिए एक विस्तृत प्रक्रिया को अपनाया जाएगा। रजिस्टर्ड वाहनों का कब्जा रखने वाले डीलर की शक्तियों और जिम्मेदारियों को भी स्पष्ट किया जाएगा। डीलरों को अपने कब्जे वाले मोटर वाहनों की आरसी को रिन्यू करने, फिटने सर्टिफिकेट, एनओसी, कार को ट्रांसफर करने के लिए ऑनलाइन आवदेन करने का अधिकार दिया गया है।



ड्राफ्ट नोटिफिकेशन मे इन बातों का है प्रस्ताव

 रिजस्टर्ड गाडियों के डीलरों के लिए एक प्राधिकार प्रमाण पत्र की व्यवस्था शुरू की जाएगी डीलर अपने मोटर गाडियों की आरसी को रिन्यू कराने जैसे काम ऑनलाइन करा सकेंगे।

फेक रिव्य पर सरकार रखेगी खंद नजर

■ विस. नई दिल्ली: प्रॉडक्ट और सर्विस के फेक रिव्यू पर सरकार एक सप्ताह के भीतर गाइडलाइंस जारी कर सकती है। इस गाइडलाइंस में एक विशेष प्रावधान यह होगा कि फेक रिव्य पर सरकार खुद नजर रखेगी।

केंद्रीय उपभोक्ता संरक्षण प्राधिकरण (सीसीपीए) खुद इसका संज्ञान लेगा तथा कार्रवाई करेगा। इसका मतलब है कि केवल शिकायत आने पर ही फेक रिव्यू की जांच हो ऐसा जरूरी नहीं रहेगा। सरकार सोशल मीडिया पर नजर रखेगी। अगर सरकार को लगा

किसी प्रॉडक्ट या सर्विस को लेकर रिव्य फेक है तो वह तुरंत जांच करेगी। जांच में रिव्यू फेक पाए जाने पर आगे की

एक उच्चाधिकारी के अनुसार इसके लिए बाकायदा कमिटियां बनाई जाएंगी। इससे फेक रिव्य जल्द पकड में आएगी। फिर कार्रवार्ड भी जल्द होगी। इसका एक फायदा होगा कि फेक रिव्य ज्यादा समय तक मार्केट में नहीं रह पाएगी। फेक रिव्यू करने वाले, कराने वालों को इस बात का डर होगा कि उनका फेक रिव्य जल्द पकडा जा सकता है।

National Logistics Policy to cut costs across eco

TIMES NEWS NETWORK

New Delhi: The government on Thursday said that PM GatiShakti had helped identify critical gaps, speed up implementation of infrastructure projects and the proposed National Logistics Policy, to be unveiled by PM Narendra Modi on Saturday, will create the environment to significantly reduce costs across the economy.

As many as 196 critical infrastructure gap projects related to port connectivity, movement of coal, steel and food products have been identified, and the Network Planning Group (NPG) is coordinating with the concerned authorities to fill these gaps, a senior official



said on Thursday.

Officials said over the last few months, there was greater coordination among ministries, which had led to the resolution of around 1,300 issues, with 40% related to land acquisition, 25-30% dealt with environmental and forest clearances and

around 15% were linked to right of way and right of use. The PM GatiShakti plan

was announced last year with an aim to break departmental silos. The idea is to reduce the logistics cost in the coming years, which agencies have estimated at around 13% in India.

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT

S.	Airport	For	The Mon	Freight (Period Apr	il To Ano
o. no.	Auport	Aug		% 		2021-22	
w.		2022	Aug 2021	Change	2022-23	2021-22	Change
Δ)	15 International		2021	Change			Change
_	Kolkata	12178	11284	7.9	60038	51100	17.2
1	Chennai	29173	30444	-4.2	151579	51199 144879	17.3
2	120.000.000.000.000.000.000.000.000.000.	474	410	15.6	2517	1777	
	Goa						41.6
4	Srinagar	542	589	-8.0	5297	3373	57.0
5	Bhubaneswar	873	901	-3.1	4388	3898	12.6
6	Varanasi	492	392	25.5	1947	1563	24.6
7	Calicut	1207	919	31.3	5653	3608	56.7
8	Amritsar	115	133	-13.5	945	592	59.6
9	Coimbatore	852	620	37.4	3985	2603	53.1
10	Imphal	650	477	36.3	3364	2287	47.1
11	Portblair	548	492	11.4	2704	1964	37.7
12	Vijayawada	128	222	-42.3	486	1009	-51.8
13	Tirupati	8	3	- 15	63	3	
14	Trichy	655	404	62.1	2711	1691	60.3
15	Kushinagar	0	0	-	0	0	
Tota		47895	47290	1.3	245677		11.4
(B)	6 PPP Internation	nal Airpor	rts	1.02	# TJ011	aw UTTU	11.
_				2.4	20005	26712	2.5
16	Ahmedabad	6922	7393	-6.4	38085	36712	3.7
17	Lucknow	1287	1228	4.8	6395	4811	32.9
18	Guwahati	1781	1720	3.5	9902	8106	22.2
19	Jaipur	1523	1335	14.1	7340	4812	52.5
20	Trivandrum	1558	1687	-7.6	6968	7269	-4.1
21	Mangalore	459	318	44.3	1843	1332	38.4
Tota		13530	13681	-1.1	70533	63042	11.9
	7 JV Internationa			7.00-7.00	70000000	0.00000	
-				277	20/12	20000	
22	Delhi (DIAL)	73806	76158	-3.1	376537	377021	-0.1
23	Mumbai (MIAL)	61830	63078	-2.0	328182	315103	4.2
24	Bangalore (BIAL)	34878	37336	-6.6	173848	163904	6.1
25	Hyderabad (GHIAL)	11283	11714	-3.7	61058	55577	9.9
26	Cochin(CIAL)	5468	4938	10.7	25988	22067	17.8
27	Nagpur (MIPL)	797	728	9.5	3990	2924	36.5
28	Kannur (KIAL)	424	0	-	1790	0	
Tota		188486	193952	-2.8	971393		3.7
	1 ST Govt./Pvt.			-2.0	311373	930390	3.1
-	granulation between					-	-
29	Shirdi	91	0	12	308	0	
Tota		91	0	2	308	0	
(E)	10 Custom Airpo	orts					
30	Pune	3540	2785	27.1	17404	11197	55.4
31		1024	978	4.7		4927	14.2
	Patna				5628		
32	Chandigarh	904	946	-4.4	6188	4258	45.3
33	Bagdogra	842	727	15.8	3888	3887	0.0
34	Indore	911	745	22.3	4646	3210	44.7
35	Visakhapatnam	413	363	13.8	2174	1902	14.3
36	Surat	474	461	2.8	2344	2240	4.6
37	Madurai	269	120	-	1357	588	
38	Aurangabad	88	67	31.3	530	273	94.1
39	Gaya	0	0	-	0	0	
ota		8465	7192	17.7	44159	32482	35.9
	70 Domestic Air						
40	Ranchi	438	453	-3.3	3043	2111	44.1
41	Raipur	489	604	-19.0	2375	2282	4.1
12	Jammu	128	139	-7.9	698	567	23.1
43	Leh	131	145	-9.7	743	898	-17.3
					529		-17.0
44 45	Dehradun	83 35	3	- 4)		28	-
-	Udaipur			20.5	108	1224	(3)
46	Agartala	471	361	30.5	2180	1334	63.4
17	Jodhpur	0	0		0	0	
18	Bhopal	278	168	65.5	1287	711	81.0
19	Darbhanga	2	0	·	247	34	
50	Gorakhpur	0	0		0	0	
51	Vadodara	200	85		1001	409	9 6
52	Dibrugarh	119	79	50.6	607	317	91.5
53	Prayagraj	15	0	-	28	0	
54	Rajkot	88	11	- 2	375	33	
55	Silchar	82	92	-10.9	416	299	39.1
56	Jabalpur	15	0	10.7	29	0	37.1
	Belgaum	6	4	50.0	24	17	41.2
				50.0	7	2	+1.2
57	Rajahmunder						
58 59	Rajahmundry Jharsuguda	2 4	3	33.3	19	16	18.8

S.	Airport	For	The Mon	Freight (For The	Period Apr	ril To An
no.	import	Aug	Aug	%	2022-23	2021-22	%
		2022	2021	Change	(71.7) TO TO SOLD	7.10.10.70	Change
(F)	70 Domestic Air						
60	Dimapur	115	108	6.5	570	223	- 1
61	Hubli Kannya (Ch. 1)	4	13	-15.4	24 70	12 57	22.
63	Kanpur (Chakeri) Gwalior	18	0	-10.4	36	0	22.
64	Kishangarh	0	0	34	0	ŏ	
65	Tuticorin	0	0	127	- 1	0	
66	Gaggal (Kangra)	0	0	(4)	0	0	
67	Mysore	0	0	1.0	0	0	
68	Bareilly	0	0	(€)	0	0	
69 70	Kolhapur Kandla	0	0	180	0	0	
71	Jaisalmer	0	0	1.70	0	0	
72	Kalaburgi	0	0	17.	0	ő	
73	Juhu	24	28	-14.3	110	97	13.
74	Jorhat	38	T	127	58	1	
75	Agra	0	0	121	0	0	
76	Barapani (Shillong)	0	0		0	0	
77	Jamnagar	0	0	(4)	0	0	
78 79	Pakyong Agatti	8	15	-46.7	20	49	-59.
80	Bhavnagar	0	0	-40.7	0	0	-39.
81	Diu	0	0		0	0	
82	Hindon	0	0		0	ő	
83	Lakhimpur (Lilabari	1	0	-	5	0	
84	Rupasi	0	0		0	0	
85	Bhuj	0	0	- 2	0	0	
86	Pantnagar	0	0		0	0	
87	Bhuntar	0	0		0	0	
88	Bikaner Prbandar	0	0	141	0	0	
89 90	Cuddapah	0	0	2.41	0	0	
91	Pathankot	0	0	7+1	0	0	
92	Jalgaon	0	0	000	0	0	
93	Tezu	0	0		0	0	
94	Tezpur	0	0	7.5	0	0	
95	Hyderabad (Begumpet)	0	0	100	0	0	
96	Salem	0	0	- 4	0	0	
97	Adampur (Jalandhar)	0	0		0	0	
98 99	Shimla Khajuraho	0	0		0	0	
	Pondicherry	0	0	241	0	0	
	Ludhiana	0	0	(*	0	0	
	Bhatinda	0	0	(#.	0	0	
103	Kota	0	0	190	0	0	
104	Sholapur	0	0		0	0	
	Safdarjung	0	0		0	0	
	Coochbehar	0	0		0	0	
	Keshod (Junagarh)	0	0		0	0	
108	Gondia Kanpur (Civil)	0	0	12	0	0	
		1001	370.7		1		52
	Domestic Airports 17 St.Govt. / Pvt	2805	2315	21.2	14610	9501	53.
		_			240		_
110	Durgapur Lengpui(aizwal)	47 37	44	-15.9	340 178	117	52.
111	Nasik(Hal ozar)	0	34	-13.9	0	35	32.
113	Jagdalpur	0	0	51	0	0	
114	Kurnool	0	0		0	0	
115	Bilaspur	0	0		0.	0	
116	Nanded	0	.0	21	0	0	
117	Sindhudurg	0	0	20	0	0	
	Vijayanagar	0	0	-	0	0	
	Pasighat	0	0		0	0	
	Bidar Bangalara/HAL	0	0		0	0	
122	Bangalore(HAL) Pithoragarh	0	0	-	0	0	
123	Mundra	0	0		0	0	
124	Hisar	0	0		0	0	
125	Jamshedpur	0	0	2	0	0	
126	Rourkela	0	0		0	0	
	7 St.Govt. / Pvt Airports	84	79	6.3	518	153	
(H)	Other Airports	0	0	-	0	0	
	otal (A+B+C+D+E+F+G+H)	261356	264509	-1.2	1347198	1262220	6.

(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	31	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	354 s	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	9.	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	9	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	Ņ.	781	3166	143	10	1873	8387	-15.75
MUMBAI	TRF APRIL-AUG., 2022	14860	684	2315	109	5	2851	1	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		·	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.

Important Advisory On CBIC Notification

(GST on International Outbound Freight)

his is to give an update on the CBIC Notification number: 02/2018 (C-Rate) IGST, dt 25/01/2018.

According to the notification, CBIC granted a complete exemption from IGST liability, in terms of powers vested under Section 11 of CGST Act 2017 for outbound international freight with a sunset clause up to 30th September 2018.

However, it was extended time and again and finally further extended till 30th September 2022 vide Notification No. 07/2021 (R)-IGST rate till 30/09/2022, wherein the following services are covered:

- (a) supply of service of transportation of goods by air from a place in India to a place outside India
- (b) supply of service by way of transportation of goods by a vessel from a place in India to a place outside India.

After the expiry of the validity mentioned in the notification and with no further extension, i.e. w.e.f. 1st October 2022 the following transaction would be taxable under GST:

- (a) Ocean export freight billed to a customer in India is to be charged at the GST rate of 5%.
- (b) Air export freight billed to a customer in India to be charged at the GST rate of 18%.

Additionally, it is also important to note that in cases of outbound

The new proviso to Section 12(8) has been inserted with effect 01/02/2019 which states that Provided that where transportation of goods is to a place outside India the place of supply shall be the destination of such goods. This is subject to levy in terms of Section 7(5) of the IGST Act 2017 as Inter-State transactions. Now. therefore, as per proviso to section 12(8)(c) read with section 7(5)(c) of the IGST Act 2017, these supplies will be subjected to IGST with the place of supply as outside territory and levy as Inter-State transactions

shipments whether by air or by sea or by any other means where both the parties are in India i.e., the location of the supplier and the location of recipient is in India, then the place of supply shall be determined in terms of Section 12(8)(c) of IGST Act 2017. The new proviso to Section 12(8) has been inserted with effect 01/02/2019 which states that Provided that where transportation of goods is to a place outside India the place of supply shall be the destination of such goods. This is subject to levy in terms of Section 7(5) of the IGST Act 2017 as Inter-State transactions. Now, therefore, as per proviso to section 12(8)(c) read with section 7(5)(c) of the IGST Act 2017, these supplies will be subjected to IGST with the place of supply as outside territory and levy as Inter-State transactions.

In a nutshell, one needs to understand that when there is an event where no further extension is granted to the above exemptions then IGST shall be levied on all outbound freight transactions when the provider of service bills it to a person in India and the IGST on ocean freight is at 5% and air freight is 18% is payable. Till the exemption notification is issued, exporters should pay accordingly, however, can claim ITC of the same.

"Not having the best situation, but seeing the best in your situation is the key to happiness." — Marie Forleo

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