



# परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

# Parivahan Pragati

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



Liability Risks Of Logistics Service Providers  
With Special Focus On Carriers Legal Liability

► **Page 12**

Project For Chennai Port To Maduravoyal Corridor  
In Tamil Nadu To Be Completed By December 2024

► **Page 20**

McKinsey Study: Built To Last - Making  
Sustainability A Priority In Transport Infrastructure

► **Page 28**

Government Calls For Fast Paced, Integrated &  
Sustainable Infrastructure Development

► **Page 54**





# One Organization Multiple Solutions

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



**"END TO END INTEGRATED MULTI-MODAL LOGISTICS SOLUTIONS"**



**IRC (INDIA LTD.)**  
**IRC SUPPLY CHAIN SOLUTIONS LIMITED**  
**IRC WAREHOUSING & 3PL SOLUTIONS**



**CORPORATE OFFICE:** IRC House, 846- Joshi Road, Karol Bagh, New Delhi-110 005, Phone : 011-41548000 (5 lines) • Fax : 011-41548005  
Email: [ircl@ircgroupglobal.com](mailto:ircl@ircgroupglobal.com) • [www.ircgroupglobal.com](http://www.ircgroupglobal.com) **REGIONAL OFFICES:** Chennai • Mumbai • Kolkata  
**JAPAN OFFICE:** Mr. Yoshiharu Shimizu, Email : [y.shimizu@ircgroupglobal.com](mailto:y.shimizu@ircgroupglobal.com), (M) +81 80 33051740  
**OVERSEAS OFFICES:** USA, Singapore and Bangladesh

MEMBER OF :





# contents

## 04 Editorial

- ▶ India's Logistics Sector Is Just Doing Fine!

## 06 Outlook

- ▶ Indian Road Transportation: Challenges Are Plenty
- ▶ Digitization: The Future For The Transport And Logistics Sector

## 10 Logistics Policy

- ▶ Importance Of Logistics Policy On MSMEs

## 12 Carrier Legal Liability

- ▶ Liability Risks Of Logistics Service Providers With Special Focus On Carriers Legal Liability

## 14 Technology

- ▶ Challenges of Smart Transportation, Globally!

## 16 Draft Notification

- ▶ बीएच श्रृंखला संशोधन के लिए मसौदा अधिसूचना

## 18 Special Campaign 2.0

- ▶ Special Campaign 2.0 For Swachhta And Disposal Of Pending References

## 20 Multimodal Connectivity

- ▶ Project For Chennai Port To Maduravoyal Corridor In Tamil Nadu To Be Completed By December 2024

## 22 Highways For Us

- ▶ First Phase Of Delhi-Mumbai Express Highway From JNPT To Delhi To Be Completed This Year
- ▶ Work Is Nearly Complete On Churhat Bypass Including The Twin Tunnel On The Rewa-Sidhi Section Of NH 75E In Madhya Pradesh
- ▶ Review Of Delhi-Jaipur Section Of NH 48
- ▶ Nagpur To Pune Journey Will Be Possible In Eight Hours

## 28 Study

- ▶ McKinsey Study: Built To Last - Making Sustainability A Priority In Transport Infrastructure

## 32 First Of Its Kind

- ▶ Government Launches Pilot Project On Flexi-Fuel Strong Hybrid Electric Vehicles (FFV-SHEV) In India

## 34 From NHAI

- ▶ NHAI InvIT Minimum Investment Amount Has Been Kept Low At Rs 10,000

## 38 Bilateral Talks

- ▶ Roundtable Conference Focusing On Partnership & Collaboration Between India And Australia In Emerging Opportunities Such As Infrastructure Firms, Road Safety, IT Solutions And Road Infrastructure

## 39 AITWA Launches LotS

## 40 Celebration

- ▶ Diwali Milan, 2022

## 42 Strategies For Us

- ▶ केंद्र उच्च यातायात घनत्व वाले राज्य राजमार्गों को राज्यों से अपने हाथ में लेने, 4 या 6 लेन वाले राजमार्ग बनाने और फिर 12-13 वर्षों के भीतर टोल संग्रह के जरिए अपने निवेश की वसूली करने की योजना बना रहा है

## 44 Government Policies & Initiatives

- ▶ केंद्रीय मंत्री नितिन गडकरी ने भारतीय प्रौद्योगिकी संस्थान के विद्यार्थियों से जैव-सीएनजी, जैव-एलएनजी और जैव-ईंधन से हरित हाइड्रोजन के उत्पादन के लिए जैव-प्रौद्योगिकी के उपयोग पर अपने शोध पर ध्यान केंद्रित करने का आग्रह किया

## 46 AITWA - IRTDA Data

## 48 Newspaper Cutting

## 50 Parliament Session

## 52 Statistics - Air Freight

## 53 Statistics - Ocean Freight

## 54 Where's The Future

- ▶ Government Calls For Fast Paced, Integrated & Sustainable Infrastructure Development

EDITOR-IN-CHIEF: S. N. Arya

EDITOR: Ashok Gupta

PRINTED & PUBLISHED BY: Ashok Gupta

SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

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

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

The All India Transporters Welfare Association, as a matter of policy, disclaims its responsibility for any views expressed by the authors/employees. The views expressed in this magazine are those of the authors and do not necessarily represent the views of either the organisation to which they belong or the All India Transport Welfare Association. This magazine is strictly for private circulation only. All India Transport Welfare Association, Website: www.aitwa.org, Email: aitwaho@gmail.com, info@aitwa.org



# India's Logistics Sector Is Just Doing Fine!

**E** From transportation to customer service, inventory management to the flow of information, and order processing logistics industry includes all the activities of the supply chain. Besides, it also encompasses warehousing, material handling, purchasing, packaging, information dissemination, and maintenance among other activities of the supply chain.

As per the revenue, the global logistics market was valued at US\$ 8185.46 billion in 2015 and is expected to reach US\$15522.02 billion by 2023, growing at a CAGR of 7.5% from 2015 to 2024. The market in terms of volume was valued at 54.69 billion tons in 2015 and is expected to reach 92.10 billion tons by 2024 growing at a CAGR of 6% from 2016 to 2024.

The Indian logistics sector is also well placed, with a value of USD\$ 150 billion, it is contributing 14.4 % of the country's GDP. With the easing of FDI norms, implementation of GST, increasing globalization, growth of e-commerce, positive changes in the regulatory policies, and government initiatives such as "Sagarmala", and "Make in India", the sector is expected to touch greater heights.

To realise this, the government has launched the much-awaited New Logistics Policy (NLP) to cater to all the key stakeholders across the country's vast yet fragmented logistics landscape. The new framework comes with a special emphasis on streamlining processes for seamless coordination, and reduction in overall logistics cost, besides pushing employment generation and skilling of the workforce.

Prime Minister Narendra Modi while launching the policy said, "From 13 to 14% logistics cost, we should all aim to bring it to single-digit as soon as possible. This is a low-hanging fruit if we have to become globally competitive." The PM further asserted

that the PM Gatishakti National Master Plan will support the National Logistics Policy.

The government further stated that Unified Logistics Interface Platform ULIP will bring all the digital services related to the transportation sector into a single portal, freeing the exporters from a host of very long and cumbersome processes. Under the mega policy vision, a new digital platform Ease of logistics Services - e-logs has also been started. Through this portal, industry associations can directly take up any such matters which are causing problems in their operations and performance with government agencies. A complete system has also been put in place for the speedy resolution of such cases.

Echoing with the government, the logistics sector also believes that the launch of NLP is a landmark move for the sector. The policy will help bring down the transportation, warehousing and inventory costs, which will consequently reduce the overall logistics cost down to around 8% of GDP in the next 5 years. Digitalization of the logistics sector and the creation of unified portals will play a crucial role in bringing the logistics sector together.

Today, it feels great to see the growth of the logistics industry, no doubt it will keep growing at a fast pace if India can bring down its logistics cost from 14% to 9% of the GDP (level in the US), savings to the tune of USD 50 billion will be realized at the current GDP level, making Indian goods more competitive in the global market. Moreover, growth in the logistics sector would offer improved service delivery and customer satisfaction leading to the growth of the export of Indian goods and the potential for the creation of job opportunities.

It is estimated that the total workforce will increase from the current 22 million to over 31 million by the end of 2022. That means this sector alone will



**Ashok Gupta**

generate additional requirements of over 9 million people across all the modals-roads, railways, ports, and aviation. Government and associated stakeholders including sector skill councils, training institutions, and logistic firms will need to ramp up their training capacity to cater to the growing training needs of the sector. It will also involve various efforts such as:-

- Creation of Kaushal Kendras for every sub-sector addressing the demand
- Engage with the Logistic Companies to invest in skill development as their CSR activity
- Review and update the existing QP/NOS as per the sector requirement.
- Synthesise the various training programs and educational courses and align them to the job roles in the logistics sector that would allow for career progression and lateral mobility
- Bring in transnational equivalence of the QP/NOS which would permit placement of LSC-certified candidates abroad

We can expect that the NLP will influence the logistics sector and it will be a key contributor to India's GDP as India aims to become a \$5 trillion economy in a few years. The focus must be on connectivity and superior infrastructure as these aspects will become more critical to achieving the set goal.





**APML**  
AGARWAL PACKERS AND MOVERS LTD.

# DIVERSIFIED FLEET SIZES AVAILABLE

1200+ Owned Platform Vehicles In Different Sizes

Size	Dimensions (LxW)	Weight Capacity (Kgs.)
24 Ft. (Single Axle)	24 x 8.5	11,425
32 Ft. (Single Axle)	24 x 8	11,425
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



## OUR FLEET ROLLS IN THE WORST & MOST DIFFICULT TERRAINS

Imphal | Guwahati | Tehri Garhwal | Pahalgam & more...



**DOUBLE DECKER**

IN SIDE VIEW OF DOUBLE DECKER  
Partition can share the  
"LOAD OF GOODS"  
Result: "ZERO DAMAGE"



[www.agarwalpackers.com](http://www.agarwalpackers.com)

**09 300 300 300**



# Indian Road Transportation: Challenges Are Plenty

**T**ransport companies face multiple problems while transporting goods from one place to another. Be it transferring heavyweight cargo or sensitive materials, the well-maintained road is the key to delivering goods to their desired destination on time and safely. Other issues make transporters' jobs even hard.

## **India's road infrastructure: Same road, multiple vehicles**

A major problem of Indian roads is high traffic conditions. The same road is used by various types of vehicles such as high-speed trucks, cars, tractors, two-wheelers, driven carts, cyclists etc. all these things create a high traffic jams, pollution, congestion, road accident etc.

However, the government has done exceptionally well in road construction and road improvement. The huge budget allotted to the ministry of road transport is being used efficiently. Now, road accident cases have decreased by nearly 37 per cent from 5,01,423 in 2015 to 3,66,138 in 2020.

## **Good roads make transportation easy in the rainy season**

Most Indian roads are not safe for operating heavy haulage vehicles because of poorly maintained roads. The condition deteriorates especially during the rainy season. As per the estimate, the transport companies of the country bear around 200 crores per year on the wear and tear of the vehicles. The same road condition can be seen in the case of National highways as well. The situation has improved by yards but weak pavement, distressed bridges, poor riding quality, congested cities and lack of wayside amenities are still the area of concern for safer transportation.

## **Diverse India, diverse toll tax**

All of us take pride in India being so vibrant and diverse. But this has created a negative thought in the minds of transporters. Simply because the laws and regulations of every state are different and there are multiple toll tax counters, and check posts, which bring down the speed of the vehicles and create a problem for transporters as this impacts the delivery of logistics services.

## **Missing basic amenities on Indian Highways**

The Roads transportation system in India lacks wayside amenities like first aid centres, telephone booths, repair shops, clean restrooms, hygienic eateries, vehicle parking stands and clean public utilities all under one ambience. In addition, little attention is given to road safety issues and also road safety rules violation laws.

The road development sector of India gets little contribution from the private sector. The reason behind this is low returns and gestation period. The legislative framework of our country also pays little attention to its development and repair. The construction and engineering part is yet to gear up to meet the challenges.

## **Good policies are ignored to gain political millage**

Another major road transportation problem in India is there is no strong policy taken by the government of India regarding road development. A set of agencies or commissions have been framed to look after the maintenance and construction of roads but unfortunately, lack of coordination between the agencies and the government lead to a contradictory situation and results in bad road condition.

There is no sufficient fund for the maintenance and construction of roads. In fact, over the years, the percentage of allocation has decreased



**Ramesh Agarwal**  
National President, AITWA

a lot whereas this task requires high priority. In the five years, the allocation was calculated as 6.9 per cent and now it has come down to 3.6 in recent days.

## **Step Treatment in Road and Rail Transportation**

Rail and road are the two most important means of transportation across the globe. When these two sectors work hand in hand both the industry grows and the entire human race benefits. Unfortunately, little coordination is seen between them. While railways need to be engaged in shifting heavyweight goods road transport should be used for transporting small or sensitive goods over small distances. But, this kind of planning can hardly be seen in the transportation structure of our country and these transport companies face major problems.

Further, in the last three to four years it is observed that the government has shifted its focus from roadways to waterways and railways for transportation. The government is claiming that these modes will reduce the total cost. As of date even while railways have been the cheapest mode of transportation 67 per cent of the transportation happens through road carriers. This must be understood by the government.

## **Urgent need for modernisation road**



## transportation department

The road transportation system of our country requires immediately upgraded modernization and the latest technology. In the road transport sector, the use of old technology and vehicles are still prevalent which ultimately increases the number of road accidents.

The use of outdated vehicles is a major reason for road accidents as well as environmental pollution in India. However, here, it is important to mention that most professional project cargo companies use modern vehicles and advanced technology to ensure the safest transportation of goods.

## Overloading a serious concern

The problem of overloading can be observed everywhere across India. The government should implement strict guidelines to eradicate this dangerous practice which takes thousands of lives every year. However, states like Bihar, Uttar Pradesh, Jharkhand, and Andhra Pradesh have implemented certain acts and rules on road transportation to combat this issue. Ironically, many states have allowed rampant overloading by issuing a special token that can be availed by paying a certain amount of fees. This is certainly unacceptable and uncalled for.

## State-level diversity Road Transportation System India

It seems that state-level diversity is viewed only in a demographic manner, not seeing it geographically. Here a state permits anything or action, then it denies it. Everyone earns income in every state but in every state, Every state has to face different types of paperwork and do-it-all corruption along with the corrupt officials, who may have to deal with actual work Sector is inhumane.

## RTO fines and penalties are too much

Unexpected penalties and conditions are like the Chhattisgarh-3000, Rajasthan-5000, and Gujarat-10000 for the increase of 1 inch and Maharashtra receives 12,400 rupees and thereafter, the administrative officials at the state borders collect

forcibly the painting. The high command does not want to vote and comment (The delusion of employees is such that the Chief Minister is contributing to the Minister of Transportation.)

## Extreme delays and brokerage to obtain Transportation Permission

Rarely have transporters questioned the government for asking high prices for ODC Cargo Transportation Permission letters and procurement sales. But despite paying a huge tax, transporters are unable to understand why they need to spend excessive time for getting the permission letter.

Further, rather than making the documentation process easy the current setup requires a lot of time to get the documentation done. Be it to issue a fresh or reissue of ( driving license, vehicle papers, motor vehicle tax, motor permit, passing, traffic fee etc.) the existing governments (state and central) must make the process friendly.

## Fuel price is a regular problem for Road Transportation Systems in India

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

## Indian vehicle manufacturers' should deliver quality for the Indian market

There is no harm in increasing the revenue. But at what cost? Indian auto manufacturers have every right to deliver quality products for the international market but shouldn't they offer their good products in the national market as well? Once this happens, Indian transporters will be able to rub their shoulders with their international counterparts.

## The rough attitude of the railway department for road transportation India

Road direction to the railway

department is always indifferent. The biggest barrier to road transportation services in India is the railway crossing. Despite government permissions, government employees do not make reasonable contributions even after the bribe and are time-consuming. Not only the transport traders but also the large businessmen and businessmen also have to be raised.

## Shortage of trucks driver and the humiliation they face

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

The remuneration of 53 per cent of the drivers is between INR 10,000 to INR 20,000 per month, which suggests no one thinks about their abysmal living conditions, with no standardisation in wages, lack of social security and incentives to complete a trip on time. Moreover, they receive no social security benefits (such as provident fund, pension, health insurance, life insurance, and gratuity).

In addition to these, drivers too want to lead a respectful life. How would one feel if he is always being left out in society? Truck drivers often become victims of abusive locals and authorities, especially in check posts or while entering markets.

**We can overcome it! We can overcome it!** The above-mentioned problems are a few major road transportation issues in India against which proper measures should be taken both from the private and government sectors. It is all more important because many small and medium-sized businesses are trying to find their feet which cannot do without cargo transports. These businesses will flourish only by keeping customers happy, and by delivering goods most safely within the deadline.



# Digitization: The Future For The Transport And Logistics Sector



**Abhishek Gupta**  
General Secretary, AITWA

The last few years have been a very tough time for the transport and logistics sector. Just like all its peers it also had to take a heavy blow and the industry suddenly found itself surrounded by changes, challenges, and expectations. With stalled product movement, fewer invoices to raise, and the increasing pressure to move online, it was about rebuilding the processes once again. The lack of a reliable and modern logistics digital platform was identified as the main reason that made it difficult for leaders to run the business cost-effectively.

Researchers also have recommended that the logistics and transportation industry always finds it difficult to be ahead in the race when it comes to innovation and digitization as compared to other industries. Challenges related to agility, visibility and sustainability are seen as the core hurdles on the growth path of the \$300

billion industry.

Going by the current situation, logistics companies had no option but to endure digital transformation, as the transport and logistics industry was not been the same for the last few years. What compelled logistics leaders to elevate operational standards to stand apart from their peers are technological evolution, business expansion, complex supply chains, and rising competitive gaps. As digitization became the need of the hour and the foundation to survive and succeed in the market, implementation of digital technologies, exploring digital trends and offering seamless and well-connected digital solutions became crucial.

The digitization of transport and logistics is expected to efficiently and timely solve the evolved challenges at ease. Also, it was predicted that digitization will enhance collaboration and sharing, increase the flexibility of

internal operations, and reduce efforts spent on otherwise complex tasks. In addition, logistics digital solutions were anticipated to address the key challenges faced by the vertical-globalization, the need for more flexible operations, and improved security and compliance.

Further, a digital logistics platform was hoped-for guiding the supply chain, transport and logistics industry.

**- Because Integrated digital logistics platforms implement powerful data-driven insights**

to optimize operations, solve internal inefficiencies and better customer interactions. Logistics digitalization enables data analytics that further improves operational visibility and connectivity between systems, allowing products to move seamlessly through the value chain.

**- Because it can automate back-office processes for higher accuracy and fewer errors.**

High operational costs have always been an issue for the transport and logistics industry. Operational costs such as salaries, capital expenditure, property costs, etc., all contribute to the high costs that must be priced into the overall shipping quotes. Manual and human-led solutions occupy a major chunk of these operational



costs, which is why moving to a centralized digital logistics platform seems to be the best solution. It offers better integration, flexibility, visibility and connectivity than the traditional systems and helps accomplish the much-talked-about goal-the supply chain, transport and logistics digitization.

Logistics digital solutions automate more of the mundane tasks, freeing up your workforce's time to work on more valuable and revenue-generating processes. Then, you gain complete visibility into integrated digital logistics operations like order management, warehouse management, fleet management, financing, customer service, customized pricing, etc., with all these operations benefiting from digitization.

Such a connected, resilient and agile digital logistics platform provides a more customer-oriented, efficient and proactive approach to managing internal operations and costs.

**-Because it can efficiently manage transport and logistics operations.**

Digital solutions for logistics allow vendors to store, analyze, and manage shipping documents and link the critical documents with the related business processes. A centralized digital logistics platform also allows customers to gain greater insights and control into supply chain management. They can easily track products and order movement in real time. Such transparency is the basis for customer-centric transport and logistics management.

**- Because incorporation of leading**

**digital technologies in logistics can increase competency.**

AI and Machine Learning (ML) are



***AI and ML can instantly share data between all parties and systems to ensure transparency and visibility. These solutions can provide optimized results to improve operational efficiency and lower costs. Also, they can allow real-time tracking of goods and vehicles through GPS-enabled services***

meant to increase the competency of the transport and logistics industry. These technologies not only accelerate transport and logistics digitization but allow vendors to service customers in

a focused, fast, and flexible manner. AI and ML can instantly share data between all parties and systems to ensure transparency and visibility. These solutions can provide optimized results to improve operational efficiency and lower costs. Also, they can allow real-time tracking of goods and vehicles through GPS-enabled services. So, such technologies can offer the fastest shipping, reduce order delays, and reduces delivery costs, broadening the gap between you and your competitors.

**- Because it ensures better customer engagement and retention.**

A centralized digital logistics platform enables a single view of your customers across enterprises and third-party service providers so that you can quickly respond to inquiries and behaviour changes and expedite issue resolution.

Logistics digital solutions can engage customers beautifully, manage accounts, and enhance the overall customer service experience throughout their journeys. Also, it can predict future demands and market forecasts.

**- Because it can assist with invoicing and payment solutions.**

Integrated digital logistics solutions eliminate the need to chase down buyers and manually update the freight payment processors and shippers. Automated digital solutions for logistics send out reminders for pending invoices, therefore, maintaining a steady flow of cash throughout.



# Importance Of Logistics Policy On MSMEs



**M**icro, Small, and Medium Enterprises are among the sector whose practices were restricted during the covid time. As compared to the larger enterprises, MSMEs struggle to attain a proper cash flow and operations. Haven said that now is the time to cope and walk hand in hand with the global as well as the local markets in India. On 17th September 2022, our Prime Minister Narendra Modi passed a policy favorable for logistics and especially for the MSME segment. That aimed to promote the seamless movement of goods across India. National Logistic Policy or NLP will work to improve competitiveness for Indian goods in international as well as local markets by building a stronger infrastructure, filling the gaps, and

attracting foreign investments. NLP will definitely be going to work as the roadmap to lower logistics expenses and bring supply chain wastage to a minimum level. Not only this the policy assists MSMEs to become globally competitive whereby following and compiling all the supply side restrictions.

**Now let's see how exactly this New Logistic Policy NLP will function.**

The NLP aims to remove all barriers impeding India's development as a major exporter, manufacturer, and logistics hub through a multi-pronged strategy that would improve necessary infrastructure, reduce costs, eventually bring in more transparency, and include the adoption of innovations in technology to address any difficulties.

## Strategy behind NLP

The goal of the policy, which was initially announced during the Budget speech by Finance Minister Nirmala Sitharaman, is to bring India's logistics expenses down from their present levels of 13–14% of GDP to single-digit percentages. It is anticipated to achieve a 10% reduction in indirect logistics costs, resulting in a 5–8% increase in exports.

A new digital platform called Ease of Logistics Services (E-Logs) has also been introduced as part of the policy, allowing industry associations to raise any concerns about operations and performance with the government. The Unified Logistics Interface Platform (ULIP), which unifies all digital services related to the transportation sector into one portal,



has been announced as part of the policy.

The PM GatiShakti Mission, the policy's associated concern, and the faster and more seamless movement of people and freight between modes of transportation would usher in a new era of ease of movement in the nation.

35 multi-modal logistics hubs will be established around the nation as part of the strategy, which will boost efficient freight transportation while also establishing new growth centers all over India. This strategy is also an integral part of the policy.

### **Here is how National Logistics Policy will reshape the MSME sector.**

#### Overall cost reduction of logistics

The cost of logistics is higher in India than in other developed nations (14%–15% of India's GDP). Therefore, the NLP policy's main objective is to reduce the cost of logistics to 8% – 10% during the following five years. As a result, the cost of transportation will decrease from 6% of GDP to 4%, the cost of warehousing from 3.5% of GDP to 2.5%, the cost of inventory from 2.5% of GDP to 1%, and the cost of order processing/admin from 1% of GDP to 0.5%.

#### Concentrate on creating jobs and improving skills

The NLP will provide a particular focus on developing youth skill sets and opening up job prospects. The curriculum of the training facility may also cover the importance of skilling, which will raise the pay scale of the workers and support the growth of the MSME sector.

#### Encouraging the adoption of technologies

In order to promote technology use in India's logistics sector, the NLP will take a number of steps. By developing a Unified Logistics Interface Platform, a single-window e-logistics market will be made available (ULIP). To give logistics businesses information about the movement of freight around the country, it will bring together seven ministries onto a single platform. Additionally, ULIP will help by granting authorizations for the movement of cargo. Additionally, the rule will encourage India's embrace of blockchain and artificial intelligence and help the integration of the nation's vast unorganized logistics industry.

#### Increasing competition

By lowering logistical costs, the strategy seeks to boost industry competitiveness across the nation. It is also predicted to introduce a wide range of actions to improve infrastructure development and logistical competitiveness, helping the country become a hub for global manufacturing.

#### Ease of logistics (ELOG)

India's logistics market is exceedingly fragmented and complicated. As a result, the strategy will make a number of measures to promote efficient multimodal transportation of goods across the country and raise the competitiveness of Indian goods on both the domestic and global markets.

What do the coming years hold? The workforce and economy are returning to normal, and firms are cautiously optimistic about the future. Greater and fresher opportunities will present themselves to the MSME sector within their market environment. The National Logistics Policy is expected to help the Indian economy recover

from the past two years' poor performance brought on by the pandemic, with MSMEs resolving their supply chain issues and hastening recovery.

### **Impact on industry and economy likely**

Policy improvements like these were urgently required for a sector that employs more than 22 million people and has a market worth more than \$200 billion. Combined, the umbrella policy would address the problems preventing India, a more competitive market and a global manufacturing powerhouse, from growing, in addition to eliminating the need for exporters to engage in a number of drawn-out and tedious processes.

The policy's proper and timely implementation, together with its other essential elements, will give India's logistics industry wings by improving its cost-effectiveness, transparency, convenience of doing business, and degree of predictability regarding delivery timelines. By enabling a transition in logistics from the current over-reliance on highways to trains and canals, a strong logistics infrastructure powered by digital technology will significantly reduce costs.

The strategy will increase domestic enterprises' competitiveness in the global market by lowering transit times and costs (the initiative seeks to reduce logistics costs by up to 25%), opening up new avenues for exporters to expand. The implementation of the new policy will have a significant positive impact on a number of other areas, including job creation and aiding in raising India's position in the world in the Logistics Performance Index of the World Bank.



# Liability Risks Of Logistics Service Providers With Special Focus On Carriers Legal Liability

**L**ogistics Service Providers (LSP) are subject to a variety of risks, including liability risks resulting from their business activities, such as organizing shipments and offering shippers, freight carriers, and other associated entities advice on transportation and services related to transportation.

It is not only limited to the activities aforementioned but also includes a wide range of assembly activities in context to the logistics service, services from the supply chain, quality control, financial services and customer service etc.

However, in order to pro-actively participate in protecting the company from the liability risks, there must be a clear differentiation between activities that are not related to logistics to purely logistics and transportation. Given the speed at which the Indian logistics business is expanding and maturing, a few issues of the logistics industries in other nations are also incorporated as many of the practices of developed markets become spread and absorbed in developing economies at a rapid rate.

Like any other company, logistics must strive to maintain a healthy balance sheet and must take necessary precautions to safeguard itself before a loss happens. The best risk management techniques can lower the risk of the liability. However, one can lower their risk by staying away from service options that may be outside of their comfort zones and range of capabilities and the last resort to reduce or eliminate risk can be through deftly crafted contracts and convince clients and other stakeholders to safeguard their interests through suitable insurance plans and self-insurance for their remaining risks.

## Coverage under Insurance Policy:

A small logistics service provider would want insurance to cover him for the particular services he offers.

However, in order to protect themselves from all the services they offer to their clients, large logistics companies would require a patchwork of policies. One such insurance policy that the logistics supplier takes is Carrier Legal Liability Policy. A small logistics service provider would want insurance to cover him for the particular services he offers. However, in order to protect themselves from all the services they offer to their clients, large logistics companies would require a patchwork of policies.

## Legal Liability of the Carrier:

The Carrier's Legal Liability (CLL) safeguards the Logistics Service Provider in numerous cases. Typically, CLL policies pay the whole amount of which the insured will formally become responsible for paying damages for physical harm or things that are damaged or destroyed, goods while travelling, including both when loading and unloading, and while temporarily keeping automobiles on or off the usual course of travel. The liability coverage begins when the cargo is loaded into the vehicle and remains in effect until either the cargo is discharged at the discharge point or seven days have passed since the vehicle first arrived in the destination town, whichever comes first.

## What is generally covered under the Carrier Legal Liability Policies?

The CLL policy generally covers the liabilities of the LSP (Logistics Service Provider), which occur due to:

- (a) Direct fire-related harm to cargo; explosion or mishap with the transporting vehicle
- (b) Carrier's cargo liability
- (c) Cargo recovery, shipping, and cost of emergency storage
- (d) Pecuniary harm caused by lost freight due to damage to part of the cargo.
- (e) Expenses related to the litigation, such as legal fees etc. opposed to the claimants

(f) Average Adjusters' fees

(f) Breakage brought on by improper handling

(h) Water or flood damage or harm by additional cargo.

## What is not covered under the Carrier Legal Liability Policies?

Traditionally, CLL plans do not cover the following:

(a) Liability under any other contracts not covered under the Carriers Act of 1865

(b) Responsibility for damage to property owned by the insured, his employees, or that is under his control;

(c) Inherent vice, deterioration, wear and tear, spontaneous combustion, or decay of perishable goods;

(d) Consequential loss resulting from loss or damage to goods;

(e) Any effects of riots, strikes, war, or ionizing radiation; and

(f) Refusal by any Government, Government Agency, or other competent authority to issue a necessary permit

(g) Any loss, destruction, damage, or consequential loss to property caused directly or indirectly by, contributing to, or resulting from ionizing radiations, radioactivity contamination from any nuclear fuel, or nuclear waste from the combustion of nuclear fuel

(h) Any illicit, illegal, or smuggled goods.

## Lawyer on the Spot in association with AITWA-

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





**TAILOR MADE  
LOGISTICS FOR  
EVERY NEED**



Our services include a wide array of freight management and customized logistics solutions backed by an automated ERP based software. We leverage our operational expertise, high capacity transportation network, unique technology and our dedicated team to provide nation wide transport services, which includes full truck load & Containerized movement as well as part load services in India, Nepal, Bhutan & Bangladesh. Our portfolio also includes last mile delivery services to e-commerce companies, bulk mine movements and warehouse management services catering to various industry segments.

## **North Eastern Carrying Corporation Ltd.**

CO: NECC House 9062/47, Ram Bagh Road, Azad Market  
Delhi-110 006 (INDIA) T: 011-23517516-19  
E: [co@neccgroup.com](mailto:co@neccgroup.com) | W: [www.neccgroup.com](http://www.neccgroup.com)



# Challenges of Smart Transportation, Globally!

**W**hat is driving the escalation of the smart transportation market - have you tried to find an answer to it? Well, it is the growth of traffic systems and urban population throughout the world, isn't it?

We all know how technology is pivotal to the growth of Intelligent Transportation Systems (ITS) and how to adoption to automation and IoT technologies and the growth of the latest PPP models along with several government initiatives to optimize business growth. Apart from that, the growth in the penetration of analytics and simultaneous innovations in technology to improve customer experience further fuels the progress of this market.

In order to meet the sustainability goals and whip up innovation, smart cities must offer smart mobility solutions. These impediments are related to the swift landscape alteration of urban mobility as viewed through the lens of a smart city planner. It is an urgent need of the hour to design a secure, effectual, and safe public transport systems with mobility-as-a-service (MaaS) and other podiums and to deal with sustainability problems, air quality issues, and traffic congestion, it is also required to look for public-private partnerships (PPPs) and amalgamation with knowledge institutions.

Numerous elements of technology such as network, software, hardware, and multiple vendors are integrated in the smart transportation sector. Devoid of protocol issues and an open interface, it is extremely intricate to integrate smart technology elements with legacy transportation systems. Because of these integration issues, there could be a communication gap between technology-backed modern

systems and traditional systems and also, huge investments are required in the upgrade of the legacy systems. These hurdles are speculated to hinder the growth of this market in the future.

Experts believe that the biggest challenge for the logistics industry is to integrate with the existing infrastructure. For instance in India, over 90 percent of smart transportation needs infrastructure upgrade, which will be all brownfield projects and become not only expensive but also too difficult to implement.

Automation's biggest example is smart mobility where people get accurate information about traffic conditions and different suggestions of routes via Google maps in case of traffic congestion. With the massive dependence on digital technology, another big challenge this sector faces is cyber security attacks. The cybergoons have the potential to attack not only the information technology but also the operational technology that operates the city control and signaling systems. They attack or rather disrupt the networking systems and set off outages in the public transport systems.

## Smart Transportation Systems and Role of Technology

The successful deployment of smart transportation relies on several levels of top-notch technologies like sensors, data communications, cloud, and mobility, which all together form the architecture of IoT. Over the past few years, the swift improvements in these areas have enabled enhanced connectivity of various objects, which will pave the way for a smarter ecosystem. For instance, the unleash of Internet Protocol version 6 (IPv6) helps almost all devices to get connected to the internet, which then offers a superior understanding of the customer behavior that helps in stronger decision-making. High-

performance networking technologies are continuously enhancing the capabilities of solutions and applications, such as rail and road traffic management systems, rail operations management systems, incident management systems, travel assistance systems, and toll collection systems. The continuing developments in technology will help control devices and smart connectivity self-governing and quick-witted. With the utilization of the cloud, smart transportation will gather data from diverse sources and share them all with a centralized control center. In the coming five years, if you look from the angle of technology, the growing adoption and interest in ML/data analytics, IoT, and cybersecurity are going to have the biggest impact on smart transportation ventures.

Another way of intelligent transportation is providing the cars and roadways accurate sensing capabilities through radar, cameras, computer vision, lidar, and AI-integrated sensors. The gathered and accumulated data informs the department of transport about the potholes, weather conditions, pedestrian locations, and icy spots to offer riders with advanced warnings.

Internet of Things (IoT) is a key technology that is having a huge impact on the smart cities and transportation sector. The integration of this technology can craft a network that can be controlled centrally, which in case of a difficult situation can find safe and better routes, effectively maintain and manage the goods, optimize or measure distance covered by every vehicle, and the revenue generation of this sector gets a positive impact. What is important is, IoT helps the transportation sector to benefit from the security, cost-cutting, safety, and development in operational efficacy.





**BLR Logistiks (I) Ltd**

OHSAS 18001:2007 & ISO 14001:2004 Certified

## We Offer **General Transportation & Beyond...**



**Warehousing : 6,00,000 sq ft**

•General •Bonded •Temperature Controlled



**Global Freight Forwarding**

Over 50+ International Agents Network



**Project Logistics & ODC**

Multi Location Turnkey Projects



**General Transportation**

Pan India Coverage from 50 years

## **Creating Value |** **by Simplifying Supply Chains**

Corp Off : D-201/202, Lotus Corporate Park, Near Jaycoach Naka, Off W.E. Highway,  
Goregaon – East, Mumbai - 400063, Maharashtra, India.

• Tel : +91 22 4041 9090, 22 6288 9090

• Email : [info@blrlogistiks.com](mailto:info@blrlogistiks.com)





# बीएच श्रृंखला संशोधन के लिए मसौदा अधिसूचना

सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) द्वारा भारत (बीएच) श्रृंखला पंजीकरण चिह्न को शासित करने वाले नियमों में संशोधन को अधिसूचित करने के लिए 04 अक्टूबर 2022 को एक मसौदा अधिसूचना जी.एस.आर 672 (ई) जारी की गयी है। एमओआरटीएच ने जी.एस.आर 594 (ई) दिनांक 26 अगस्त 2021 के माध्यम से बीएच श्रृंखला पंजीकरण चिह्न पेश किया था। इन नियमों के कार्यान्वयन के दौरान, बीएच श्रृंखला इकोसिस्टम को मजबूत करने के लिए कई अभ्यावेदन प्राप्त हुए हैं।

बीएच श्रृंखला कार्यान्वयन के दायरे को और बेहतर बनाने के साथ-साथ इसके विस्तार के लिए, एमओआरटीएच ने निम्नलिखित प्रमुख विशेषताओं के साथ नए नियम प्रस्तावित किए हैं:

1. बीएच सीरीज पंजीकरण चिह्न वाले वाहनों को अन्य व्यक्तियों को, जो बीएच सीरीज के लिए पात्र हैं या पात्र नहीं हैं, स्थानांतरित करने की सुविधा प्रदान की गई है।
2. वर्तमान में नियमित पंजीकरण चिह्न वाले वाहनों को भी आवश्यक टैक्स के भुगतान के बाद बीएच श्रृंखला पंजीकरण चिह्न में परिवर्तित किया जा सकता है, ताकि बाद में बीएच श्रृंखला पंजीकरण चिह्न के लिए पात्र होने वाले व्यक्तियों को सुविधा मिल सके।
3. नागरिकों के जीवन को और आसान बनाने के लिए, निवास स्थान या कार्य स्थल पर बीएच श्रृंखला के लिए आवेदन जमा करने का विकल्प देने हेतु नियम 48 में संशोधन का प्रस्ताव दिया गया है।
4. दुरुपयोग को रोकने के लिए निजी क्षेत्र के कर्मचारियों द्वारा प्रस्तुत किए जाने वाले कार्य

प्रमाण पत्र को और सशक्त बनाया गया है।

राजपत्र अधिसूचना के अनुसार:

**1. संक्षिप्त नाम एवं प्रारंभ** - (1) इन नियमों को केन्द्रीय मोटर यान (... .. संशोधन)नियम, 2022 कहा जाएगा।

(2) इन नियमों में यथा निहित के अलावा, ये नियम आधिकारिक राजपत्र में अपने अंतिम प्रकाशन की तारीख से प्रवृत्ति होंगे।

**2. केन्द्रीय मोटर यान नियमावली, 1989 में** (इसमें इसके पश्चात् उक्त नियमों के रूप में उल्लिखित), नियम 48 में, पहले परंतुक के स्थान पर निम्नलिखित परंतुक रखा जाएगा, अर्थात्:-

“बशर्ते कि वाहन स्वामी द्वारा स्वेच्छा से चुने गए बीएच श्रृंखला के तहत वाहन के पंजीकरण के लिए आवेदन राज्य के किसी भी पंजीकरण प्राधिकारी को किया जाएगा, जिसमें वाहन स्वामी का या तो स्थायी निवास या कार्य स्थान है पंजीकरण प्राधिकारी द्वारा प्रारूप 60 या आधिकारिक पहचान पत्र, जैसा भी मामला हो, में कार्य प्रमाण पत्र के सत्यापन के बाद पोर्टल के माध्यम से स्वैच्छिक रूप से पंजीकरण चिह्न जारी किया जायेगा।

**3. उक्त नियमों में, नियम 51ख में, उपनियम (3) में, प्रथम परंतुक के पश्चात् निम्नलिखित परंतुक अंतःस्थापित किए जाएंगे, अर्थात्:-**

“बशर्ते कि यदि बीएच-श्रृंखला में पंजीकृत कोई वाहन, ऐसे व्यक्ति के नाम पर स्थानांतरित किया जाता है जो बीएच-श्रृंखला के लिए पात्र नहीं है, तो नियम 47 के उप-नियम (1) के खंड (सीए) या (सीबी) के अनुसार ऐसे वाहन संबंधित राज्य/संघ राज्य क्षेत्र में प्रचलित नियमित पंजीकरण श्रृंखला से नए पंजीकरण चिह्न के असाइनमेंट के लिए उत्तरदायी होंगे

और ऐसे वाहन संबंधित राज्य/संघ राज्य क्षेत्र के कराधान नियमों के अनुसार मोटर वाहन कर के लिए भी उत्तरदायी होंगे।

बशर्ते यह भी कि यदि बीएच-श्रृंखला में पंजीकृत वाहन को ऐसे व्यक्ति के नाम पर स्थानांतरित किया जाता है जो बीएच-श्रृंखला के लिए पात्र है, तो ऐसा वाहन बीएच श्रृंखला के तहत वैध रूप से पंजीकृत रहेगा, जब तक कि ट्रांसफरी बीएच श्रृंखला के लिए पात्र रहता है।

बशर्ते यह भी कि यदि किसी भी समय बीएच-श्रृंखला में पंजीकृत वाहन का मालिक, नियम 47 के उप-नियम (1) के खंड (सीए) और (सीबी) के अनुसार बीएच-श्रृंखला के लिए पात्र नहीं रहता है, तो ऐसा वाहन शेष अवधि जिसके लिए कर का भुगतान किया गया है के लिए बीएच श्रृंखला के तहत पंजीकृत रहेगा।”

**4. उक्त नियमों में, नियम 51ख में, उप-नियम (3) के पश्चात्, निम्नलिखित उप-नियम अंतःस्थापित किया जाएगा, अर्थात्:**

(4) यदि किसी भी समय, किसी भी राज्य/संघ राज्य क्षेत्र की नियमित श्रृंखला में पंजीकृत वाहन का मालिक नियम 47 के उप-नियम (1) के खंड (सीए) और (सीबी) के अनुसार बीएच-श्रृंखला के लिए पात्र हो जाता है और ऐसे वाहन का मालिक ऐसे वाहन के लिए बीएच-श्रृंखला में पंजीकरण चिह्न का जवकल्प चुनता है, तो ऐसे वाहन के मालिक को राज्य के किसी भी पंजीकरण प्राधिकरण, जिसमें ऐसा वाहन वर्तमान में पंजीकृत किया गया या रखा गया है को बीएच-श्रृंखला में पंजीकरण चिह्न के समनुदेशन के लिए फॉर्म 27 ए में आवेदन करना होगा।





**agarwalpackers.in**

DRS GROUP SINCE 1984



MR. DAYANAND AGARWAL  
ORIGINAL FOUNDER  
BADE BHAIYA



## DRS Logistics Park - 10 Lakh sq. ft State of Art Warehouse On NH 7, Hyd.

**Available on rent at most competitive rates**

### EXPERIENCE ADVANTAGE

- Over 2 decades of experience in providing 2 million sq. ft of warehouses pan India

### LOCATION ADVANTAGE

- Octroi free area, situated on Hyderabad-Nagpur Highway (Medchal).
- Most economical place for Import storage and all India distribution.
- The Ideal place for Regional Distribution Hub for West & South.

### FACILITY ADVANTAGE \* CONDITIONS APPLY

- Single / 3 phase power available.
- 24 hrs common security for complex.
- 24 hrs water supply.
- ST Bus service and Auto Rickshaws available outside.
- Restaurant & Cafeteria
- Diesel at Discount
- Vehicle work shop
- Medical facilities on call
- Solar powered street lights

### SECURE AND ECO-FRIENDLY



24x7 CCTV  
with live feed



Natural sunlight  
with Turbo  
ventilation on the  
overhead roof



Fire extinguishers  
& alarm systems  
at all areas prone  
to fire hazards



Eco-freindly  
warehouse with  
rainwater  
harvesting

**A DRS Group Initiative - DRS Logistic Park Hyderabad**

**DRS Dilip Roadlines Ltd  
Agarwal Packers and Movers**

# 220, Kabra Complex, 61 M.G. Road, Secunderabad - 500 003.

**For More Details Call : +91 93938 34321**

Web: [www.agarwalpackers.in](http://www.agarwalpackers.in) E mail: [sk@drsindia.in](mailto:sk@drsindia.in)



For More Info Please  
Scan The QR Code



# Special Campaign 2.0 For Swachhta And Disposal Of Pending References

**T**he Ministry of Road Transport & Highways (MoRTH) launched the Special Campaign 2.0 for Swachhta and Disposal of Pending References in October. The Campaign is being carried out in the Ministry and its subordinate offices viz. NHAI, NHIDCL, IRC & IAHE. Under the Special Campaign 2.0, the cleanliness drive is being carried out at about 1200 locations including all the Field Offices of MoRTH, NHAI & NHIDCL, Toll Plazas and Way Side Amenities.

GiridharAramane, Secretary, MoRTH administered Swachhta pledge to the officers and staff of this Ministry at Transport Bhawan on this occasion. He called upon all the officers to ensure that pending references under different categories viz. MP references, PMO references, Public Grievances, Parliament Assurances etc. be disposed of during the campaign. He also directed to strictly follow the directions regarding maximum of 4 level of the channel of submission in decision making by Ministry and all its subordinate offices.

NHAI and NHIDCL also administered the cleanliness pledge to all its officers and employees across the country to mark the beginning of the campaign.

Secretary advised the officers to maintain absolute integrity and utmost cleanliness in all official dealings to ensure corruption free system. Officials should be responsive to the

needs of the general public and try to resolve their grievances at the earliest. Secretary directed that special efforts be undertaken to keep the NH pot holes free and Right of Ways (RoW) be cleaned during the campaign period.

Secretary acknowledged the contribution of the housekeeping staff for keeping office premises neat and

***Secretary advised the officers to maintain absolute integrity and utmost cleanliness in all official dealings to ensure corruption free system. Officials should be responsive to the needs of the general public and try to resolve their grievances at the earliest. Secretary directed that special efforts be undertaken to keep the NH pot holes free and Right of Ways (RoW) be cleaned during the campaign period***

clean and presented them memento. He along with officers and staff gave 'Shramdaan' in the premises of Transport Bhawan. He also took round

of the Transport Bhavan premises to inspect overall cleanliness.

Further, as part of the "Special Campaign 2.0", the Ministry of Road Transport and Highways (MoRTH) is carrying out various activities across the country – from disposing of pending files to maintaining cleanliness at field offices of MoRTH, NHAI, NHIDCL, IRC and IAHE.

The campaign, launched on 2 October, in line with Prime Minister Narendra Modi's vision, making working places clean and reduce the pendency of MP references, PMO references, Public Grievances, Parliament Assurances etc, in order to provide better services to the people.

As part of the Campaign, monitoring of disposal of pending MP references, Public Grievances, record management of files etc is being done by MoRTH on a daily basis through a dedicated portal. Efforts are being made for their quality disposal through coordination among different offices.

Accordingly, till 19 October, 347 MP references, 871 Public Grievances have been disposed of while 484 physical files have been weeded out so far. Cleanliness campaigns have been carried out at 2,433 locations, which include toll plazas, Regional Offices & PIU/PMUs of MoRTH/NHAI/NHIDCL.

As part of the campaign, Union RTH Minister Nitin Gadkari himself inspected the Ministry premises recently and gave necessary instructions to the officials to ensure



that the area is clean. He also took a review meeting in this regard. MoS RTH General (Dr) V.K. Singh also held a review meeting to see the progress of the campaign.

Reports have been pouring in from different parts of the country, where officials and workers are seen to be working in tandem to ensure cleanliness at various toll plazas and Way Side Amenities.



Giridhar Aramane, Secretary, MoRTH while administering Swachhta pledge to the officers and staff of this Ministry, had directed to strictly follow the directions regarding maximum of 4 level of the channel of submission in decision making by Ministry and all its subordinate offices. He advised the officers to maintain absolute integrity and utmost cleanliness in all official dealings to ensure corruption free system.

Further, Secretary MoRTH Smt Alka Upadhyaya held a high level meeting in hybrid mode to review of progress of "Special Campaign 2.0".

Upadhyaya spoke to concerned officials and directed them to take steps to dispose all pending MP references, PMO references, Public Grievances, Parliament Assurances, State Government references etc and ensure cleanliness of the office premises, toll plazas etc, in line with the spirit of the campaign, by target date 31st October, 2022.

As part of the "Special Campaign 2.0",

***As part of the "Special Campaign 2.0", the Ministry has been carrying out various activities across the country – from disposing of pending files to maintaining cleanliness at field offices of MoRTH, NHAI, NHIDCL, IRC and IAHE. The Ministry is also taking special measures to ensure that the National Highway stretches are pothole-free, for the convenience of the highway users***

the Ministry has been carrying out various activities across the country – from disposing of pending files to maintaining cleanliness at field offices of MoRTH, NHAI, NHIDCL, IRC and IAHE. The Ministry is also taking special measures to ensure that the National Highway stretches are pothole-free, for the convenience of the highway users.

Under the campaign, till 29 October, 553

out of 694 MP references, 993 out of 1,049 Public Grievances, 12 out of 16 PMO references, 26 out of 28 State Government references have been disposed of while 7,060 physical files, which were identified for weeding, have been weeded out so far. Cleanliness campaigns have been carried out at 2,466 locations, which include toll plazas, Regional Offices & PIU/PMUs of MoRTH/NHAI/NHIDCL. The Ministry has earned Rs 7.07 lakh by disposing scrap during the campaign. As much as 1,936 sq ft space has been freed after the scraps were disposed.

Besides the Secretary, the review meeting was attended by Additional Secretary (Highways) Amit Kumar Ghosh, JS (Coordination) and Nodal Officer Kamlesh Chaturvedi, JS (Media) S.P. Singh and other senior officials of MoRTH and NHAI. Field officers of MoRTH/NHAI/NHIDCL joined the review meeting through VC.



# Project For Chennai Port To Maduravoyal Corridor In Tamil Nadu To Be Completed By December 2024

In a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari said working towards providing seamless multimodal connectivity in New India the project for Chennai Port to Maduravoyal corridor in Tamil Nadu has been developed at an estimated cost of Rs. 5800 Crore.

The Minister said the proposed elevated stretch of 20.5 km will be developed in 4 sections and will start inside the Chennai Port and end after the Maduravoyal interchange.

Gadkari said the project will be completed by December 2024 & it will serve as a dedicated freight corridor for Chennai bound port traffic & increase the handling capacity of Chennai Port by 48% and subsequently reduce the waiting time at the port by 6 hours.

Notably, tenders were called for the construction of a two tier, four lane elevated corridor from Chennai Port to Maduravoyal under the PM Gati Shakti program, reported Swarajya.

This 21-km elevated corridor is to be constructed in four packages. According to the revised plan, out of the 21 km, 12 km corridor is a double-decked corridor. It is located between Maduravoyal on the Chennai-Bengaluru highway and the Napier bridge which is close to the Chennai Port gate.

The first level of the corridor facilitates the movement of light

vehicles between Koyambedu and Chennai Port. The corridor has ramps for entry and exit at 13 different locations. They include Chintadripet, Monteith Road, Binny Road, Spurtank Road, Aminjikarai police station, Kamaraj Salai, Sivananda Salai, College Road and Arumbakkam.

The second level was designed specifically for heavy motor vehicles between Chennai Port and Maduravoyal.

Almost a decade after the project was halted, earlier this year in May, the Memorandum of Understanding (MoU) was signed in the presence of Tamil Nadu Chief Minister MK Stalin and Union Minister of State for Road Transport, Highways, and Civil Aviation Vijay Kumar Singh among the four stakeholders — the Tamil Nadu Government, the National Highways Authority of India, the Chennai Port Authority, and the Indian Navy.

The elevated Corridor will aid in the efficient movement of cargo in and out of the Chennai Port. Currently, trucks are entering and exiting the port through Royapuram, the port's northern end. The new elevated structure will allow entry and exit through the port's southern end in the city centre.

The project will be carried out using the Engineering, Procurement, and Construction (EPC) model. Detailed Project Report (DPR) was prepared by

the National Highways Authority of India (NHAI), the executing agency for the project. The Chennai Port, the State government and the Centre are jointly implementing the project.

Former Prime Minister Manmohan Singh laid the foundation stone for Chennai Port-Maduravoyal Elevated Expressway in 2009. However, the project had encountered numerous controversies due to alignment issues and had to be shelved in the end. Ten years ago, the corridor was going to cost Rs 1,819 crore, but now it will cost Rs 5,862 crore.

A fresh DPR was prepared by NHAI, the executing agency for the project. NHAI is gearing to resume work on the expressway soon and has already confirmed that completed pillars would be put into use after inspecting their structural strength and safety.

As per the report, twin pillars constructed in Chetpet on a span of about 5 km along Koyambedu, Cooum River banks would be used. Two Central government arms - Chennai Port Trust (ChPT) and Indian Navy - have agreed to enter a barter deal for land exchange.

Under the agreement, the Indian Navy will provide the port with 1.09 lakh square feet of land in exchange for an equivalent area closer to the port's boundary near INS Adyar.

A total of 64 houses will be constructed in the parcel that is being provided by the Chennai Port Trust. Following identification of land for construction of houses for the Navy, the project gained further momentum.

In-principle, approval from the Shipping Ministry was also obtained based on a no-objection certification given by the Indian Navy in Chennai. The Indian Navy also received approval from the Defence Ministry.

The State government has recently taken steps to remove 1,500 of the 1,700 encroachments that were along the alignment of the project.





A Trusted Name in Transportation For Years Gone & Years to Come

# ASSOCIATED ROAD CARRIERS LIMITED

NATION-WIDE 4500 DESTINATIONS AND 575 OUTLETS IN 375 CITIES  
EQUIPPED WITH ADEQUATE STORAGE, HANDLING & COMMUNICATION FACILITIES

## Registered Office:

"OM TOWERS" 9th Floor, 32, Jawaharlal  
Nehru Road, Kolkata - 700 071,  
Ph.: 40253535, 22265795

## Office Corporate:

Surya Towers, 3rd Floor, 105, S.P.Road, PB No.1661  
Secunderabad - 500 003, (Telangana)  
Ph.: 27845400, 27841603, Fax : 040-27848869

## DELHI BOOKING OFFICE

Kashmiri Gate	: 1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	: 236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla	: F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	: F-62, Sector - 8, Near Dainik Jagran Press, Noida - 201301	7838900483	0120-2422180	2422771
Faridabad	: 18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	: Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	: 1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh	: WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	: 580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	: CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	: 10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	: Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	: 949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	: 12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi - 110032	9350187302	22832404	
Sadar Bazar	: Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	: BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	: Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonapat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	: 61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	: Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	: B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela	: Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	: "Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi - 110 039 "	9310655231	7995000425	

## DELHI REGIONAL OFFICE

1202A & 1203, D Mall, Netaji Subhash Place, Delhi-110 034  
Ph.: 43590000 • Fax: 43590099 • Customer Care : 43590012  
Email: dlh@arclimited.com • Visit us at : www.arclimited.com





# First Phase Of Delhi-Mumbai Express Highway From JNPT To Delhi To Be Completed This Year

**U**nion Minister for Road Transport and Highways Nitin Gadkari inaugurated the Organic Garden at R.D. & S.H. National College and S.W.A. Science College in Mumbai. R.D. & S.H. National College and S.W.A. Science College also released a book on 'Environment Sustainability Initiatives by R. D. National College'. Apart from the organic garden, the College also has a Water Recycling Plant, a medicinal garden, solar panels.

Sharing details of environment-friendly, recycling initiatives in the country, the Union Minister said that nothing is waste and with the use of appropriate technology, we can convert waste into wealth. "For last 8 years, we are recycling sewage water of Nagpur and selling it to Government of Maharashtra for power generation. We are earning ₹300 cr. annually as royalty." He also shared details of similar projects being undertaken in Mathura, Uttar Pradesh.

Reiterating the significance of green fuels, the Minister said that the Road Transport Ministry is working on diversification of agriculture towards energy and power sector since year 2000. "We are making green fuels like ethanol from sugar cane which is cost-effective, pollution free and indigenous and hence helps in reducing import of fuels." The Union Minister added "ethics, economy and environment are three important pillars of our society".

The Road Transport Minister apprised about the status of the Delhi-Mumbai Express Highway. He said work on the first phase i.e., from Delhi to JNPT will be completed this year itself. "My



plan is to connect Nariman Point to Delhi making it a 12-hour journey".

Speaking about the achievements of Road and Transport Ministry, the Union Minister said "I was pained to know that around one crore people in the country were driving cycle-rickshaw". He added that 80 lakh people among them are driving E-rickshaws, "400 start-ups in the country are making electric scooters, e-rickshaws etc."

The event was attended by members of the Hyderabad Sind National Collegiate Board trustees and other dignitaries.

Union Minister for Road Transport and Highways Nitin Gadkari in September this year announced that the government is constructing the world's longest highway -- the Delhi-Mumbai Express Highway.

The first phase from Delhi-Jaipur (Dausa)-Lalsot and Vadodara-Ankleshwar is expected to be open to traffic by March 2022, while the expressway itself is expected to be completed by March 2023.

"The Expressway will be 1,380 km long and will go up to Jawaharlal Nehru Port Trust (JNPT), But now, we are also planning to take it up to Nariman Point," said Gadkari speaking at an event. The project will get over by March 2022 and India will open up the world's largest expressway, according to him.

Earlier, it used to take around 48 hours to cover the distance between Mumbai and Delhi by truck and 24-26 hours by car. Now it will take approximately 18-20 hours to cover the distance between Delhi and Mumbai by truck and 12-13 hours by car, Gadkari added.

The highway is expected to cross from the tribal districts of Rajasthan, Gujarat and Madhya Pradesh. Gadkari believes this will develop the areas and create many employment opportunities for people.

The expressway will connect the urban centres of Delhi through the Delhi-Faridabad-Sohna section of the corridor along with a spur to Jewar Airport and Jawaharlal Nehru Port to Mumbai through a spur in Mumbai.



# Work Is Nearly Complete On Churhat Bypass Including The Twin Tunnel On The Rewa-Sidhi Section Of NH 75E In Madhya Pradesh

**I**n a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari informed that work is nearly complete on Churhat bypass including the Twin Tunnel on the Rewa-Sidhi section of NH 75E in Madhya Pradesh.

The Minister said moving forward with the vision of sustainable development and ensuring the harmonious coexistence of Man, Nature & Wildlife, this bypass has a Twin tunnel that will result in zero interference to movement of wildlife in the forest.

Gadkari said as a result of the diversion of traffic, the natural habitat where 'White Tiger Mohan' lived, has been found to be restored. He said suitable number of Underpasses will



reduce possibilities for road accidents and ensure road safety. The construction of the tunnel will reduce bottleneck traffic at Mohaniya Ghat and provide smooth transit, he added.

The Minister said the construction of Twin Tube Tunnel has reduced the distance between Rewa to Sidhi by about 7 km with improved geometrics that will also reduce the travel time by 45 mins.

Gadkari said transforming New India

with Sustainability is the hallmark of our Good Governance under the visionary leadership of Prime Minister Narendra Modi.

Notably, it is an over 15-km long road bypass and tunnel project connecting two major districts, known as the first 'white tiger habitats' in Madhya Pradesh's Vindhya region, reported PTI.

The two projects between Rewa and Sidhi districts on the eastern flank of the state, as per the official, will reduce the existing about 80 km distance between them by around 7 km and help in protecting wildlife from vehicular traffic.

Out of the total 15.35 km long 'Churhat bypass' road project, the 'twin tube' six-lane tunnels run for about 2.9 km. The project was envisaged at a cost of about Rs 1,000 crore.

X



***Why try to prove yourself?  
Let others learn sense through  
your innocence.***

*Brahma Kumaris*



## Review Of Delhi-Jaipur Section Of NH 48



**W**ith a commitment to provide good quality national highways, Secretary Ministry of Road Transport & Highways and Chairperson NHAI visited the Delhi - Jaipur section of NH 48 from Delhi to Dharuhera to review the pace of maintenance activities being undertaken by NHAI.

Secretary took stock of the condition of the Highway and directed the contractors engaged by NHAI to complete the work at the earliest. Dedicated teams of NHAI officials and contractors are working round the clock to improve the condition of the road.

The repair work and reconstruction in 225 km long Gurgaon - Jaipur highway has been awarded to three different contractors, who have already been mobilised for taking up

the repair works on priority. One agency has been engaged for 64 km long Haryana portion and 161 km long Rajasthan portion has been awarded to another agency for faster construction. A third contract has been awarded for

***A third contract has been awarded for construction of 15 new structures to resolve the frequent issue of traffic congestion on the Highway. The cost of all these works is Rs. 913 crores***

construction of 15 new structures to resolve the frequent issue of traffic congestion on the Highway. The cost

of all these works is Rs. 913 crores.

The critical locations like Vartika flyover, Rampura flyover, Dharuhera, Masani have been repaired and the progress on the other locations in Haryana portion is being expedited for faster completion.

The NHAI Chairperson, while reviewing the progress of maintenance works, advised for constructing proper diversions including widening of

***The NHAI Chairperson, while reviewing the progress of maintenance works, advised for constructing proper diversions including widening of service roads to ensure smooth traffic movement prior to taking up construction of structures***

service roads to ensure smooth traffic movement prior to taking up construction of structures. The issue of water logging and need for proper drainage for industrial waste of Bhiwadi was also discussed and Secretary MORTH requested state government officials to put in coordinated efforts to resolve the issue.

Delhi-Jaipur national highway is an important link between the national capital and state capital of Rajasthan for socio-economic connectivity of the two cities. The upkeep of this stretch is high priority for NHAI and it is making all out efforts to ensure safe and smooth travel for the commuters.

X

***"All progress takes place outside the comfort zone." -- Michael John Bobak***



# NAVIGATING TOMORROW



Surface  
Transport Solutions

**TCI Freight**

Express Distribution  
Specialist

**TCI EXPRESS**  
LEADER IN EXPRESS

End to End solutions for all  
Logistics and Supply chain needs

**TCI** Supply Chain  
Solutions

Coastal shipping - container  
and bulk cargo movement

**TCI Seaways**

Multimodal  
Logistics Solutions

**TCI CONCOR**  
Multimodal Logistics Solutions

Integrated Cold  
Chain Services

**TCI COLD CHAIN**  
SOLUTIONS

**TCI** Developers  
Ltd.

Our Real Estate arm, leads the  
development of our modern  
Warehouses and Logistics Parks.

**TCI** INSTITUTE OF  
LOGISTICS

Affiliated to NSDC and LSC, TIOL offers  
training programs for different entry-level  
employees in the logistics sector.

**TCI** Foundation

Our social arm, committed to serve the  
nation with a motto of equality and  
better life for all citizens.



A joint venture between TCI and Mitsui & Co  
Ltd. TCI which is a logistics partner for  
Toyota Kirloskar Motors Ltd. & other  
Japanese companies in India.

## KEY FACTS

Group Turnover



\$600 Mn.  
(in 2017-18)

Employee  
Strength



6000+

Vehicles/day  
Managed on Road



12000

Cargo Ships  
(Coastal Waters)



6

Warehouse  
Covered Area



12 (million sq. Ft.)

Own Branch  
Network



1400+

Transport Corporation of India Limited

Corporate Office: TCI House, 69 Institutional Area, Sector - 32, Gurugram - 122001  
E-mail: corporate@tcil.com Web: www.tcil.com | CIN : L70109TG1995PLC019116

Find Us on



# Nagpur To Pune Journey Will Be Possible In Eight Hours



**U**nion Minister for Road Transport and Highways Nitin Gadkari has said that Nagpur to Pune journey will be possible in eight hours. In a series of tweets he said considering the inconvenience to commuters currently traveling from Nagpur to Pune, the Nagpur-Mumbai Samridhi Mahamarg will be connected to the newly proposed Pune-Chhatrapati Sambhajinagar (Aurangabad) Access Control Green Expressway near Chhatrapati Sambhajinagar (Aurangabad). He said this road will be constructed with a completely new alignment by NHAI. Gadkari said this will make it possible to travel from Pune to Chhatrapati Sambhajinagar (Aurangabad) in two and half hours and from Nagpur to Chhatrapati Sambhajinagar (Aurangabad) in five and half hours

***Gadkari said this will make it possible to travel from Pune to Chhatrapati Sambhajinagar (Aurangabad) in two and half hours and from Nagpur to Chhatrapati Sambhajinagar (Aurangabad) in five and half hours through Samruddhi Mahamarg***

through Samruddhi Mahamarg.

Announcing in a tweet, Gadkari wrote, "Nagpur to Pune journey will be possible in eight hours! Considering the inconvenience to commuters

currently traveling from Nagpur to Pune, the Nagpur-Mumbai Samridhi Mahamarg will be connected to the newly proposed Pune-Chhatrapati Sambhajinagar (Aurangabad) Access Control Green Expressway near Chhatrapati Sambhajinagar (Aurangabad)."

He further added that the road will be constructed with a completely new alignment by NHAI.

Explaining the route, he said, this will make it possible to travel from Pune to Chhatrapati Sambhajinagar (Aurangabad) in two and half hours and from Nagpur to Chhatrapati Sambhajinagar (Aurangabad) in five and half hours through Samruddhi Mahamarg."

Currently, to reach Pune from Nagpur, it takes around 14 hours. With the new proposed connectivity, it will cut down the time by around 6 hours.

X



**CJ Darcl Logistics** is one of the India's leading transportation and logistics company with annual group turnover of over ₹2300 Crores (2018-19) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

**○ Freight Movement and Handling Services**

- ★ Full Truck Load
- ★ Multimodal Logistics
- ★ Last Mile Connectivity
- ★ Rail Freight Forwarding

**○ Project Logistics & ODC Movement Service**

- ★ Turnkey Solutions
- ★ Over Dimensional Consignments
- ★ Heavy Lift Consignments
- ★ Route Mapping & Surveys

**○ In-Plant Logistics and Handling Solutions**

- ★ Handling Services
- ★ In-plant Logistics

**○ Container Train Operations**

- ★ Owned Train
- ★ Shared Train operations

**○ Global Freight Forwarding Services**

- ★ Ocean Import / Export freight Management services
- ★ Air Import / Export freight Management services
- ★ Custom Clearance services

**○ Value Added Services**

- ★ Vehicle tracking through GPS
- ★ Safety & Transit Insurance
- ★ Expedited Delivery
- ★ Reverse Logistics
- ★ Freight on Delivery
- ★ Supply Chain Optimization

**○ Transrail**

- ★ Full Truck Load
- ★ Parcel Train

**○ Darcl Nepal**

- ★ Full Truck Load

**○ Fr8ology Private Limited**

- ★ Technology based Logistics Solution

**CJ Darcl Logistics Limited**

CIN No. : U60222HR1986PLC068818

Website: [www.cjdarcl.com](http://www.cjdarcl.com)

**Registered cum Corporate Office:**

Darcl House, Plot No. 55 P, Sector-44, Institutional Area, Gurugram - 122003(Haryana)  
Ph: 9015202121, 25-26, Fax: 0124-4034162, Email: [co@cjdarcl.com](mailto:co@cjdarcl.com), [ro@cjdarcl.com](mailto:ro@cjdarcl.com)

**Head Office: Hisar**

19/3, Tilak Bazzar, Hisar (Haryana)

Ph. 01622-241003-06, 321001-03, Fax: 01662-232269, Email: [ho@cjdarcl.com](mailto:ho@cjdarcl.com)



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



# McKinsey Study: Built To Last - Making Sustainability A Priority In Transport Infrastructure



**B**y now, it's been widely documented that the COVID-19 pandemic has accelerated numerous forces already in play before it began, including digitalization and flexible working models. One area that deserves more attention because of its long-term implications on sustainability is transport infrastructure.

Worldwide, according to the Global Infrastructure Outlook, more than \$2 trillion of transport infrastructure investments will be needed each year until 2040 to fuel economic development. Rapid urbanization, surging demand for freight services, and not to mention the COVID-19 response stimulus plans in many countries are putting pressure on

stakeholders to step up the pace of infrastructure development. Also, although the pandemic temporarily pushed people out of cities in Europe and the United States into more rural areas, signs point to people going back to urban areas, where many students and professionals are returning to schools and offices in person.

Before contractors start improving current infrastructure, or break ground and build airports and ports, lay fresh railway tracks, and pave new roads, it's critical that stakeholders work together to devise ways to transform infrastructure building to become more sustainable. The transport sector is the largest contributor of greenhouse-gas emissions (GHG) within the European Union, accounting for around 28 percent of

total emissions. Unlike many other industries that are gradually taking steps to meaningfully reduce their emissions, the transport sector continues to report around 0.8 percent growth in metric tons of carbon-dioxide equivalent (MtCO<sub>2</sub>e) every year, with passenger cars accounting for the highest portion.

If significant steps are not undertaken to reverse this trend, achieving the climate goals set by global institutions such as the Paris Agreement, the United Nations Sustainable Development Goals, and the EU's aspirations to reach climate neutrality by 2050 would be nearly impossible. Furthermore, regulators and consumers alike are demanding greater sustainability across all industries, including infrastructure.

How can we transform infrastructure to be more sustainable, ultimately improving the level of service and infrastructure durability without compromising on speed of design and construction?

This article presents a holistic road map toward sustainable transport infrastructure, accounting for sustainability's four dimensions: environmental, social, institutional, and economic. In simple terms, this means that sustainable infrastructure should be resilient to climate change, socially inclusive, technologically advanced, productive, and flexible. Proper organizational design, digital tools, performance indicators and a joint approach among all stakeholders are essential to effectively transform infrastructures and ensure long-lasting development. Stakeholders need to collaborate to apply sustainability concepts and metrics across all stages: planning, design, tender, procurement, construction, and operational excellence.

Many forces are converging to usher in an age of significant transport infrastructure spending. From now until 2040, approximately \$2 trillion in transport infrastructure investments would be needed every year.

The global pandemic may have



# P4D

## PAY PER PALLET PER DAY

Now book Warehouse Space online @ [www.p4d.pw](http://www.p4d.pw)



*Everything in its Place And  
Place for Everything*

***An initiative of IndoArya***

### Salient Features

- Flexible Storage
- Security Deposit Free
- Lock - in Free
- Fumigated Warehouse
- Fire Protected
- 24 Hour Services
- 24/7 Power Backup
- 3- Layer Security
- Connectivity to Transport Hubs
- Online Order Management

### We are Available at:

- 📍 Assam
- 📍 Delhi - NCR
- 📍 Goa
- 📍 Gujarat
- 📍 Haryana
- 📍 Karnataka
- 📍 Maharastra
- 📍 Madhya Pradesh
- 📍 Punjab
- 📍 Telengana
- 📍 Tamil Nadu
- 📍 West Bengal

📞 +91 9711203838

📠 +91 9711203888

✉ [info@p4d.pw](mailto:info@p4d.pw)



resulted in a pause for much of global travel last year. Compared with 2019, global air traffic fell by 65 percent in 2020 with regard to passenger volume, while rail traffic dropped by between 40 and 60 percent among European countries. However, the effect is only temporary.

First, by the middle of 2021, many signs point toward recovery. The size of China's domestic-travel market has surpassed 2019 levels since March of this year. Domestic-trucking demand swelled by 15 percent in May 2021 compared with the same time in the previous year, while demand for express cargo continues to surge. Second, passenger and freight transport demand is expected to grow briskly in the coming decades, according to the OECD International Transport Forum 2021. The total passenger demand is projected to increase from roughly 53 trillion kilometers in 2015 to between 65 trillion and 75 trillion in 2030 and 105 trillion and 125 trillion in 2050.

Despite some structural changes triggered by the pandemic, like shifts in the passenger mix, passenger growth is expected to be driven mostly by Asia, which is forecasted to grow by around 3 percent annually between 2015 and 2050. In comparison, in Europe and the United States, growth is expected to be more moderate, at less than 1 percent per year. The rising global population and ongoing economic growth are expected to increase the customer base, demanding transport of people and goods steadily and hence increase the total demand for transport significantly.

A main driver of transport infrastructure spending is the dizzying pace of ongoing and continuing urbanization. According to World Bank data, the global population reached 7.8 billion in 2020, with urban areas accommodating the majority of this boom. According to the World Population Prospects data by the United Nations, between 1950 and 2018, the world's population grew from around 2.5 billion people to 7.6

billion, an annual growth rate of 1.6 percent. Urban population grew faster at a yearly rate of 2.6 percent. In 1950, 30 percent of people globally lived in urban areas. By 2018, the figure had reached 55 percent. Experts predict that the figure will reach 70 percent by the middle of the century.

As urban areas burgeon and sprawl across the world, so too will the transport infrastructure necessary to connect them. In developing and high-growth countries, new transport infrastructures are needed to support population shifts from the countryside to cities. In mature countries, existing infrastructures need to be upgraded to bolster resilience, lower carbon emissions, and decrease maintenance costs.

Furthermore, to mitigate the economic wreckage left by the pandemic, governments around the world have introduced stimulus programs that have sizable infrastructure components. In the United States, President Joe Biden introduced a \$2 trillion plan to upgrade the nation's infrastructure over the next decade. Europe's Recovery and Resilience Facility plan provisions around \$850 billion, while China launched a \$500 billion fiscal stimulus plan targeted at boosting infrastructure investments.

This constellation of market and interventionist forces is generating invaluable opportunities for the transport infrastructure sector; however, it comes at a growing cost to the environment. Not only is the transport sector the biggest contributor of GHG emissions (around 28 percent) but it is also bucking the general decarbonization trend. While other sectors such as industry and power are decreasing emissions annually by 1.5 percent and 1 percent, respectively, the transportation sector is reporting a 0.8 percent annual growth in MtCO<sub>2</sub>e, with passenger cars accounting for the highest portion. It's incumbent on the transport sector to shoulder its part of the global responsibility toward shared environmental goals.

How can the transport sector reduce its

emissions in line with global climate goals while keeping up with demand for transport infrastructure?

The answer is neither straightforward nor simple, and what's needed is a conceptual framework providing a comprehensive way for stakeholders to approach sustainable transport infrastructure. Sustainable transport infrastructure needs to fulfill the four common sustainability criteria (environmental, social, institutional, and economic), which can be accomplished by prioritizing five strategic elements. On top of this, and to do better than what is common practice today, transport infrastructure operators should have clear performance indicators and targets—not only for economic performance but also for environmental, social, and institutional performance.

Environmentally, transport infrastructures could be planned, designed, constructed, and operated with the aim of increasing their level of climate resilience—which includes mitigating climate impact, protecting biodiversity, and minimizing pollution. Sustainable transport infrastructure should catalyze a virtuous circle, in which finite materials are gradually replaced with renewable materials. Where possible, materials should be reusable, repairable, recyclable, and recoverable.

Socially, sustainable infrastructures should consider the external effects on vulnerable populations, preserve cultural heritage, protect human rights, improve quality of life, increase the level of inclusiveness, and make transport services accessible.

The institutional aspect focuses on transport infrastructure's alignment with its country's overall objectives, such as specific paths toward decarbonization. Finally, the economic facet covers the infrastructure's long-term financial viability and its contribution to job creation and economic growth.

With a clear understanding of what



sustainable transport infrastructure is, stakeholders could approach each project from these five angles.

**Climate resilience.** Builders of transport infrastructure could prepare for the rising frequency of extreme weather events due to climate change. Over the next three decades, the McKinsey Global Institute predicts that the global average temperature is expected to climb between 1.5°C and 5°C, and there's more than a 15 percent probability of an increase in extreme temperatures during the summer months. As long-lived assets, transport infrastructure stands to be particularly impacted by the effects of climate change. For instance, many airports are located near water, with a quarter of the world's 100 busiest airports situated less than ten meters above sea level. A handful of them are at less than five meters. As they are more vulnerable to precipitation flooding during hurricane storm surges, more has to be done to help them adapt to rising sea levels.

**Inclusion.** Transport infrastructure is a public good and should promote inclusion in surrounding communities. According to the Global Infrastructure Hub, inclusive infrastructure can be defined as “any infrastructure development that enhances positive outcomes in social inclusivity and ensures no individual, community, or social group is left behind or prevented from benefiting from improved infrastructure.” Examples of inclusive actions are stakeholder engagement, stakeholder empowerment, inclusive policy development and implementation, inclusive project life cycles, and inclusive opportunities such as job generation for business and communities.

**Technology.** Digital technologies are critical in the transitioning of transport infrastructure across its myriad forms toward greater sustainability. In rail, the deployment of advanced train-control and signaling systems—such as the European Rail Traffic Management System (ERTMS) level

2 technologies that use wireless communications to supervise train movement—will eventually enable the rail sector to meet the European goal to make freight transport more sustainable, reaching 30 percent of modal share, from current levels of 18 percent, while reducing capital expenditures and maintenance expenses. Digital applications including optimized movement sequencing, smart metering, and energy solutions can reduce airports' carbon footprint, while the all-around digitization of the shipping supply chain (including cloud and IoT technology, advanced analytics tools to optimize freight scheduling and routing, and adoption of biofuels) could reduce the sector's emissions globally. For roads, the installation of charging infrastructure for electric vehicles is among the most effective smart solutions for roads and highways to improve their sustainability footprint. Other initiatives like smart maintenance (that is, optimization of road maintenance through data analytics) reduces traffic jams, which leads to other environmental, social, and economic benefits.

**Productivity and value creation.** To be more appealing to private capital, transport infrastructure assets need to be highly productive and delivered in a timely manner. This is a particularly challenging issue for the sector due to a high level of fragmentation. Stakeholders could move toward a more circular economy, where the entire supply chain could be incentivized to care about an asset's full life cycle. Instead of being a financial liability, sustainable transport infrastructure should be value creating through sustainable business-model innovation. Global institutions play a critical role in setting up carbon-neutrality targets. Along with the penalties, carbon taxes or carbon price premiums might cause nonsustainable infrastructures to become financial liabilities for owners. Identifying the total cost of ownership and initiatives that can

increase revenues or reduce maintenance overheads is also a critical component. Actors across the value chain could leverage digital platforms to improve visibility, streamline processes, and collaborate to boost efficiency. Similarly, sustainable brownfield interventions could focus on creating value by reducing redundancies and leveraging smart infrastructure capabilities, data analytics, and connectivity across the value chain. For instance, condition monitoring and predictive maintenance paired with road-user data could reduce lane closures and optimize traffic to reduce blockades, congestion, and emissions from vehicles idling.

**Flexibility.** If the COVID-19 pandemic taught us anything about transport infrastructure, it's the importance of flexibility. Transport infrastructure should be able to accommodate abrupt and significant shifts in demand—both predictable and unpredictable—and thus needs to become more flexible. For instance, sustainable transport infrastructure will need to be able to absorb abrupt shifts in types of traffic, such as the air-traffic shift from passenger flights to freight transport experienced during the pandemic.

These four sustainability dimensions and five strategic elements provide a robust definition of what sustainable transport infrastructure could accomplish financially, environmentally, and socially. Tracking performance with clear indicators and metrics, including the number of safety-related incidents or the cost of public transport, has societal benefits. Similarly, the institutional performance of a transport infrastructure asset could be measured by tracking the contribution of the asset toward a country's overarching objectives, such as complying with a specific decarbonization target or regional development plan. Long-term sustainable performance is a competitive advantage that could appeal to many investors.



# Government Launches Pilot Project On Flexi-Fuel Strong Hybrid Electric Vehicles (FFV-SHEV) In India

Union Minister for Road Transport and Highways Nitin Gadkari Launched Toyota's first of its kind pilot project on Flexi-Fuel Strong Hybrid Electric Vehicles (FFV-SHEV) in India which would run on 100% petrol as well as 20 to 100% blended ethanol and electric power. Union Ministers Mahendranath Pandey, Bhupender Yadav, Union MoS Rameswar Teli, Karnataka Minister Dr. Murugesh Nirani, Vice-chairman of Toyota Kirloskar Motors Pvt. Ltd. Vikram Kirloskar and MD & CEO of Toyota Kirloskar Motor Mr Masakazu Yoshimura were also present on the occasion.

Addressing the gathering Gadkari said 6 to 8 percent increase in agricultural growth rate is necessary for AtmaNirbhar Bharat. He emphasized on importance of converting surplus foodgrain and sugar into ethanol for boosting rural economy.

Encouraging 'Anndatas' to become 'Urjadatas', The Minister said the success of this pilot project will create an ecosystem of electric vehicles and make NewIndia, a global leader in the manufacture of these electric vehicles. He said such technologies are innovative, revolutionary, sustainable, cost-effective, energy-efficient & will completely transform the transportation sector in New India.

What are flex fuel vehicles? Flex fuel vehicles or FFV can run on 100 per cent petrol or bio-ethanol or a combination of both. Despite containing less energy than petrol, the calorific value (energy contained in the fuel) of bio-ethanol can be as par with petrol with the help of advanced

technology. Flex fuel vehicles are affordable in the long term as it has low manufacturing cost but it has less mileage though.

What are flex fuel strong hybrid electric vehicles (EVs)? A flex fuel strong hybrid electric vehicle can

***What are flex fuel vehicles? Flex fuel vehicles or FFV can run on 100 per cent petrol or bio-ethanol or a combination of both. Despite containing less energy than petrol, the calorific value (energy contained in the fuel) of bio-ethanol can be as par with petrol with the help of advanced technology. Flex fuel vehicles are affordable in the long term as it has low manufacturing cost but it has less mileage though***

facilitate both fuels and electricity options in a vehicle. Flex-fuel engines that can run on multiple fuels and mixed fuels like petrol, gasoline, or ethanol and having the additional electrical advantage will be more feasible with individuals having multiple options. In India, for shorter distances EV's will work but for longer distances flex-fuel is cheaper for the

long term.

Which one will be better, flex fuel or EVs? According to Ashutosh Verma, founder of Exalta India - manufacturer of two-wheeler EVs - flex fuels are the future in the long run as they are capable of running on a combination of 100 per cent bio-ethanol and their blends along with the strong hybrid electric vehicle technology in the case of flex-fuel strong hybrid EVs.

"The solar-powered EVs can virtually have zero emissions but our future lies with Flex fuel only as fuels like this are being promoted so that India can reduce its dependency on other countries and in the long run utilize its 100% resources, this is only possible when we have all the resources and avenues to utilize them. EV's have dependency on lithium which India does not have, China and African counties are hubs for lithium, and getting it here is a difficult and too costly procedure. So in future Flex Fuel bases engines are the best because they will utilize already stationed petrol pumps and are cost-effective too," Verma said.

Benefits of flex fuel Flex fuel vehicles provide benefits at several levels like emission and energy security. According to Suyash Gupta, director general, Indian Auto LPG Coalition - a flex fuel vehicle using liquid fuel/LPG mix, in use in the west, could see a particulate matter (PM) emission drop by almost 50 per cent. "Energy security- for example, either biofuel or LPG, almost half of it produced domestically as a by-product of the refining process, could even out India's energy security risks also significantly," Gupta added.





Nothing's  
too far

# Our new visual identity. Symbolising our lasting commitment.

With over two decades of moving goods across India, Maa Annapurna Transport Agency has been commonly referred as MATA by all our stakeholders including clients, vendors & well-wishers. Our identity is now a reflection of MATA.

The new identity is driven by the belief that 'Nothing is too far'. Committed to partner organisations in achieving their aspirations, take up every challenge, crossing every terrain and enabling them to reach the distance, MATA is gearing up to welcome a brighter, more audacious future.



2 Decades



350  
branches



400 owned  
vehicles



2000 people



1.5+ million sq ft  
of warehousing  
space across  
India



25+ hubs



400+ loadings  
per day pan  
India



20000+ packages  
delivered daily

Maa Annapurna Transport Agency Pvt limited , Hi-Tech Chambers, 5th Floor 84/1B,  
Topsia Road (South), Kolkata - 700 046, India. P : +91 7890744444, 7890844444, 7890944444.  
F: (033) 22851286. E: corporate@matagroup.in

[www.matagroup.in](http://www.matagroup.in)



# NHAI InvIT Minimum Investment Amount Has Been Kept Low At Rs 10,000



**N**ational Highways Infrastructure Trust (NHAI InvIT), the infrastructure investment trust sponsored by National Highway Authority of India (NHAI) to support Government of India's National Monetization Pipeline, has raised a sum of Rs 1,430 crore from domestic and international investors through placement of its units, for part funding its acquisition of three additional road projects from NHAI. In addition to the above, NHAI InvIT has also filed prospectus with SEBI for issuance of Non-Convertible Debentures (NCDs) to raise Rs 1,500 crore. The NCDs would carry a coupon of 7.90% payable semi-annually and would be available for subscription by both retail and institutional investors.

The Issue opened on October 17, 2022 and closed on November 7, 2022 with

an option of early closure.

The proposed issue has a base issue size of Rs. 750 crores with an option to retain oversubscription up to Rs. 750 crores, aggregating up to Rs. 1,500 crores ("Issue"). The NCD issue offers coupon rate of 7.90% p.a. payable semi-annually and Effective Yield of 8.05% per annum for NCD holders in all categories. The NCDs are proposed to be listed on BSE and NSE (collectively, the "Stock Exchanges") with BSE as the Designated Stock Exchange for the Issue. The NCDs have been rated 'CARE AAA/Stable' by CARE Ratings Limited and 'IND AAA/Stable' by India Ratings and Research Private Limited.

The minimum application size would be ₹ 10,000 (i.e. 10 NCDs) and thereafter in multiples of ₹ 1,000 (i.e. 1 NCD) thereof.

Virtually addressing a press conference organized by NHAI InvIT in Mumbai, Union Road Transport and Highways Minister Nitin Gadkari informed that, in order to enhance participation by domestic investors, NHAI InvIT is issuing Non-Convertible Debentures or NCDs to raise Rs.1500 crore, which have a long dated maturity of 24 years. "The minimum investment amount has been kept low at Rs.10,000, so that common man can participate in it. With that in mind, 25% of the NCD issue is being reserved for retail investors", he informed. The coupon is 7.9% payable half yearly, which works out to 8.05% interest for the year. While the NCDs are not guaranteed by the government or NHAI, it carries AAA rating from two rating agencies, he also stated. "In the current environment, this presents an attractive opportunity to make



# AWARDED

**BEST ROAD FREIGHT FORWARDING COMPANY IN NEPAL & NORTH-EAST INDIA**



- 6 DECADES OF EXPERIENCE IN THE LOGISTICS INDUSTRY
- TEAM OF 1000 + PEOPLE
- 200 OFFICES ACROSS THE SAARC REGION CONNECTED THROUGH ERP SYSTEMS
- 1 MILLION SQ.FT. OF MANAGED WAREHOUSING SPACE
- 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
- IBA APPROVED, GST READY AND CASHLESS TRANSACTIONS ACROSS THE BOARD

## 360 DEGREE SUPPLY CHAIN SOLUTIONS WITH A GLOBAL REACH



AIR



RAIL



ROAD



OCEAN



WAREHOUSING



CUSTOM  
CLEARANCE



INVOICING &  
PACKAGING



INTERNATIONAL  
TRADING

WWW.SUGAMGROUP.COM | INFO@SUGAMGROUP.COM | 1800112243, 011-23257581

SUGAM PARIVAHAN | SUGAM EXPRESS | SUGAM NEPAL | SUGAM BHUTAN POST | SUGAM SUPPLY CHAIN



investments from long term perspective”, said the Minister. “The advantages of an InvIT instrument are that it has stable and predictable cash flows and experienced professionals manage the InvIT and operate and maintain the roads”, he added.

Gadkari said, “NHAI InvIT NCDs present an opportunity for all of you to participate in the National Monetisation Pipeline and building of Atmanirbhar Bharat”. India's growth is only possible when it will be led by its own people and the common man, collectively, has the power to shape a future that we all dream of, he urged.

The Union Road Transport and Highways Minister further informed that Government under the National Monetisation Pipeline, plans to monetize assets worth Rs 6 lakh crore, so that the funds raised can be utilised to build new infrastructure. Here again, NHAI has the largest share under the National Monetization Pipeline at 27%. NHAI launched its InvIT last year not only to facilitate monetisation of roads and also to attract foreign and domestic institutional investors to invest in the roads sector. So far, NHAI InvIT has raised more than Rs.8000 crore from very high quality foreign and Indian institutional investors. Now they are looking to raise additional Rs.2850 crore.

Speaking about NHAI's achievements, the Union Minister said, “Today, there is no part of the country that does not have fully paved. We have given special emphasis to connecting even the farthest and remotest parts of the country, such as North Eastern part of the country through national highways. We are also working hard to provide all-season connectivity to religious and tourist places. The network of Expressways under the Bharatmala Programme being constructed all over the country will boost connectivity to major economic nodes and reduce cost and time of travel. Under PM Gati

Shakti National Masterplan, we are also connecting the remaining economic nodes with NHs. It will bring logistics cost down from 13-14% to 5% of GDP. Over the next 10-15 years, India is expected to be one of the top three economic powers globally, supported by the huge investments done in infrastructure, especially in roads sector”. The government's PLI scheme is helping global companies to shift their manufacturing bases to India, he further said

“Today, we have the second largest road network in the world covering about 63.72 lakh km”, he further informed.

The Press Conference was also addressed by Suresh Goyal, MD & CEO of National Highways Infra Trust and representatives of the lead managers for the Issue.

Moreover, the round#2 of InvIT has been oversubscribed almost 5 times in 10% of the scheduled tenure. This round is special because 25% of the NCDs (Non Convertible Debentures) are reserved for retail investors. Union Minister MoRTH Nitin Gadkari was driving this agenda of giving an opportunity to the ordinary citizens of our country to invest in the Infrastructure space.

With this option retired citizens, salaried individuals, small and medium business owners have a great opportunity to invest in building new India and at the same time get healthy returns (of at least 8.05% per annum). Tomorrow is the historic day as these InvIT NCDs will be listed on BSE and Gadkari will ring the bell marking a great beginning for public participation in Infra funding.

Notably, Union Minister for Road Transport and Highways Nitin Gadkari rang the bell at Bombay Stock Exchange in Mumbai and ceremoniously marked the listing of NHAI InvIT Non Convertible Debentures. Secretary MoRTH and

Chairman, NHAI Mrs Alka Upadhyaya was present alongwith other dignitaries on the occasion. Gadkari thanked all the institutional and retail investors for their overwhelming response and reposing faith in credibility of NHAI.

Gadkari said the listing of InvIT NCDs on Bombay Stock Exchange is historic as it marks the new dawn for People's Participation (Jan-Bhagidaari) in Infra Funding. He said we have reserved 25% of NCDs for Retail Investors. The round 2 of InvIT has been oversubscribed almost 7 times in just 7 hours of its opening. It offers an effective yield of 8.05% per annum with highest credibility, he added. The Minister said he felt very happy that we could finally give the Retail Investors (retired citizens, salaried individuals, small and medium business owners) an opportunity to participate in the Nation-Building activity. The minimum investment slab is just Rs 10,000, he added.

Gadkari said internal rate of return in road infrastructure projects is very good. He said 26 greenfield expressways and several other projects are in pipeline which will provide more investment opportunities. He asked investors to continue their support to infrastructure projects to realise the vision of 5 trillion dollar economy of Prime minister Narendra Modi. He said infrastructure projects are economically viable and will give good returns.

Gadkari said Bonds are a great opportunity to realize Prime Minister Narendra Modi Ji's vision of Aatmanirbhar Bharat. He said huge investments in infrastructure especially roads, are crucial to the socio-economic development of our country & he was confident that more retail investors will take part in next rounds and gradually overtake institutional investors.





# MAHAVEERA TRANSPORT PVT. LTD.

## FLEET OWNERS & TRANSPORT CONTRACTORS

REGD. OFFICE: C-1/14, 2ND FLOOR, PRASHANT VIHAR, ROHINI, NEW DELHI-110085

PH.NO. 011-27557771-2-3 FAX: 011-27557775

Email: [info@mahaveeratransport.com](mailto:info@mahaveeratransport.com) Visit us at: [www.mahaveeratransport.com](http://www.mahaveeratransport.com)

**Approved by Indian Bank Association, ISO 9001-2008 Certified Co.**



## Dedicated Countrywide Services Since 1985

**Committed to Achieve Customers  
Satisfaction**

**Economical Responsible  
Reliable, Fast, Safe**

Honored With RASHTRIYA UDYOG AWARD BY SH. JAGDISH TITLAR

Honored With UDYOG RATTAN AWARD BY GOVERNOR OF KARNATKA MR. R.V. DESHPANDE

Rewarded A LIFE TIME ACHIEVEMENT AWARD FROM MARUTI SUZUKI INDIA LTD.

Honored With EFFICIENT TRANSPORT AWARD BY SH. Union Transport & Highway Minister Sh. Nitin Gadkari

Honored With BEST FLEET SUPPORT AWARD BY TRANSYSTEM LOGISTICS INTERNATIONAL PVT LTD.

### North Zone

R.K.JAIN-Director-9811065955

Rajendra Singh-Sr.Manager-9811848228

### South Zone

S.K.JAIN-Director- 9342815898

A.K.JAIN-Director-9341217288

### West Zone

SANJAY JAIN-Director- 9821045349

Pratik Jain- Business Specialist-

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



# Roundtable Conference Focusing On Partnership & Collaboration Between India And Australia In Emerging Opportunities Such As Infrastructure Firms, Road Safety, It Solutions And Road Infrastructure

**U**nion Minister for Road Transport and Highways Nitin Gadkari had a fruitful interaction & discussion with the Australian Industry delegates at Industry Roundtable conference, organized by Austrade in Sydney. The roundtable conference focused on partnership & collaboration between India and Australia in emerging opportunities such as Infrastructure Firms, Road safety, IT Solutions and Road Infrastructure.

Gadkari had interaction with the Australian Senator Ms. Jenny McAllister, Assistant Minister for Climate Change & Energy. Shri Gadkari & Ms. McAllister discussed about the opportunities to deepen the bilateral investment ties between India & Australia especially in the field of net zero emission, transportation and related infrastructure development.

Gadkari had an interactive discussion with Mr. Frank Kwok, Asia Pacific Head, Macquarie Asset Management & his team. The investment landscape & potential collaboration between the two countries were discussed.

Nitin Gadkari held a meeting with Mr. Adam Copp, Chief Executive, Infrastructure Australia and his team wherein the opportunities and potential collaborations in Indian Infrastructure and Transport Sector with the Australian infrastructure industry leaders were discussed.

Gadkari also held a meeting with UNSW Professor Shri Vinayak Dixit

& IAHE Director Shri Sanjeev Kumar. The Minister was briefed on the progress of Centre for Advanced Transportation Technology and Systems (CATTS) that ensued after IAHE had signed a pact with University of New South Wales (UNSW) for setting up this Centre of Excellence at IAHE in Noida. This project will help to improve the road safety scenario in our Country.

Moreover, promoting Indo-Australian bilateral trade and investments Union Minister for Road Transport and Highways Nitin Gadkari emphasized about the great investing opportunities in India including the transport infrastructure sector. Among various meetings in New South Wales, Sydney, Australia Gadkari had a fruitful interaction with Australian Senator Mr. Ayres, Assistant Minister for Trade and Manufacturing.

Gadkari and Mr. Ayres discussed about the excellent investment opportunities for Australian Investors in the Roads and Transport sector in India. The Minister said the trade relations between the two nations is upbeat & win-win for both the countries with technology & innovation being the key drivers for future growth.

Gadkari visited the Research Center for Integrated Transportation Innovation (rCITI) at University of New South Wales, Sydney. rCITI in collaboration with IAHE and Indian Mobility Industries will work together to build the Center for Advanced Transportation Technology and

Systems (CATTS) in India. A testimony of Indo-Australian Partnership, CATTS will serve as Centre of Excellence to build capacities in the fields of smart transport systems.

The Minister had a meeting with the Team of Australia-India Infrastructure Forum (AIIF) in Sydney, hosted by Pricewaterhouse Coopers (PwC).

Gadkari had a meeting with Mr. John Hopkins, CEO of Export Finance Australia. Discussions pertained to effects of India-Australia Economic Cooperation and Trade Agreement (ECTA) on trade and bilateral investments between the two countries. The Minister said India's export of goods and services to Australia will increase in the coming years with the fostering of strong India-Australia Partnership under the visionary leadership of Prime Minister Narendra Modi.

Gadkari also visited Australia's largest Motorway Control Centre (MCC), managed by Transurban at St. Peters NSW in Sydney. This facility streamlines the coordination of critical incidents and maintenance and network wide traffic monitoring, including the Tunnels.

Later addressing program organised by University of NSW Gadkari talked about the crucial role of Infrastructure in the growth and prosperity of countries. He highlighted the seamless opportunities to expand the infrastructure partnership between India and Australia.





**AB ROAD PE GAADI HONE PE BHI  
CHAIN KI NEEND AAYEGI**

**Sadak pe ho koi bhee masla?**

**FIKAR NOT**

24x7 on Road Legal Assistance

**TOLLFREE NUMBER:**

 **7-669-449-669**

 **+91 7-669-449-669**

 **aitwa@lawyered.in**

 **aitwa.lawyered.in**





## Diwali Milan, 2022



Diwali, the festival of lights, joy, prosperity and happiness was celebrated this year on October 24, 2022. The festival is celebrated on the darkest night of the year in the Hindu month of Kartikbut. As for All India Transporters' Welfare Association (AITWA) members, Diwali arrived a little late as it was celebrated on **October 27 at PVR Home Club, Pacific Mall, Vasant Kunj**. AITWA ensures that the **Diwali Milan Party** is organized every year. It also offers an opportunity to know each other and discuss collaboration, how to increase network and business and how to better the industry.







X



## केंद्र उच्च यातायात घनत्व वाले राज्य राजमार्गों को राज्यों से अपने हाथ में लेने, 4 या 6 लेन वाले राजमार्ग बनाने और फिर 12-13 वर्षों के भीतर टोल संग्रह के जरिए अपने निवेश की वसूली करने की योजना बना रहा है



सड़क परिवहन एवं राजमार्ग मंत्रालय उच्च यातायात घनत्व वाले राज्य राजमार्गों को 25 वर्षों के लिए राज्य सरकारों से अपने हाथ में लेने की योजना बना रहा है। इसके बाद उन राज्य राजमार्गों को 4 या 6 लेन वाले राजमार्गों में परिवर्तित किया जाएगा और फिर केंद्र उन राजमार्गों से टोल वसूल करेगा। यह बात केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने आज मुंबई में आयोजित एसोसिएशन ऑफ नेशनल एक्सचेंज मेंबर्स ऑफ इंडिया (एएनएमआई) के 12वें

अंतर्राष्ट्रीय सम्मेलन को वर्चुअल रूप से संबोधित करते हुए कही। गडकरी ने कहा कि 12-13 साल बाद, उन राज्य राजमार्गों से व्याज और भूमि अधिग्रहण की लागत समेत निवेश की पूरी वसूली कर ली जाएगी। उन्होंने बुनियादी ढांचे के लिए निवेश में सहयोग का आह्वान करते हुए आग्रह किया कि देश के ढांचागत क्षेत्र में निवेश जोखिम मुक्त रहेगा और अच्छा रिटर्न देगा। उन्होंने कहा, “भारत के ढांचागत विकास के वित्त पोषण हेतु वित्तीय बाजारों को अभिनव मॉडल प्रस्तुत करने की

जरूरत है। हम पीपीपी मॉडल में निवेश आमंत्रित कर रहे हैं। यदि हम अपशिष्ट प्रबंधन, ग्रीन हाइड्रोजन, सौर और ऐसी अनेक परियोजनाओं में निवेश करें, तो हम दुनिया को ऊर्जा का निर्यात कर सकते हैं। नवाचार, उद्यमिता, विज्ञान और प्रौद्योगिकी भावी भारत की दौलत है।” उन्होंने कहा कि केंद्र ने देश में बुनियादी ढांचे के विकास को सर्वोच्च प्राथमिकता दी है।

बुनियादी ढांचे के विकास के बारे में उन्होंने सूचित किया, “हम मुंबई और बेंगलूर के बीच



एक ग्रीन एक्सप्रेस हाईवे की योजना बना रहे हैं। उन्होंने कहा कि यह मुंबई-बैंगलोर के बीच 5 घंटे और पुणे और बैंगलोर के बीच 3.5 से 4 घंटे की यात्रा होगी। मुंबई-पुणे एक्सप्रेस राजमार्ग पुणे के रिंग रोड के पास से टर्न होगा और बैंगलोर की ओर राजमार्ग के रूप में प्रारंभ होगा।

केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री ने कहा कि इसी तरह देश में 27 ग्रीन एक्सप्रेस हाईवे बनाए जा रहे हैं। इस वर्ष के अंत तक दिल्ली-देहरादून को 2 घंटे में, दिल्ली-हरिद्वार को 2 घंटे में, दिल्ली-जयपुर को 2 घंटे में, दिल्ली-चंडीगढ़ को 2.5 घंटे में, दिल्ली-अमृतसर को 4 घंटे में, दिल्ली-श्रीनगर को 8 घंटे में, दिल्ली-कटरा को 6 घंटे में, दिल्ली-मुंबई को 10 घंटे में, चेन्नई-बैंगलोर को 2 घंटे में और लखनऊ-कानपुर को आधे घंटे में जोड़ने वाले राजमार्ग होंगे। उन्होंने कहा कि गोरखपुर से सिलीगुड़ी और वाराणसी से कोलकाता को जोड़ने वाली राजमार्ग परियोजनाओं पर भी काम चल रहा है। उन्होंने कहा, "राष्ट्रीय जल ग्रिड की तरह, हम एक राष्ट्रीय राजमार्ग ग्रिड विकसित करना चाहते हैं। उन्होंने कहा कि वर्तमान में टोल से 40 हजार करोड़ रुपये की आय हो रही है और 2024 के अंत तक यह बढ़कर 1 लाख 40 हजार करोड़ रुपये हो जाएगी।

उन्होंने कहा कि मंत्रालय 2,50,000 करोड़ रुपये की लागत से 75 सुरंगों का निर्माण करने की भी प्रक्रिया में है। गडकरी ने बताया कि देश में प्रतिदिन औसतन 40 किलोमीटर सड़कों का निर्माण होता है। उन्होंने कहा कि वर्तमान में देश में सड़क की लंबाई 65 लाख किलोमीटर है और इसमें से 1.45 लाख किलोमीटर राष्ट्रीय राजमार्ग हैं। केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री ने कहा कि भविष्य

में राजमार्ग बनाने से पहले निजी क्षेत्र के निवेशकों के सहयोग से भूमि अधिग्रहण किए जाने और संयुक्त उद्यम बनाने की योजना है।

गडकरी ने कहा कि देश में सार्वजनिक परिवहन के विकास की अपार संभावनाएं मौजूद हैं। उन्होंने कहा कि ई-बसें शुरू करना आर्थिक दृष्टि से काफी व्यवहार्य है। उनके मंत्रालय द्वारा शुरू की गई कुछ परियोजनाओं में शहरों में इलेक्ट्रिक वाहन, ट्रॉलीबस और बस-पोर्ट शुरू किया जाना शामिल है। उन्होंने कहा कि साथ ही पर्यटकों के लिए एसी लगजरी बसें शुरू की जा सकती हैं। पर्वतमाला योजना के तहत पहाड़ी क्षेत्रों में रोपवे, केबल कार और फनिक्चुरल रेल का विकास किया जा रहा है। उन्होंने कहा कि इन परियोजनाओं के आसपास बनने वाले रेस्तरां और पार्किंग प्लाजा से भी राजस्व के स्रोतों में वृद्धि होगी।

सड़क परिवहन एवं राजमार्ग मंत्रालय इथेनॉल, मेथनॉल, बायो-डीजल, बायो-एलएनजी, बायो-सीएनजी, इलेक्ट्रिक और ग्रीन हाइड्रोजन को शामिल करने के लिए ईंधन आधार में विविधता लाने पर भी विचार कर रहा है। उन्होंने कहा कि राष्ट्रीय हाइड्रोजन मिशन के तहत केंद्र भारत को ग्रीन हाइड्रोजन हब बनाना चाहता है और दुनिया को इस प्रकार की ऊर्जा का निर्यात करना चाहता है। उन्होंने कहा कि गन्ना, बांस और अन्य कृषि उत्पादों से इथेनॉल बनाना आर्थिक दृष्टि से व्यवहार्य है। उन्होंने कहा, "जैव-ईंधन बनाकर हम कृषि में भारत के जीडीपी में वृद्धि कर सकते हैं।" उन्होंने कहा कि जैव ईंधन आयात का विकल्प, किफायती, प्रदूषण मुक्त और स्वदेशी हैं।

गडकरी ने कहा कि देश के मोटर-वाहन उद्योग का आकार 7.5 लाख करोड़ रुपये है और 5 साल के भीतर इसे 15 लाख करोड़ रुपये का उद्योग बनाने की योजना है। उन्होंने कहा कि मोटर-वाहन उद्योग में रोजगार के अधिकतम

अवसरों की क्षमता है और यह केंद्र और राज्यों को अधिकतम जीएसटी उपलब्ध कराता है। उन्होंने कहा कि ठोस अपशिष्ट प्रबंधन और तरल अपशिष्ट प्रबंधन के क्षेत्रों में निवेश से अच्छा रिटर्न मिलेगा।

महाराष्ट्र के उपमुख्यमंत्री देवेंद्र फडणवीस ने कहा, "मुझे विश्वास है कि भारत में वित्तीय बाजारों के विकास और प्रगति के लिए अनेक उत्कृष्ट विचारों का सृजन होगा। मुझे खुशी है कि हमारे सम्मेलन का विषय अमृत काल पर आधारित है, जो हमारे माननीय प्रधानमंत्री नरेन्द्र मोदी का विजन भी है।"

इस अवसर पर उपस्थित गणमान्य व्यक्तियों में सेबी के पूर्णकालिक निदेशक अश्विनी भाटिया भी शामिल थे। सम्मेलन के दौरान, एएनएमआई के अध्यक्ष कमलेश शाह ने एक प्रमुख साइबर सुरक्षा पहल की घोषणा की। "एसोसिएशन ऑफ नेशनल एक्सचेंज मेंबर्स ऑफ इंडिया (एएनएमआई) को स्टॉक एक्सचेंजों के साथ गठबंधन से बनाई गई साइबर सुरक्षा से संबंधित सेबी की समिति के सदस्यों को सम्मिलित करने का महत्वपूर्ण कार्य सौंपा गया है। समिति को सभी वित्तीय मध्यवर्ती संस्थाओं हेतु साइबर सुरक्षा के लिए एक उपयुक्त ढांचा तैयार करने के लिए अधिदेशित किया गया है।"

एसोसिएशन ऑफ नेशनल एक्सचेंज मेंबर्स ऑफ इंडिया (एएनएमआई) एक संस्था है, जिसमें देश भर के लगभग 900 स्टॉक ब्रोकर शामिल हैं, जो नेशनल स्टॉक एक्सचेंज ऑफ इंडिया लिमिटेड, द बॉम्बे स्टॉक एक्सचेंज, मल्टी कमोडिटी एक्सचेंज और राष्ट्रीय स्तर पर उपस्थित वाले अन्य एक्सचेंजों के सदस्य हैं। एएनएमआई का मूलभूत उद्देश्य पूंजी बाजारों के विकास के लिए और इस प्रकार देश के आर्थिक विकास तथा निवेशकों और मोटे तौर पर उसके सदस्यों के समग्र हित में नियामक, एक्सचेंजों और प्रतिभागियों के बीच एक माध्यम की तरह काम करना है।

X

*"Don't let the fear of losing be greater than the excitement of winning." -- Robert Kiyosaki*



## केंद्रीय मंत्री नितिन गडकरी ने भारतीय प्रौद्योगिकी संस्थान के विद्यार्थियों से जैव-सीएनजी, जैव-एलएनजी और जैव-ईंधन से हरित हाइड्रोजन के उत्पादन के लिए जैव-प्रौद्योगिकी के उपयोग पर अपने शोध पर ध्यान केंद्रित करने का आग्रह किया



केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी ने भारतीय प्रौद्योगिकी संस्थान के विद्यार्थियों से जैव-सीएनजी, जैव-एलएनजी और जैव-ईंधन से हरित हाइड्रोजन के उत्पादन के लिए जैव-प्रौद्योगिकी के उपयोग पर अपने शोध पर ध्यान केंद्रित करने को कहा है। उन्होंने कहा कि हम बड़े पैमाने पर हरित हाइड्रोजन के उपयोग की ओर बढ़ रहे हैं। केंद्रीय सड़क परिवहन और राजमार्ग मंत्री आज भारतीय प्रौद्योगिकी संस्थान बम्बई में शैलेश जे मेहता प्रबंधन विद्यालय द्वारा आयोजित वैश्विक नेतृत्व शिखर सम्मेलन अलंकार-2022 को संबोधित कर रहे थे।

उन्होंने भारतीय प्रौद्योगिकी संस्थान बम्बई के

विद्यार्थियों से कहा कि हमें आवश्यकता-आधारित शोध को प्राथमिकता देने की जरूरत है। उन्होंने कहा कि अनुसंधान ऐसा होना चाहिए जो आयात का विकल्प बने, लागत प्रभावी हो, प्रदूषण मुक्त और स्वदेशी समाधान प्रदान करने वाला हो। गडकरी ने कहा, “हमें देश में आयात की जा रही वस्तुओं की पहचान करने और फिर उनके लिए स्वदेशी विकल्प विकसित करने पर ध्यान केंद्रित करने की आवश्यकता है। इससे आयात में कमी आएगी, निर्यात में वृद्धि होगी और हमारी अर्थव्यवस्था सुगम होगी।” उन्होंने कहा कि सभी शोध परियोजनाओं के लिए सिद्ध प्रौद्योगिकी, आर्थिक उपयोगिता, कच्चे माल की उपलब्धता और विपणन योग्यता पर

विचार किया जाना चाहिए।

माननीय मंत्री महोदय ने यह भी कहा कि हमारी 65 प्रतिशत आबादी कृषि पर निर्भर है, जबकि कृषि का सकल घरेलू उत्पाद-जीडीपी में केवल 12 प्रतिशत हिस्सा ही है। उन्होंने आगे कहा कि देश में 124 जनपद हैं, जिनमें जनसंख्या का ऐसा अनुपात काफी मात्रा में शामिल है, जो सामाजिक, आर्थिक और शैक्षणिक रूप से पिछड़े हैं। उन्होंने भारतीय प्रौद्योगिकी संस्थान के विद्यार्थियों से उन जनपदों में वन आधारित उद्योगों, कृषि और ग्रामीण प्रौद्योगिकी और आदिवासी क्षेत्रों के लिए अनुसंधान को प्राथमिकता देने का आग्रह किया। गडकरी ने कहा, “हमें ग्रामीण, कृषि कच्चे माल की पहचान करने की जरूरत है जिसमें क्रांति लाने की क्षमता है। इससे बहुत अधिक विकास होगा और रोजगार के अवसर सृजित होंगे।”

गडकरी ने कहा कि हरित हाइड्रोजन का उपयोग रसायन, उर्वरक, इस्पात आदि जैसे विभिन्न उद्योगों और भविष्य में परिवहन क्षेत्र में भी किया जाएगा। माननीय मंत्री महोदय ने देश के युवा, प्रतिभाशाली इंजीनियरिंग जन-शक्ति से सीवेज के पानी के इलेक्ट्रोलाइजिंग और जैविक कचरे के जैव पाचन से हरित हाइड्रोजन के निर्माण के बारे में शोध करने का आग्रह किया। उन्होंने कहा कि इससे देश की नगर पालिकाओं को कचरे के रूप में धन के मूल्यवर्धन के साथ-साथ स्वच्छ भारत मिशन को लागू करने में भी मदद मिलेगी। गडकरी ने इस संदर्भ में बताया कि कैसे नागपुर नगर निगम ने सीवेज के पानी का उपचार शुरू करके और फिर इसे कोराडी और खापरखेड़ा तापीय ऊर्जा केन्द्रों पर अपनी बिजली परियोजनाओं के लिए राज्य के बिजली उत्पादक महाजनकोस को बेचकर कचरे से कचन के इस दर्शन का व्यावहारिक



रूप से प्रदर्शन किया है। इससे 325 करोड़ रुपये का वार्षिक राजस्व अर्जित किया जा रहा है।

उन्होंने कहा कि हमें भविष्य में ऊर्जा का निर्यात करने वाला देश बनना चाहिए। उन्होंने भारतीय प्रौद्योगिकी संस्थान के विद्यार्थियों से एक बड़ी चुनौती स्वीकार करने का आग्रह किया, जिसे प्रधानमंत्री नरेन्द्र मोदी के आत्मनिर्भर भारत की परिकल्पना को पूरा करने के लिए लागू किया जाना है। गडकरी ने कहा की ऊर्जा संकट हमारी समस्या है। उन्होंने कहा कि सौर ऊर्जा की देश के विद्युत उत्पादन में 38 प्रतिशत हिस्सेदारी है और इसकी हिस्सेदारी बढ़ाई जा रही है, हम अभी भी दुनिया की सबसे तेजी से बढ़ती अर्थव्यवस्था में तापीय ऊर्जा को नहीं छोड़ सकते हैं। उन्होंने कहा की हालांकि प्रदूषण हमारे पर्यावरण और ईकोसिस्टम के लिए एक बड़ी चिंता है और हमारा देश 16 लाख करोड़ रुपये के जीवाश्म ईंधन का आयात करता है। गदकारी ने कहा कि इसलिए हमें हरित ईंधन पर ध्यान देने की आवश्यकता है।

हमारे देश में शीरा, बी-हैवी शीरा, गन्ना, टूटे चावल, बांस, खाद्यान्न, कृषि-अपशिष्ट से ग्रीन हाइड्रोजन का उत्पादन किया जा सकता है। असम में बांस से इथेनॉल बनाने की एक परियोजना शुरू हो गई है, पानीपत में इंडियन ऑयल कॉर्पोरेशन लिमिटेड-आईओसीएल परियोजना चावल के भूसे (जिसे हिन्दी में पराली के रूप में पहचाना जाता है) से प्रति दिन 150 टन बायो-बिंदुमेन तैयार की जाती है। पराली एक कृषि-अपशिष्ट उत्पाद है जिसे जलाने से सर्दियों में दिल्ली और आसपास के इलाकों में प्रदूषण में बड़ी मात्रा में वृद्धि होती है। माननीय मंत्री महोदय को बताया गया कि यह परियोजना 1 लाख लीटर बायो-एथेनॉल भी पैदा कर रही है। इसके अलावा, 5 टन

पराली आईओसीएल संयंत्र में 1 टन बायो-सीएनजी भी देती है। इस संदर्भ में मंत्री महोदय ने कहा कि उद्योग के लिए पानी, बिजली, परिवहन, संचार पूर्व-आवश्यकताएं हैं, जो बदले में पूंजी निवेश और रोजगार लाएगा।

वैकल्पिक ईंधन आधारित परिवहन के बारे में बोलते हुए नितिन गडकरी ने कहा कि कंपनियां बायो-एथेनॉल ईंधन पर चलने वाली मोटर साइकिल और स्कूटर बना रही हैं। उन्होंने कहा कि अब शोध से पता चला है कि इथेनॉल का माइलेज पेट्रोल के समान ही है, जबकि एथेनॉल की कीमत जो लगभग 60 रुपये है, वह काफी कम है।

यह कहते हुए कि अनुसंधान संगठनों को साइलेंस में काम नहीं करना चाहिए, नितिन गडकरी ने आग्रह किया कि शोध पत्रों को सार्वजनिक किया जाना चाहिए। उन्होंने कहा कि इसके लिए हितधारकों के बीच सहयोग, समन्वय और संचार की आवश्यकता है।

सड़क और परिवहन क्षेत्र में तकनीकी क्रांति के बारे में बोलते हुए केंद्रीय सड़क परिवहन और राजमार्ग मंत्री ने बताया कि लद्दाख और लेह को जोड़ने के लिए एक सुरंग बन रही है, जिसे 12000 करोड़ रुपये की लागत से तैयार किया जाएगा। गदकारी ने कहा कि “इसमें काफी शोध किया गया है, जिससे लगभग 5000 करोड़ रुपये की बचत हुई है।” उन्होंने बताया कि एक आईआईटी के विद्यार्थियों ने वहां पर फनिक्युलर रेलवे विकसित करने के लिए एक प्रमुख परियोजना का नेतृत्व किया। अब, इस परियोजना ने उन ऊबड़-खाबड़ पर्वत श्रृंखलाओं के बीच लोगों के लिए दुपहिया वाहनों और भेड़ों के झुंड के फनिक्युलर रेलवे परिवहन के रूप में लागू किए जाने वाले स्मार्ट परिवहन समाधान का

विकास किया है। उन्होंने बंगलौर के यातायात की भीड़-भाड़ के लिए एक स्मार्ट परिवहन समाधान के लिए किए जा रहे एक अध्ययन की भी बात की। उन्होंने आईआईटी के विद्यार्थियों से परिवहन क्षेत्र के लिए नई तकनीकों पर अपने शोध पर ध्यान केंद्रित करने का भी आग्रह किया। उन्होंने कहा कि देश में 10 लाख इलेक्ट्रिक बसें चलाने की क्षमता है, जिसमें डबल डेकर, एसी और लग्जरी बसें शामिल हैं। उन्होंने कहा कि अब देश में इलेक्ट्रिक वाहन लोकप्रिय हो गए हैं। उन्होंने बताया कि देश में 400 स्टार्ट-अप इलेक्ट्रिक वाहनों के लिए काम कर रहे हैं।

नितिन गडकरी ने कहा कि कई सफल स्टार्टअप आईआईटी से शुरू हुए हैं। उन्होंने युवा प्रतिभाओं को गांवों, गरीबों, श्रमिकों और किसानों के उत्थान के लिए अपने शोध पर अधिक ध्यान केंद्रित करने की सलाह दी। गडकरी ने कहा, देश में गरीबी, भूख और बेरोजगारी को समाप्त करने के लिए प्रौद्योगिकियों के विकास के लिए काम करें, क्योंकि यह देश के सामाजिक-आर्थिक परिवर्तन के लिए लाभदायक होगा। ईमानदारी, प्रतिष्ठा और विश्वसनीयता 21 वीं सदी की सबसे बड़ी पूंजी है। केंद्रीय मंत्री ने आईआईटी बंबई के विद्यार्थियों को सलाह दी, “नौकरियों के अवसर का सृजन करने की कोशिश करो - नौकरी देने वाले बनो, नौकरी चाहने वाले नहीं।” 5 ट्रिलियन डॉलर की अर्थव्यवस्था और आत्मनिर्भर भारत के निर्माण की बात करते हुए नितिन गडकरी ने कहा कि उद्यमिता, सफल प्रौद्योगिकी और मानवीय मूल्यों के साथ ज्ञान सफलता के मूल हैं।

इस अवसर पर आईआईटी बंबई के निदेशक प्रो. सुभासिस चौधरी और संस्थान के विद्यार्थी भी उपस्थित थे।





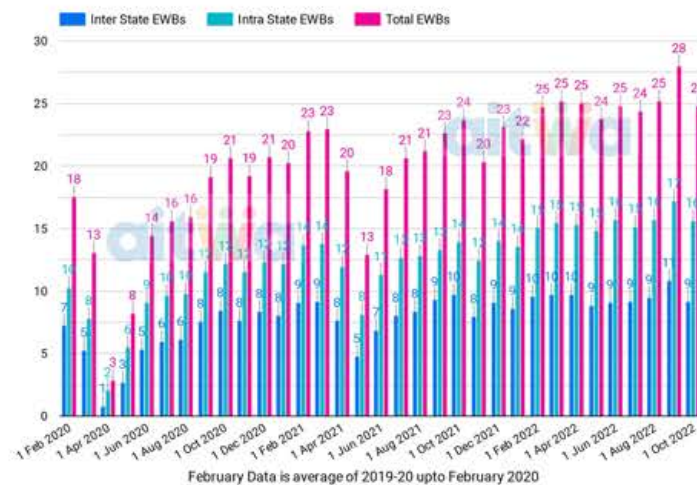
## Eway Bill Dashboard

Developed & compiled by

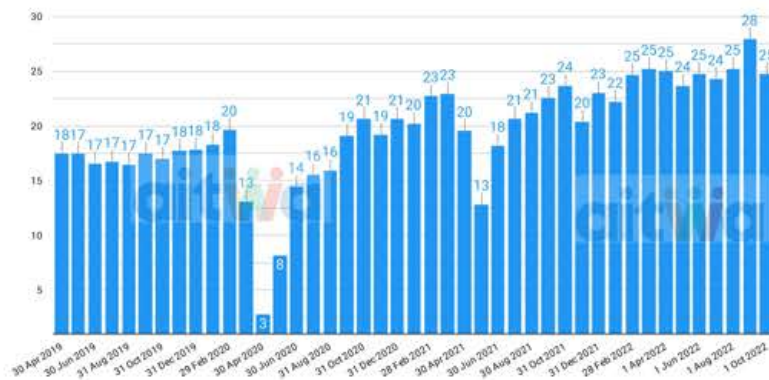


Last updated on 6th November 2022 | Data as on 31st October 2022

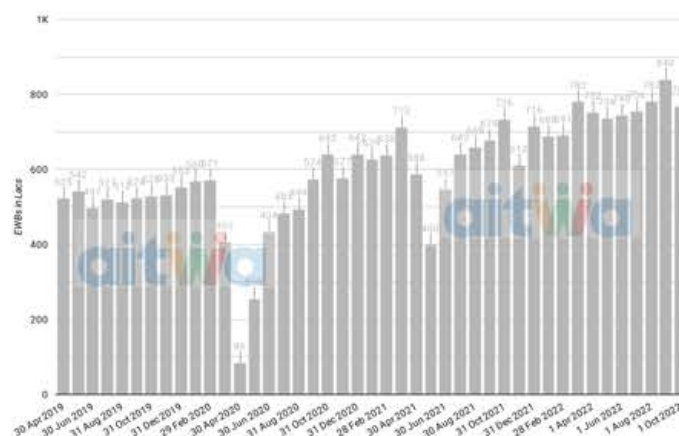
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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

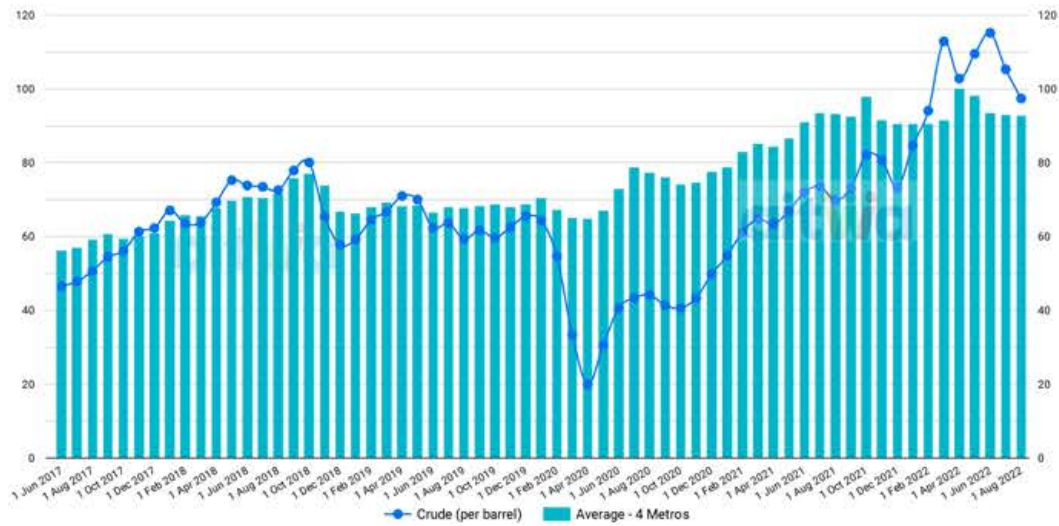




## Diesel Dashboard

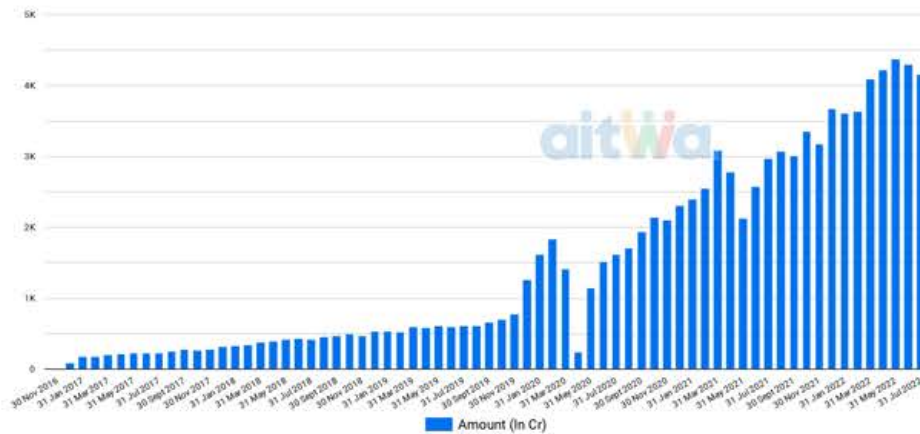
Last updated on 31st October 2022 | Data as on 31st October 2022

Diesel Price Average of 4 metros since 2017



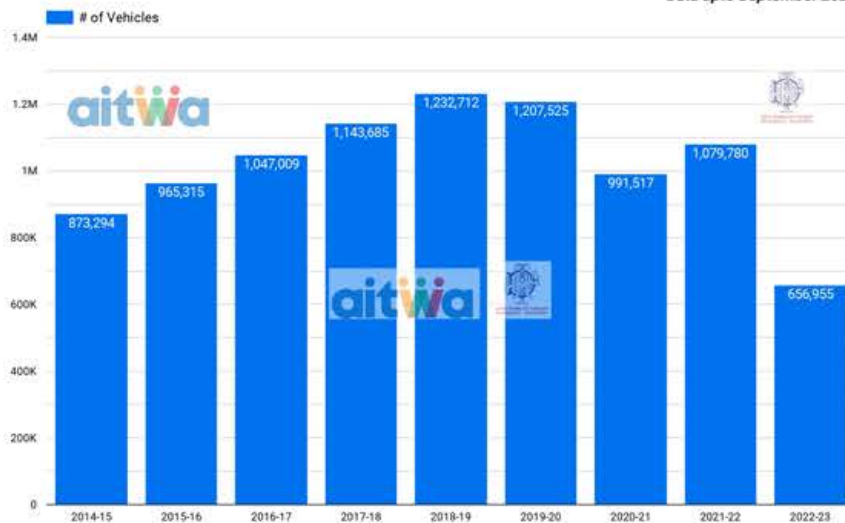
## Toll Collection Dashboard

Last updated on 19th July 2022 | Data as on 30 June 2022



## National Permit Vehicles in India

Data upto September 2022





# परिवहन-लॉजिस्टिक फंड से उठाएं फायदा

जबकि विलासिता की चीजें तेजी से जरूरत बन रही हैं, अधिक से अधिक लोग वाहन, मोटरसाइकिल और कार खरीद रहे हैं। वर्तमान में देश में प्रति 1000 व्यक्तियों पर केवल 24 कारें हैं। घरेलू वाहन बाजार को लंबा रास्ता तय करना है। इस क्षेत्र में निवेश की रणनीति बताती अजीत सिंह की रिपोर्ट-

क आम निवेशक के रूप में, व्यापक आर्थिक पुनरुद्धार में भाग लेने का एक तरीका उन सेक्टरों में निवेश करना है जो मजबूत जीडीपी को वृद्धि से सबसे अधिक लाभ प्राप्त करेंगे। इस संदर्भ में, ट्रांसपोर्ट सेगमेंट-ऑटो और जिनल इन्वैस्टमेंट मैनुफैक्चरर्स (ओईएम), ऑटो कलपुर्जों और लॉजिस्टिक्स सेक्टर निवेशकों के लिए बाजार की तेजी से अर्थव्यवस्था के बढ़ने के साथ लाभ के लिए सबसे ज्यादा मुफ़ीद होंगे। पिछले कुछ सालों से मंदी की स्थिति में रहने के बाद ये सेक्टर अगले कई सालों में दनादन मुनाफा देने के लिए तैयार हैं। खुदरा निवेशकों के लिए इस तेजी का फायदा उठाने के लिए सबसे अच्छा तरीका म्यूचुअल फंड मार्ग के माध्यम से ट्रांसपोर्टेशन एंड लॉजिस्टिक्स थीम वाले फंड में निवेश है।

## देश के ऑटोमोबाइल सेक्टर की तेजी पर आगे भरोसा

पिछले कुछ सालों से लेकर 2021 की शुरुआत तक धीमा रहने के बाद, ऑटोमोबाइल सेक्टर एक मजबूत पुनरुद्धार राह पर है। अब भी यह तेजी से बढ़ रहा है। जब भी ऑटोमोबाइल अच्छा प्रदर्शन करते हैं तो ऑटो कलपुर्जों भी उसी राह पर चलते हैं।

इसके अलावा यात्री कार, यूटिलिटी ट्रucks, मोटरसाइकिल, स्कूटर, यात्री और माल वाहक भी उत्तरोत्तर वृद्धि करते हैं। ऐसे मौकों पर यहां कई तरह के कारक काम कर रहे हैं।

कारों हैं देश में प्रति हजार व्यक्ति पर



## भारत में कारों की कम पैठ

एशिया और पश्चिमी अर्थव्यवस्थाओं के कई अन्य देशों की तुलना में, भारत प्रति 1000 व्यक्ति कारों की संख्या के मामले में निम्न स्थान पर है यहां 1000 लोगों के पीछे सिर्फ 24 कारें हैं। यह कम आंकड़ा वाहन निर्माताओं के लिए आने वाले सालों व दशकों में कई गुना बढ़ने की व्यापक गुंजाइश प्रदान करता है।

## ऐसे लाभ उठाएं निवेशक

ट्रांसपोर्टेशन और लॉजिस्टिक्स थीम में निवेश लंबी अवधि में लाभ कमाने का एक बड़ा अवसर है। निवेशकों के पास कम से कम पांच साल की निवेश समय सीमा होनी चाहिए। परिवहन सेक्टर और कार निर्माताओं के लिए बिच की कमी और ऊंचे इनपुट लागत जैसे मुद्दे अब कम हो रहे हैं। वर्तमान में आईसीआईसीआई प्रूडेंशियल के ट्रांसपोर्टेशन एंड लॉजिस्टिक्स फंड के साथ इस थीम में कुछ विकल्प उपलब्ध हैं।



यदि आप तीन से पांच साल की अवधि के साथ निवेश करने वाले निवेशक हैं, तो ट्रांसपोर्ट और लॉजिस्टिक्स थीम बेहतर है। यह फिलहाल विकसित होने के दौर में है। इसमें एक अच्छा निवेश का अवसर बन सकता है, जिसका लाभ उठाना चाहिए।  
-रुचिका चर्मा, सह संस्थापक, रियल वैल्यू फाइनेंशियल सर्विसेस

## वाहनों की बिक्री बढ़ेगी

एक सुखद दशक के बाद, वाणी वाहनों और दोपहिया वाहनों की मात्रा में अच्छी खासी वृद्धि की उम्मीद है। वित्त वर्ष 2022 और वित्त वर्ष 2027 के बीच, वॉल्यूम दोगुना हो सकता है और जो फिलहाल 12-15% की चक्रवृद्धि वार्षिक वृद्धि दर (सीएपीआर) से बढ़ रहा है। अगले सालों में ऑटोमोबाइल सेक्टर और मजबूत होगा।

## लॉजिस्टिक्स : ई-कॉमर्स की सवारी को तैयार

भारत का मजबूत ई-कॉमर्स क्षेत्र और इससे जुड़ी स्वस्थ सेभावनाओं ने लॉजिस्टिक्स में एक महत्वपूर्ण उद्योग को जन्म दिया है, जिसमें इन्वेंट्री रखने से लेकर फुलफिलमेंट सेंटर होने और अंत में माल का परिवहन और वितरण शामिल है। फिनटेक कंपनियों के पैमेंट्स एप्स ने ई-कॉमर्स को आज एक नए मुकाम पर पहुंचाया है।

## यात्री वाहनों का निर्यात बढ़ा, दोपहिया में नरमी

## देश में पांच साल में आ सकता है 475 अरब डॉलर का एफडीआई

नई दिल्ली। सुधारों और विकास दर पर ध्यान देने से भारत पांच वर्षों

भारत की बढ़ते उपभोक्ता बाजार के रूप में देख रही कंपनियां

ज्यादा कीमत चुकाने में  
■ तीन साल बाद देश  
स्कूटर ई-स्कूटर हो  
ई-स्कूटर बाजार में  
■ कंपनी का लक्ष्य दो  
लाख स्कूटर प्रतिक

एयर एनर्जी के  
समेत अन्य वा

आज अगर कोई स्कू  
ई-स्कूटर ही क्यों ख  
सबसे पहली चीज  
अनुभव। अनुभव, लो  
खरीदना चाहिए क्योंकि  
मॉडल के मुकाबले व  
इसलिए भी ई-स्कूटर  
उन्हें लगता है कि ऐ  
बतें गलत नहीं हैं।  
स्कूटर खरीदने की  
बड़ी और पहली व  
आपको ध्यान का  
टचस्क्रीन, जीपीएस  
शानदार तकनीकी  
चलने वाले स्कूटर  
जैसा पुराने फीचर

लेकिन, ई-



दे  
से  
प  
पेट्रोल स्कूटर  
किलोमीटर त  
औसतन 30  
इससे कीमत  
निकल आत  
कहीं ज्यादा  
अपग्रेडेशन  
की तरफ  
100 में।  
यही है बि  
खा है, ३



*Some people never mature because of a fear aging, and some because they refuse to accept responsibility.*

Brahma Kumaris



**WE CARRY  
TRUST**



## ABOUT US

ATC Supply Chain Solutions Private Limited provides a diverse portfolio of transportation, warehousing, and parcel booking services. Our headquarters are located in Delhi, and we have controlling offices at Chennai, Guwahati, and Kolkata that provide services pan India to serve some of the largest Indian players. ATC has the competence to provide customized logistics support for complex project movements.

## WHY CHOOSE US?

The company is IBA approved with code no.DLA-2281 is MSME registered, and also has FSSAI registration for transportation of edible and pharmaceutical products.

- ✓ ATC has 120+ offices along with warehousing space
- ✓ 200+ containerized company-owned
- ✓ Ambient and Refrigerated vehicles

## INDUSTRIES CATERED

- ↗ Coldchain
- ↗ FMCG & Retail
- ↗ Pharma & Healthcare
- ↗ Oil & Gas
- ↗ Project logistics
- ↗ Telecom

**SCAN FOR  
MORE DETAILS**



🏠 Chandra Shekhar Bhawan, 13B, Rauz Avenue,  
1st Floor, Vishnu Digambar Marg, New Delhi- 110002

☎ (011) 23234453, 23230650, 40108545/84 | Mobile: (+91) 9953655343

✉ admin.del@atclindia.com 🌐 www.atclindia.com





भारत सरकार  
वित्त मंत्रालय  
राजस्व विभाग  
लोक सभा

अतारांकित प्रश्न सं. 3500

(जिसका उत्तर सोमवार, 8 अगस्त, 2022/17 श्रावण, 1944 (शक) को दिया जाना है)

"जी.एस.टी. स्लैब में बदलाव"

3500. श्रीमती प्रतिमा मण्डल:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) माल और सेवा कर (जी.एस.टी.) स्लैब में हाल में हुए बदलाव का ब्यौरा क्या है;
- (ख) आवश्यक खाद्य वस्तुओं पर जी.एस.टी. लगाने के पीछे क्या कारण हैं; और
- (ग) केंद्र सरकार द्वारा विशेष रूप से पश्चिम बंगाल सहित, राज्यों को जी.एस.टी. की देय बकाया राशि का भुगतान न किए जाने के क्या कारण?

उत्तर

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी)

(क) : वस्तुओं और सेवाओं पर लागू होने वाली जीएसटी दरें/दर स्लैब को जीएसटी परिषद की सिफारिशों के आधार पर निर्धारित किया जाता है, जो एक संवैधानिक निकाय है और जिसमें राज्यों/केंद्र शासित प्रदेशों और केंद्र के प्रतिनिधि शामिल होते हैं। मौजूदा जीएसटी दर स्लैब में बदलाव के लिए जीएसटी परिषद की ओर से फिलहाल कोई सिफारिश नहीं की गई है।

(ख) : जीएसटी परिषद ने 28 जून, 2022 को चंडीगढ़ में आयोजित अपनी 47वीं बैठक में सिफारिश की है कि ब्रांड नाम वाले कुछ विशिष्ट वस्तुओं पर जीएसटी लगाने के बजाय, जीएसटी पहले से पैक और लेबल वाले सामानों पर लागू होना चाहिए। यह तीन स्तरीय प्रक्रिया के आधार पर किया गया था जिसमें सदस्य राज्यों के अधिकारियों की फिटमेंट कमेटी, इसके बाद परिषद द्वारा गठित दर युक्तिकरण पर मंत्रियों के समूह (जीओएम) शामिल थे, और अंत में जीएसटी परिषद द्वारा सिफारिश की गई थी। ऐसे ब्रांडेड सामानों के कुछ निर्माता, प्रतिष्ठित ब्रांडों सहित, पहले के प्रावधानों का दुरुपयोग कर रहे थे और यह दावा करके जीएसटी का भुगतान करने से बचते थे कि उन्होंने ऐसे ब्रांड नाम के संबंध में लागू करने योग्य अधिकार को स्वेच्छा से त्याग



दिया हैं। जीओएम द्वारा इस तरह के टैक्स लीकेज की रोकथाम के उपाय के रूप में ब्रांड नाम वाले कुछ विशिष्ट सामानों से प्री-पैकेज्ड और लेबल वाले सामानों पर जीएसटी लगाने के दृष्टिकोण में बदलाव की सिफारिश की गई हैं।

(ग) : जीएसटी के कार्यान्वयन की तारीख से पांच वर्ष की अवधि के लिए माल और सेवा कर के कार्यान्वयन के कारण राज्यों को होने वाले राजस्व के नुकसान के भुगतान के उद्देश्य से जीएसटी (राज्यों को क्षतिपूर्ति) अधिनियम, 2017, की धारा 8 के तहत चुनिंदा वस्तुओं पर जीएसटी क्षतिपूर्ति उपकर लगाया जाता है। यह एक गैर-व्यपगत निधि में स्थानांतरित किया जाता है जिसे जीएसटी क्षतिपूर्ति निधि के रूप में जाना जाता है, जो अधिनियम की धारा 10(1) में प्रदान किए गए अनुसार पब्लिक अकाउंट ऑफ़ इंडिया का हिस्सा है। राज्यों को मुआवजे की सभी रिलीज केवल उक्त अधिनियम की धारा 10(2) के अनुसार क्षतिपूर्ति निधि से की जाती है, न कि कंसोलिडेटेड फण्ड ऑफ़ इंडिया से। जीएसटी क्षतिपूर्ति में कमी के कारण केंद्र ने बैंक टू बैंक ऋण से राज्यों/केंद्र शासित प्रदेशों के संसाधन अंतर को पूरा करने के लिए उधार लेकर वित्त वर्ष 2020-21 के लिए 1.1 लाख करोड़ रुपये और वित्त वर्ष 2021-22 के लिए 1.59 लाख करोड़ रुपये जारी किया। इसके अलावा, भारत सरकार ने 31 मई, 2022 को राज्यों/संघ राज्य क्षेत्रों को 86,912 करोड़ रुपये जारी किया है। मई, 2022 तक देय संपूर्ण अस्थायी रूप से स्वीकार्य जीएसटी क्षतिपूर्ति को क्लियर कर दिया है। पश्चिम बंगाल राज्य को उनके हिस्से के रूप में 6591 करोड़ रुपये मिला है। यह निर्णय राज्यों को अपने संसाधनों के प्रबंधन में सहायता करने और यह सुनिश्चित करने के लिए लिया गया था कि वित्तीय वर्ष के दौरान उनके कार्यक्रम विशेष रूप से पूंजी पर व्यय सफलतापूर्वक किया जा सकें। यह निर्णय इस तथ्य के बावजूद लिया गया है कि जीएसटी क्षतिपूर्ति निधि में केवल 25,000 करोड़ रुपये उपलब्ध थे। शेष लगभग 62,000 करोड़ रुपये केंद्र द्वारा अपने स्वयं के संसाधनों से जारी किए गए थे, उपकर के लंबित संग्रह में। अब, सभी राज्यों/केंद्र शासित प्रदेशों के लिए केवल जून, 2022 महीने का जीएसटी क्षतिपूर्ति लंबित है।

x



***When one observes the beauty that is  
within God, it becomes so easy to  
appreciate the beauty within Creation.***

*Brahma Kumaris*



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

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Sep		
		Sep 2022	Sep 2021	% Change	2022-23	2021-22	% Change
(A) 15 International Airports							
1	Kolkata	11458	13431	-14.7	71496	64630	10.6
2	Chennai	29361	32879	-10.7	180940	177758	1.8
3	Goa	490	446	9.9	3007	2223	35.3
4	Srinagar	656	554	18.4	5953	3927	51.6
5	Bhubaneswar	936	1000	-6.4	5324	4898	8.7
6	Varanasi	495	363	36.4	2442	1926	26.8
7	Calicut	1049	1018	3.0	6702	4626	44.9
8	Amritsar	134	145	-7.6	1079	737	46.4
9	Coimbatore	857	760	12.8	4842	3363	44.0
10	Imphal	656	651	0.8	4020	2938	36.8
11	Portblair	514	545	-5.7	3218	2509	28.3
12	Vijayawada	173	222	-22.1	659	1231	-46.5
13	Tirupati	6	8	-25.0	69	11	-
14	Trichy	551	416	32.5	3262	2107	54.8
15	Kushinagar	0	0	-	0	0	-
Total		47336	52438	-9.7	293013	272884	7.4
(B) 6 PPP International Airports							
16	Ahmedabad	8226	7210	14.1	46311	43922	5.4
17	Lucknow	1343	1456	-7.8	7738	6267	23.5
18	Guwahati	2016	1968	2.4	11918	10074	18.3
19	Jaipur	1517	1342	13.0	8857	6154	43.9
20	Trivandrum	1421	1444	-1.6	8389	8713	-3.7
21	Mangalore	439	413	6.3	2282	1745	30.8
Total		14962	13833	8.2	85495	76875	11.2
(C) 7 JV International Airports							
22	Delhi (DIAL)	80046	79017	1.3	456583	456038	0.1
23	Mumbai (MIAL)	65405	64599	1.2	393587	379702	3.7
24	Bangalore (BIAL)	36013	37735	-4.6	209861	201639	4.1
25	Hyderabad (GHIAL)	11827	11896	-0.6	72885	67473	8.0
26	Cochin (CIAL)	5177	4961	4.4	31165	27028	15.3
27	Nagpur (MIPL)	836	640	30.6	4826	3564	35.4
28	Kannur (KIAL)	374	0	-	2164	0	-
Total		199678	198848	0.4	1171071	1135444	3.1
(D) 1 ST Govt./Pvt. INTL Airports							
29	Shirdi	77	0	-	385	0	-
Total		77	0	-	385	0	-
(E) 10 Custom Airports							
30	Pune	3857	2447	57.6	21261	13644	55.8
31	Patna	1077	1073	0.4	6705	6000	11.8
32	Chandigarh	487	1114	-56.3	6675	5372	24.3
33	Bagdogra	922	807	14.3	4810	4694	2.5
34	Indore	844	803	5.1	5490	4013	36.8
35	Visakhapatnam	345	307	12.4	2519	2209	14.0
36	Surat	497	405	22.7	2841	2645	7.4
37	Madurai	321	109	-	1678	697	-
38	Aurangabad	110	81	35.8	640	354	80.8
39	Gaya	0	0	-	0	0	-
Total		8460	7146	18.4	52619	39628	32.8
(F) 70 Domestic Airports							
40	Ranchi	457	488	-6.4	3500	2599	34.7
41	Raipur	562	538	4.5	2937	2820	4.1
42	Jammu	145	124	16.9	843	691	22.0
43	Leh	110	110	0.0	853	1008	-15.4
44	Dehradun	135	66	-	664	94	-
45	Udaipur	43	15	-	151	19	-
46	Agartala	339	349	-2.9	2519	1683	49.7
47	Jodhpur	0	0	-	0	0	-
48	Bhopal	267	207	29.0	1554	918	69.3
49	Darbhanga	3	0	-	250	34	-
50	Gorakhpur	0	0	-	0	0	-
51	Vadodara	192	91	-	1193	500	-
52	Dibrugarh	118	126	-6.3	725	443	63.7
53	Prayagraj	12	0	-	40	0	-
54	Rajkot	79	29	-	454	62	-
55	Silchar	59	77	-23.4	475	376	26.3
56	Jabalpur	37	0	-	66	0	-
57	Belgaum	5	3	66.7	29	20	45.0
58	Rajahmundry	1	1	0.0	8	3	-
59	Jharsuguda	4	3	33.3	23	19	21.1

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Sep		
		Sep 2022	Sep 2021	% Change	2022-23	2021-22	% Change
(F) 70 Domestic Airports							
60	Dimapur	106	60	76.7	676	283	-
61	Hubli	4	3	33.3	28	15	86.7
62	Kanpur (Chakeri)	11	16	-31.3	81	73	11.0
63	Gwalior	15	0	-	51	0	-
64	Kishanganarh	0	0	-	0	0	-
65	Tuticorin	0	0	-	1	0	-
66	Gaggal (Kangra)	0	0	-	0	0	-
67	Mysore	0	0	-	0	0	-
68	Bareilly	0	0	-	0	0	-
69	Kolhapur	0	0	-	0	0	-
70	Kandla	0	0	-	0	0	-
71	Jaisalmer	0	0	-	0	0	-
72	Kalaburgi	0	0	-	0	0	-
73	Juhu	26	24	8.3	136	121	12.4
74	Jorhat	9	1	-	67	2	-
75	Agra	0	0	-	0	0	-
76	Barapani (Shillong)	0	0	-	0	0	-
77	Jamnagar	0	0	-	0	0	-
78	Pakyong	0	0	-	0	0	-
79	Agatti	4	13	-69.2	24	62	-61.3
80	Bhavnagar	0	0	-	0	0	-
81	Diu	0	0	-	0	0	-
82	Hindon	0	0	-	0	0	-
83	Lakhimpur (Lilabari)	1	1	0.0	6	1	-
84	Rupasi	0	0	-	0	0	-
85	Bhuj	0	0	-	0	0	-
86	Pantnagar	0	0	-	0	0	-
87	Bhuntar	0	0	-	0	0	-
88	Bikaner	0	0	-	0	0	-
89	Prbandar	0	0	-	0	0	-
90	Cuddapah	0	0	-	0	0	-
91	Pathankot	0	0	-	0	0	-
92	Jalgaon	0	0	-	0	0	-
93	Tezu	0	0	-	0	0	-
94	Tezpur	0	0	-	0	0	-
95	Hyderabad (Begumpet)	0	0	-	0	0	-
96	Salem	0	0	-	0	0	-
97	Adampur (Jalandhar)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Khajuraho	0	0	-	0	0	-
100	Pondicherry	0	0	-	0	0	-
101	Ludhiana	0	0	-	0	0	-
102	Bhatinda	0	0	-	0	0	-
103	Kota	0	0	-	0	0	-
104	Sholapur	0	0	-	0	0	-
105	Safdarjung	0	0	-	0	0	-
106	Coochbehar	0	0	-	0	0	-
107	Keshod (Junagarh)	0	0	-	0	0	-
108	Gondia	0	0	-	0	0	-
109	Kanpur (Civil)	0	0	-	0	0	-
(F) 70 Domestic Airports		2744	2345	17.0	17354	11846	46.5
(G) 17 St.Govt. / Pvt Airports							
110	Durgapur	38	0	-	378	1	-
111	Lengpui(aizwal)	40	32	25.0	218	149	46.3
112	Nasik(Hal ozar)	0	0	-	0	35	-
113	Jagdarpur	0	0	-	0	0	-
114	Kurnool	0	0	-	0	0	-
115	Bilaspur	0	0	-	0	0	-
116	Nanded	0	0	-	0	0	-
117	Sindhudurg	0	0	-	0	0	-
118	Vijayanagar	0	0	-	0	0	-
119	Pasighat	0	0	-	0	0	-
120	Bidar	0	0	-	0	0	-
121	Bangalore(HAL)	0	0	-	0	0	-
122	Pithoragarh	0	0	-	0	0	-
123	Mundra	0	0	-	0	0	-
124	Hisar	0	0	-	0	0	-
125	Jamshedpur	0	0	-	0	0	-
126	Rourkela	0	0	-	0	0	-
(G) 17 St.Govt. / Pvt Airports		78	32	-	596	185	-
(H) Other Airports		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		273335	274642	-0.5	1620533	1536862	5.4



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

(\*) TENTATIVE

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2021-22
(IN '000 TONNES)												
KOLKATA	TRF APRIL-OCT., 2022	178	498	-	239	3	1090	4890	334	2327	9225	
Kolkata Dock System	TRF APRIL-OCT., 2021	187	301	-	178	24	606	4970	333	2195	8461	9.03
Haldia Dock Complex	TRF APRIL-OCT., 2022	5605	2620	125	55	235	-	11515	61	5498	26864	
	TRF APRIL-OCT., 2021	5543	2946	845	150	242	95	7031	103	4558	23521	14.21
TOTAL: SMP, KOLKATA	TRF APRIL-OCT., 2022	5783	3118	125	294	238	0	12605	395	7825	36089	
	TRF APRIL-OCT., 2021	5730	3247	845	328	266	95	7637	436	6753	31982	12.84
PARADIP	TRF APRIL-OCT., 2022	20639	1041	8575	180	2780	27653	7863	112	7	73560	
	TRF APRIL-OCT., 2021	19431	1074	12495	183	2693	15886	8461	112	6	65279	12.69
VISAKHAPATNAM	TRF APRIL-OCT., 2022	9455	1142	7757	771	893	9190	3236	4575	289	43882	
	TRF APRIL-OCT., 2021	7772	1171	8663	700	917	5021	2805	5120	299	39251	11.80
KAMARAJAR(ENNORE)	TRF APRIL-OCT., 2022	2841	69	-	-	-	12747	1018	6542	339	25572	
	TRF APRIL-OCT., 2021	2815	77	-	-	-	11151	1193	5264	273	22132	15.54
CHENNAI	TRF APRIL-OCT., 2022	8215	742	113	-	144	-	-	16551	858	28189	
	TRF APRIL-OCT., 2021	6141	708	-	-	138	-	7	18165	941	27556	2.30
V.O.CHIDAMBARANAR	TRF APRIL-OCT., 2022	173	681	-	469	434	5503	3359	8861	443	22227	
	TRF APRIL-OCT., 2021	227	567	-	173	417	4324	3136	9066	463	20267	9.67
COCHIN	TRF APRIL-OCT., 2022	12088	288	-	-	125	-	-	5802	402	19108	
	TRF APRIL-OCT., 2021	11932	284	-	-	166	-	-	5909	424	19041	0.35
NEW MANGALORE	TRF APRIL-OCT., 2022	15229	1241	991	276	46	2173	710	1400	101	22698	
	TRF APRIL-OCT., 2021	12051	1438	2463	170	87	2189	386	1405	92	20992	8.13
MORMUGAO	TRF APRIL-OCT., 2022	341	140	830	53	-	1969	4065	20	2	9278	
	TRF APRIL-OCT., 2021	268	109	2454	36	-	1140	4112	157	12	10653	-12.91
MUMBAI	TRF APRIL-OCT., 2022	21438	951	3329	174	69	3970	-	142	13	35893	
	TRF APRIL-OCT., 2021	20518	967	3662	189	18	3323	239	147	14	33355	7.61
J.N.P.A.	TRF APRIL-OCT., 2022	1891	1861	-	-	-	-	-	42568	3457	46989	
	TRF APRIL-OCT., 2021	1840	1669	-	-	-	-	-	38687	3179	42606	10.29
DEENDAYAL	TRF APRIL-OCT., 2022	37453	6822	385	2140	93	14068	151	4718	279	83018	
	TRF APRIL-OCT., 2021	34309	6265	174	2415	162	12756	269	4876	282	73616	12.77
ALL PORTS	TRF APRIL-OCT., 2022	135546	18096	22105	4357	4822	77273	33007	97392	6585	446503	
	TRF APRIL-OCT., 2021	123034	17576	30756	4194	4864	55885	28245	95989	6421	406730	9.78
% Variation from previous year		10.17	2.96	-28.13	3.89	-0.86	38.27	16.86	1.46	2.55	9.78	

Source: I.P.A.



# Government Calls For Fast Paced, Integrated & Sustainable Infrastructure Development

**U**nion Minister for Road Transport and Highways Nitin Gadkari urged all stakeholders 'Vishwakarmas', people behind the development of road infrastructure, to ensure fast paced integrated & sustainable infrastructure development in the country with ecological preservation, technology, innovation, safety and quality construction of the roads.

Addressing the 81st Annual Session of the Indian Roads Congress (IRC) in Lucknow with Uttar Pradesh Chief Minister Yogi Adityanath he said this 3 day session of IRC will be a great opportunity for engineers, professionals, road sector experts from India and foreign countries to come together & take efforts towards safer and sustainable roads furthering Prime Minister Narendra Modi's vision of 5 trillion dollar economy.

Gadkari also held review meeting at Chief Minister's residence in Lucknow. All the ongoing and proposed National Highway projects in Uttar Pradesh were discussed in detail in the meeting.

Further, integrated approach to transportation system, diversification of agriculture into energy and power, and development of industrial clusters outside metro cities are the need of the hour to boost the Indian economy, Union Minister Nitin Gadkari has said earlier. The road transport, highways and MSME minister also urged industry to look at public-private partnership (PPP) for various projects, be it transport-related or agriculture, for sustainable development of far-

flung rural and tribal areas.

Addressing a webinar on 'India Roadmap on Low Carbon and Sustainable Mobility' conducted by industry body Ficci, Gadkari said, "We need to think about an integrated approach towards transportation

***Addressing a webinar on 'India Roadmap on Low Carbon and Sustainable Mobility' conducted by industry body Ficci, Gadkari said, "We need to think about an integrated approach towards transportation system. We need to support all kinds of transportation whether road, water, rail or air for developing an indigenous, sustainable and economically viable transportation system."***

system. We need to support all kinds of transportation whether road, water, rail or air for developing an indigenous, sustainable and economically viable transportation system."

He said that during the current coronavirus-induced economic crisis, there is a need for projects on PPP to

boost the economy and urged industry players to come forward in this direction, be it a bus port or godowns or industrial facilities.

At the same time, he said that given the overpopulation of metropolises, it is time to focus on development of rural and tribal areas and shifting or setting up industrial clusters there to generate employment and decongest cities like Mumbai, Delhi, Bengaluru and Pune.

"COVID-19 has posed economic crisis and challenges... We need to convert this into opportunity... We need to think about an integrated approach for upliftment of urban and rural population including 115 aspirant districts," the minister said.

He said the priority of the government is to develop indigenous, low-carbon, sustainable, economically viable, pollution-free and cost-effective transportation system, which also provides comfort to the poor people of the country.

He said the government will play the role of a facilitator and support the private sector in its initiatives for developing sustainable transportation system.

Industry should consider various aspects of sustainable transportation system which comprises low-carbon fuels, electric vehicles, water transportation, conversion of diesel vehicles to LNG and CNG, use of ethanol, methanol and hydrogen fuels for vehicles. He added that industry should then reach out to concerned state governments and ministries and suggest changes in the policies for developing implementable and economically viable projects.

X

*"If you really look closely, most overnight successes took a long time." -- Steve Jobs*





*Business Beyond Boundaries*

**Air Freight**

**Ocean Freight**

**Express Services**

**Custom Clearance**

**Cargo Consolidation**

**Project & ODC Logistics**

**Worldwide Network**

**Services to Benapole (Bangladesh)**

**Warehousing**

Special Experience in handling the Door Delivery shipment to Kabul

SVB Consultancy and finalization of SVB case

EPCG / DEPB / Advance license expert

*Where every move  
is right in crossroads  
of logistics*

**GIR MOVERS**  
ROAD TRANSPORTATION

**GIR JUMBO**  
ODC & PROJECTS

**GIR EXDEL**  
DOMESTIC CARGO

**GIR GLOBAL**  
INTERNATIONAL CARGO

**GIR 3PL**  
THIRD PARTY LOGISTICS

**Corporate Office**

701, Roots Tower, Laxmi Nagar District Centre, New Delhi-110092, Ph: +91-11-47670700, E-mail: gir@girlogistics.in

**Delhi Office**

10, Qutab Road, Ram Nagar, New Delhi-110055, Ph: +91-11-23535357, Fax: +91-11-23627082, E-mail: importsdel@girlogistics.in

**Regional Office**

Bangalore: 080-28390075, Chennai: 044-25530045, Hyderabad: 040-24558639/649, Kolkata: 033-22680177, Mumbai: 022- 49769164/42666579

www.girlogistics.in



**IBA**  
Approved



**FFI**

**MTO**



**Customer Care**  
Toll Free: 1800-111-447(GIR)  
Customer Care: +91 11 47670700  
E-mail: customercare@girlogistics.in



**TRANSAFE**<sup>®</sup>  
TRANSAFE SERVICES LIMITED  
(A Group Company of Om Logistics Limited)



**WE MANUFACTURE CUSTOMIZED**

*containers beyond your expectation*

Transafe Services Limited is a well-established and fast-growing company equipped with state-of-the-art plants in India. Our world-class wide range of customized products are delivered to Indian and Global markets.

**OUR  
PRODUCTS  
RANGE**

- Transformer Housing Container
- Electrical Panel Housing Containers
- ISO Containers
- Generator Housing Containers
- Refrigerated Containers
- Special Purpose Containers
- Bunk Houses
- Tank Containers and many more...



[www.transafeservices.com](http://www.transafeservices.com)  
[info@transafeservices.com](mailto:info@transafeservices.com)  
Phone: +91-11-28316533