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Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

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



Women Driver in Transport Industry: A Beginning of New Era

Page 18

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Social Security: A Pipe Dream For Truckers!

rom enjoying Kashmiri apples to consuming fresh dairy products anywhere in India, we all cannot thank truckers more! But, have you wondered what it takes to accomplish such a feat? What do they go through in between picking the order from the origin city or warehouse and handing it over to the local seller in another city? No one cares!

Despite road transport emerging as a dominant segment with a share of 4.8 per cent in India's GDP, the sector in India is highly unorganised. Not just for the sake of development, there is a dire need to organise this sector to acknowledge truckers' hard work. From poor roadside amenities to no life security, there is an urgent need to pay attention towards the deteriorating condition of truckers in India.

These days, everyone wants to pursue a white-collar job or a high-paying profession, but nobody in our country is willing to take up the driving profession. And, we all know why! Leave aside money, it is not considered even reputable or drivers are looked down upon. It is to be noted that truckers are even addressed as one of the lifelines of our country. Also, they worked relentlessly during the COVID-19 pandemic to serve and save mankind. They must be rewarded! The least we can do to appreciate them is to offer social security.

Talking about the government's take on the welfare of drivers, it replied to a 2018 Lok Sabha question:

"A driver working under any establishment or process or factory in which the employed persons are more than 10, will be entitled to get the benefits of employees' state insurance and a driver working under any

establishment or factory in which the employed persons are more than 20, will also get the benefits of provident fund.

In order to provide social security benefits to the workers in the unorganised sector, the Unorganised Workers' Social Security Act, 2008 has been enacted to provide welfare schemes in matters relating to life and disability cover, health and maternity benefits, old age protection to the unorganised workers. Various ministries/departments of the central government are implementing such social security schemes like Indira Gandhi National Old Age Pension Scheme (Ministry of Rural Development); National Family Benefit Scheme (Ministry of Rural Development); health and maternity schemes (Ministry of Health and Family Welfare). The central government is also implementing Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY) and Pradhan Mantri Suraksha Bima Yojana (PMSBY) to provide life and disability coverage to the unorganised workers depending upon their eligibility. There is no proposal at present regarding Sarathi Suraksha Card."

Besides, the government also recommends that schemes should be funded through a combination of contributions from the central and state governments. Further, there are plans to provide a registration mechanism for workers along with helplines to help access social security schemes available.

Moreover, the government envisages the establishment of a National Social Security Board whose job will be to recommend to the central government welfare schemes and monitor them. It also mandates the establishment of a



Ashok Gupta

social security fund which is to be used for the social security and welfare of truckers and others.

As of now, truckers and drivers are not recognized under any labour legislation, except the Code of Social Security, 2020 (referred to as "Code"), which has not been implemented yet. While the Code recognizes drivers and provides for social security measures, it does not elaborate on the exact scope, nature or funding mechanism. That is why, the eventual rights that truckers and drivers get will only be determined once the schemes/rules under the Code are formulated and implemented.

Notably, the Government of India has consolidated all the erstwhile labour laws into four codes, including the Code, Code on Wages 2019, Occupational Safety, Health and Working Conditions Code 2020, and the Industrial Relations Code 2020. While there is no mention of drivers in the other codes, it cannot be ascertained with clarity whether the Indian government is in favour of providing extensive labour law protection to them or not.

Lastly, there is no clarity on when the Code will be implemented. Considering this, people have started to pose questions about social security benefits under the Unorganised Workers Act already in place. By and large, labour codes are a big step in the right direction. But, the road to social security is clearly long and bumpy.



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Roar for Quality Roads to Curb Road Accidents



John F. Kennedy, US President once said,

"It is not our wealth that built our roads, but it is our roads which built our wealth".

How true! Indeed roads are the arteries through which the economy pulses. A country's road network plays a crucial role in its overall economic development and growth because roads help in the transportation of agricultural and industrial products from rural to urban areas, provide access to employment, education and health services and stimulate economic and social development.

Road transport is the only mode of transportation which can provide door-to-door service and serve the remotest areas. The other three modes of transport - airways, railways and waterways depend on road transport for service to and from terminals, airports, harbours or stations. A well-developed road network is therefore essential not only for the facility of road travel but also to serve as a feeder

Road transport is the only mode of transportation which can provide door-to-door service and serve the remotest areas. The other three modes of transport - airways, railways and waterways depend on road transport for service to and from terminals, airports, harbours or stations

system for the other modes of transportation. Road transport serves the entire community and gives the maximum flexibility for travel concerning route, direction, time and speed of travel. Road infrastructure is



Ramesh Agarwal
National President, AITWA

therefore the most important of all public assets.

It feels good that the government is now focussed on re-defining road development and recasting road development by bridging critical infrastructure gaps. Hence, Bharatmala has been launched as a new umbrella program whose primary focus is on optimizing the efficiency of the movement of goods and people across the country.

While the government is pushing for an ambitious upgrade of the infrastructure of roads along with railways, ports, logistics etc., the quality of India"s road infrastructure remains very poor. The paradox of India"s road infrastructure is that while its cumulative road network is comparable to US and China, countries which are several times the size of India, the quality of it is such that the road infrastructure is not internationally competitive at present. Of India"s total road network, almost 40% is unpaved. National Highways constitute less than 3% of the total road network and 40% of villages have no access to all-weather roads. Potholeridden roads, uneven speed breakers,

lack of service roads and general lack of maintenance are characteristic of Indian roads. Unsurprisingly, India

accounts for 11% of global deaths in road accidents, that too when it is having only 1% of the world's vehicles. During the year 2020, the total number of recorded road accidents in India was 3,66,138. Flawed road designing and engineering, weak enforcement of traffic laws and lack of rapid trauma care contribute to the high number of road accidents and deaths in India.

The following are a few steps which can act as

crucial pillars to drop the road accident number.

Quality Roads

The quality of roads has to go levels up to be of international standards. Today, Indian roads are far away from what developed countries have. As of now, all National Highways (NHs) are constructed as per quality standards specified in the Ministry of Road Transport and Highways/ Indian Roads Congress (IRC) specifications and designated Engineer/Supervision Consultants are appointed to see through the works at the site, but how efficiently or sincerely this is being done? The government has to be strict, so that number of lives lost can be reduced.

It won't be a bad idea to install CCTV cameras every few kilometres at the construction stage of road projects for close monitoring by NHAI officers/engineers and other stakeholders including public representatives (MPs/MLAs). Doing so would permit round-the-clock ground-level

contd...

monitoring of the progress being made in ongoing road projects and also inculcate fear among wrongdoers. If



If required, the CCTV

project may be
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The CCTV cameras
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etc.

Road Maintenance

Routine maintenance of culverts, patch/ pot-hole repairs, crack sealing, roadside drainage, repairing of shoulders, etc. is a must, so that there is a seamless movement of vehicles. Periodic renewal of coating to the wearing surface is also important to safeguard the road crust and at the same time give pavement a better riding surface. Repair of Emergent/ Flood Damage due to heavy rains/floods, cyclones, landslides,

dunes, etc. needs immediate attention so that transportation can be restored.

As of today, the Ministry/NHAI is managing the maintenance and repair of NHs across the country with an allocation of just about 40% of the actual requirements estimated by the Ministry. But once the allocation will be 100% we will see a sea of change in roads.

Road Safety

Education is the only formula to update and upgrade road users on road safety. The Ministry of Roads, Transport and Highways will have to take steps to awaken people with awareness campaigns to solve the road safety issue. This can be done through electronic media, print media, NGOs etc. Also, the government can fix a National Road Safety Month every year for spreading awareness and strengthening road safety.

Along with this, it is very crucial to identify black spots (accident-prone spots) on National Highways and find a solution to rectify them. Plus, safety standards for automobiles have to improve with mandatory Airbags for Front Co-passengers. The focus must also be given to setting up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

Further, strict implementation of the Motor Vehicles (Amendment) Act, 2019 will be very helpful to curve road accidents. Besides, rules for accreditation of Driving Training Centres in the country have been notified to make the driving training scientific and systematic, vest the accredited Driving Training 12 Center with certain functions like testing of aspirants for the issue of driving license and to make accredited driving Training Centre a commercially viable business proposition

Additionally, Emergency Care should also be at the top of the list of priorities for road safety. Planning such as provisions for ambulances (Basic Life Support as per AIS-125) at all toll plazas on the completed corridor of National Highways, and cashless treatment of victims of the accident during the golden hour are keys to road safety.

Over Loaded Trucks

The government must explore the possibilities of reforming the provisions to charge a toll based on the weight of the vehicles, instead of axlebased toll collection. For the betterment of the entire society, the implementation of a weigh-in-motion system can be beneficial. Along with it a n is sue of a u t o mated challans/penalties would eliminate the possible collusion of corrupt officials with heavy vehicle owners and help curb the menace of overloading, hence curbing road accidents.

Cap for Driving Hours

Shortage of commercial drivers means the existing drivers need to compensate for it. This also means extra hours of duty! But, at what cost? Putting the lives of drivers at risk? The government must issue guidelines to limit the number of hours commercial drivers can drive in a day to a reasonable limit, say, 10 hours a day. If a suitable mechanism can be devised to implement this in earnest, this

Shortage of commercial drivers means the existing drivers need to compensate for it. This also means extra hours of duty! But, at what cost? Putting the lives of drivers at risk? The government must issue guidelines to limit the number of hours commercial drivers can drive in a day to a reasonable limit, say, 10 hours a day

would ensure that commercial drivers are well-rested, making the roads safer for all travellers. Otherwise, the driver community faces a lot of illness and anxiety.

Roadside Amenities

All India Transporters' Welfare Association (AITWA) has been raising the issue of having amenities at the roadside for so long but nothing still is being done. We believe provisions for food joints, restrooms, toilets and other amenities alongside National Highways can reduce the menace of illegal parking of vehicles on NHs and help avoid accidents since the drivers would be able to relax and refresh themselves without parking outside the designated areas.

A few more Guidelines

The following provisions will also help the cause to reduce road accidents.

- Ban on rumble strips or bar markings at the approaches of junctions on NHs.
- Imply speed limit signs at desired locations of NHs network.
- Sign Boards must be in the regional/local language and English to alert the drivers.
- Provision of speed breakers and associated signage on side roads.
- Provision of amber beacons for traffic approaching a junction.
- Encouraging Engineers for a certificate course in Road Safety Audit for which MOUs (Memorandum of Understanding) are signed with IITs and other leading technical education/research institutions.
- Developed a Blackspot MIS portal where details of all blackspots, ids, photographs, rectification status and post-rectification feedback are collected and monitored.
- Action must be taken to impose a penalty on cattle/animal-rearers for letting out their animals on National Highways, of course, after coordinating with local law enforcement or concerned agencies.

AITWA believes if the recommended steps are implemented our roads will be of international standard, where there will be hardly any accidents and which will offer a road map of safety, peace and prosperity. ₹1.71 TRILLION OF ASSETS MANAGED
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It's Time to Brace up For The Vehicle Scrappage Policy in India

iming at phasing out old and unfit vehicles, Vehicle Scrappage Policy, 2021, focuses on de-registering private cars more than 20 years old and commercial vehicles over 15 years for petrol and 10 years for diesel vehicles. Does that mean we are required to scrap our old vehicles? Have we received any rules and regulations about the vehicle scrappage scheme?

Beginning April 1, 2023, fitness testing of heavy commercial vehicles (HCVs) shall be conducted only through automated testing stations (ATSs). For other types of commercial vehicles (CVs), the fitness testing shall also be conducted through ATSs from June 1, 2024. If they fail the fitness test, then it shall be defined as ELVs (end-of-life vehicles) and scrapped.

Notably, the Indian automobile sector has been in a troubled zone since the latter half of 2019. And, the following COVID-19 pandemic made the situation even worse. O3 sales in 2020 have tried to uplift the sector, but the situation is still grim. However, the government's scrappage policy seems to help the struggling Indian automobile sector. Not only phasing out old vehicles will create a demand for new vehicles, but also benefit the environment. It is to be noted here that over 51 lakh light motor vehicles (private and commercial) are more than 20 years old.

Talking about the scrappage policy in India, it is primarily directed towards building a system to scrap unfit vehicles in the country. And, the rules and regulations are expected to be made around the actual scrapping process. Also, there is a provision to reward vehicle owners for scrapping old vehicles. This will encourage people to buy environment-friendly, safe, and technologically advanced vehicles.

Besides identifying old, unfit and polluting vehicles and reducing pollution by scrapping vehicles

Besides identifying old, unfit and polluting vehicles and reducing pollution by scrapping vehicles without valid fitness and registration, the other objectives of Vehicle Scrappage Policy, 2021, are to improve passenger, road and vehicular safety, generate employment in the automobile industry as the new vehicle scrapping centres will need manpower, formalise the current informal vehicle scrappage industry, improve fuel efficiency and reduce maintenance costs for vehicle owners



Abhishek Gupta General Secretary, AITWA

without valid fitness and registration, the other objectives of Vehicle Scrappage Policy, 2021, are to improve passenger, road and vehicular safety, generate employment in the automobile industry as the new vehicle scrapping centres will need manpower, formalise the current informal vehicle scrappage industry, improve fuel efficiency and reduce maintenance costs for vehicle owners. In addition, the government plans to increase the availability of low-cost raw materials for automotive, steel and electronics industries.

Undoubtedly, new advanced vehicles are comparatively safer as they come with superior safety features. And, scrapping unfit vehicles will help create a safer environment on roads for everyone. Also, the recycling industry will be more active and witness higher revenue. For vehicle owners, they might receive tax benefits as an incentive to scrap an old vehicle. Additionally, they can expect to get the best price for car scrappage for workable parts such as tyres.

While there are different types of

vehicles on Indian roads, the same rules cannot apply to all of them. Thus, it is important to categorise vehicles

concerning scrappage. It is to be noted that the scrappage policy for government vehicles was approved in January 2021. According to it, vehicles belonging to the Centre as well as state governments shall be scrapped if they are more than 15 years old.

Next up we have vehicles that are used for commercial purposes. After completion of 15 years, a commercial vehicle will be required

to take up a fitness test. If considered unfit, the vehicle shall be scrapped as per the commercial vehicle scrap policy rules. Further, the age limit to undergo a fitness test for a private vehicle is set at 15 years.

Determining the roadworthiness of a vehicle, fitness testing at authorised automated testing stations involves a detailed inspection. Also, the test assesses if the vehicle is contributing to environmental pollution. The validity of the fitness test shall be for five years, after which the vehicle needs to undergo fitness tests again. While a green cess of 10 percent to 15 percent of road tax may be levied for older vehicles that have passed the fitness test, it could vary from one place to another. Further, vehicles failing the test implies that a vehicle's registration cannot be renewed. And, the owners of such vehicles can either choose to scrap it or repair it to pass the fitness test.

If your vehicle's registration is due for renewal, then you can either retain the vehicle by getting its fitness tested at an authorised automated testing station (ATS) or scrap the vehicle at the nearest



If your vehicle's registration is due for renewal, then you can either retain the vehicle by getting its fitness tested at an authorised automated testing station (ATS) or scrap the vehicle at the nearest authorised scrapping facility. If you wish to go with the latter, then you will have to wait until ATSs are operational. Once available to offer services, they will be accessible through the VAHAN database

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Moreover, vehicle owners may receive a 4 percent to 6 percent discount on the new vehicle's cost (exshowroom) after scrapping the vehicle. Plus, manufacturers have been requested to offer a discount of 5 percent on purchasing a new vehicle against the certificate of deposit. This discount is over and above the scrap value you receive for

your vehicle. Not just this, upon declaring the certificate of deposit, the registration fees for the new vehicle will be waived off. Also, state governments are planning to offer a concession (up to 25 percent for non-transport vehicles and 15 percent for transport vehicles) on the road tax on the new vehicle.

While we have talked a lot about the benefits of scrapping old vehicles, it is important to know what if an owner wants to retain its old piece. It must be noted that the charges for the fitness test and the grant of fitness certificate (FC) for commercial vehicles that are more than 15 years old are higher. For private vehicles that are more than 15 years old, the charges for the renewal of the RC are higher too. Not just this, a green cess of 10 percent to 15 percent over and above the road tax shall be applicable for such older vehicles.

By and large, it seems like going with the option of scrapping old vehicles is a wise decision to make that benefits everyone in the long run.

Want To Know, Why Drivers Are Quitting The Industry?

s road freight travel continues to grow, the number of trucks plying on Indian roads and highways is expected to rise from 4 million in 2022 to roughly 17 million trucks by 2050. However, while the industry is growing, the men steering the wheels of trucks are not.

Trucking, which is part of an essential industry, has always been a tough job. It counts nothing less than hard work, determination, patience and perseverance to make it possible for drivers. Otherwise, who can keep driving for hours after hours and at times day after day?

Agreed that the life of a truck driver is full of adventure but then how many likes to be a truck driver? But who would want to opt for a profession in a sector which is highly unorganized comes with almost negligent work-life balance, low and irregular income, the risk of betting on one's dignity and societal status, and facing harassment by those in authority? At least, not the younger generation - who knows that commercial driving cannot offer them a better life to them and their families!

This approach of young guns has added to the woes. All these cumulatively have led to the shortage of truck drivers. While there were 75 drivers for every 100 trucks two years back, it has now come down to 65 drivers for the same number of trucks.

Sh. Mahendra Arya, Former President, All India Truckers Welfare Association (AITWA) also ecos the same. He says, "There is a shortage of drivers across the nation, While the issue of driver retention and recruitment is present among small and large fleet owners alike, it is the small fleet owners (over 90% of all the nation's trucking companies) who suffer more. The smaller fleet owners are facing the heat more as compared



Mahendra Arya Co-Chairman, AITWA

"There is a shortage of drivers across the nation, While the issue of driver retention and recruitment is present among small and large fleet owners alike, it is the small fleet owners (over 90% of all the nation's trucking companies) who suffer more. The smaller fleet owners are facing the heat more as compared to the mid-size or large trucking companies, as they are unable to provide the truckers with basic facilities, Whereas, the large fleet owners are doing comparatively better, with government policies like Gati Shakti and NLP turning out to be in their favour. Also, the driver feels secure in his profession when working with larger organizations considering the basic and added facilities provided to them by the organization."

to the mid-size or large trucking companies, as they are unable to provide the truckers with basic facilities, Whereas, the large fleet owners are doing comparatively better, with government policies like Gati Shakti and NLP turning out to be in their favour. Also, the driver feels secure in his profession when working with larger organizations considering the basic and added facilities provided

to them by the organization."

Several leaders also feel the same. There is no denying that the shortage of drivers has resulted in poor utilization of existing assets. The gap between demand & supply is increasing and also affecting sourcing costs, which eventually is resulting in a price rise for all consumers.

Coming back to driver recruitment and retention, we must know why truckers are quitting.

A survey conducted by the SmartHop reveals that trucking is still highly attractive, and the overwhelming majority of small fleet drivers have remained on the job over the past year.

But if that is the case what are the factors that are leading drivers to quit?

As per the SmartHop survey, 45% of drivers quit the profession due to high pressure and demand, 39% due to difficult work-life balance, 31% due to irregular work hours, and 42% due to spot market instability.

Loans offered by banks that help drivers become an owner with a minimal down payment is also a reason for quitting their job. As a driver, he has contacts in the logistics industry and can get loads for his truck when he is on the road, the same contacts they are using for getting loads for their single-owned truck.

But more than all these, the hardhitting fact is, the drivers are not paid a substantial amount and due to multiple vendors, they shift companies for better salaries and comfortable working hours. So, fleet managers and trucking company owners must resolve the issues of remunerations, working hours, unsafe environment, job security, PF, ESI, leave structure, gratuity, pension and risk cover, and healthcare facilities to get them attracted to the industry again.

– x –



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Single Logistic Law For All Modes Of Freight Transportation

ince the dawn of mankind, humans have been striving to make trade and transportation easier and more efficient. With the advent of technology, the shipping industry has been revolutionized. But even with technological advancements, the freight industry has yet to reach its full potential due to the lack of a single unified logistics law. This article will explore the need for a unified logistics law and how regulations can help make freight transportation easier.

What is a unified logistics law?

A unified logistics law is a single set of regulations that governs the entire freight industry. This law would provide a standardized set of regulations for all freight carriers, shippers, brokers, and logistics providers. This would create uniform rules and procedures across the board, ensuring that everyone is playing by the same set of rules and that there is no duplication of processes. The purpose of a unified logistics law is to ensure the safe, efficient, and costeffective transportation of goods. This would create a more level playing field, allowing everyone involved in the shipping industry to compete on a more equal footing. It would also create an environment where shippers, carriers, brokers, and logistics providers could work together more effectively, leading to improved communication and collaboration. For one, it would ensure that goods are transported more efficiently, thus reducing costs. It would also promote the use of bio-fuels as aviation fuel, which would be more

environmentally friendly and economically viable. The single logistics law would apply to road, rail, water, and air freight transportation. The benefits of such a law are manyfold. Finally, it would provide a much-needed boost to the country's logistics infrastructure, which is currently lagging behind those of other developed nations.

How regulations can help the freight industry?

To begin with, it will create a more efficient and cost-effective system. The government aims to reduce the logistic cost to 8 percent of GDP. This can be achieved by implementing a single law that will govern all modes of freight transportation. Regulations are essential for the freight industry to operate safely and efficiently. Regulations can help ensure that all parties involved in the shipping process are following the same rules and procedures. This would create a more streamlined and efficient shipping process, allowing goods to be transported more quickly and safely, and help reduce costs by ensuring that goods are transported most costeffectively. It will help in improving the quality of goods, ensuring that goods are transported according to established standards with reducing the risk of accidents and minimizing the chances of goods being damaged or lost in transit. It is important to note that the success of this law will hinge on its economic viability and the government must ensure that the benefits outweigh the costs so that businesses can flourish under the new system.

Bio-Fuels as Aviation Fuel: Economic Viability and GovernmentAim

There is a lot of potentials for bio-fuels to be used as aviation fuel. Not only is it a more environmentally friendly option, but it's also economically viable. As the government is aiming to reduce the logistic cost to 8 percent, the use of biofuels offers a real opportunity to make that happen. It's important to note that economic viability is essential for the success of this venture and if the bio-fuels aren't cost-effective, airlines won't switch over and the whole project will fail. But if it can be done right, it could have a huge impact on the industry.

How regulations can reduce costs and increase efficiency

Regulations can help reduce costs and increase efficiency in the freight industry as they can help to ensure that goods are transported most costeffectively. Regulations can also help reduce the risk of accidents, helping to keep the cost of insurance premiums down. Regulations can also help reduce the cost of proof of delivery trucking as they ensure that truckers are following the most cost-effective routes, helping to reduce fuel costs. Regulations can also help ensure that goods are transported according to established standards, which ensures that goods arrive at their destination in the best possible condition. Regulations can also help ensure that goods are transported promptly, helping to reduce the risk of delays.

Benefits of a unified logistics law

A unified logistics law would have



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several benefits for the freight industry as it would create a more level playing field, allowing everyone involved in the shipping industry to compete on a more equal footing. It would also create an environment where shippers, carriers, brokers, and logistics providers could work together more effectively, leading to improved communication and collaboration. The unified logistics law would also help ensure that all parties involved in the shipping process are following the same rules and procedures. This would create a more streamlined and efficient shipping process, allowing goods to be transported more quickly and safely.

Regulations.gov – What it is and how it can help

Regulations.gov is a website that provides access to the latest regulations and guidelines that govern the freight industry. It is a comprehensive resource that provides information on the different regulations and how they affect the industry. It also provides access to the latest news and updates related to the freight industry, making it easier to stay up to date with the latest developments. It can be a valuable resource for shippers, carriers, brokers, and logistics providers, as it provides access to the latest regulations and guidelines. This can help ensure that everyone is following the same rules and procedures and that there is no duplication of processes and can also help reduce costs and increase efficiency, as it can help ensure that goods are transported most cost-effectively.

The need for a unified logistics law in the freight industry

The requirement for unified logistics law for operations regulation in the cargo business is clear. A brought-

together planned operations regulation would make a more level battleground, permitting everybody engaged with the transportation business to contend on fair terms. It would likewise establish a climate where transporters, merchants, and suppliers could cooperate and work under a single law, prompting further developed correspondence and coordinated effort. It would likewise assist with diminishing expenses and incrementing productivity. Guidelines can assist with guaranteeing that products are shipped most costefficiently. Guidelines can likewise assist with significantly reducing the gamble of mishaps, assisting with keeping the expense of insurance payments down.

Transportation law - Understanding the implications

Transportation regulation is highly significant for the cargo business. It is critical to grasp the ramifications of transportation regulation, as it can influence the expense and proficiency of delivery products. Guidelines can assist with guaranteeing that merchandise is moved by laid out principles, assisting with lessening the gamble of mishaps and limiting the possibilities of products being harmed or lost on the way. It is likewise essential to grasp the ramifications of transportation regulation for the transporters, agents, and coordinated factors suppliers engaged with the delivery interaction. Guidelines can assist with guaranteeing that everybody is under similar guidelines and strategies, assisting with taking out duplication of cycles and improving on procedural necessities.

Strategies to Minimize Impact and Maximize Efficiency

There are a few strategies that we can implement to minimize impact and

maximize efficiency:

- Use bio-fuels: Bio-fuels can be used as aviation fuel, and this would be a great way to reduce the carbon footprint of the freight transport industry.
- Increase economic viability: The economic viability of freight transport is very important, and we need to make sure that it is efficient and cost-effective.
- Reduce logistic cost: The government aims to reduce the logistic cost to 8 percent, and this can be done by improving infrastructure and increasing efficiency.

Conclusion

From the above-stated facts, we can easily say that the requirement for a unified operations regulation in the cargo business is clear. A broughttogether operations regulation would make a more level playing field, allowing everybody engaged with the cargo business to abide by and work by fair terms. It would likewise establish a climate where transporters, dealers, and coordinated operations suppliers could work easily, prompting further developed correspondence and joint effort. Guidelines can assist with guaranteeing that all gatherings engaged with the transportation cycle are adhering to similar guidelines and systems, assisting with the best costeffective system and increment proficiency. Regulations.gov is an important asset for transporters, dealers, and coordinating suppliers, giving admittance to the most recent guidelines and rules. Eventually, a bound together coordinated factors regulation is fundamental for the cargo business to work securely and proficiently and to arrive at its maximum capacity.



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Women Driver in Transport Industry: A Beginning of New Era

he transport industry in India has traditionally been a male-dominated field, with women rarely seen behind the wheel of trucks and buses. However, in recent years, there has been a growing movement to empower women and provide them with opportunities in the industry. This has resulted in a significant increase in the number of women drivers in India, with many companies now actively recruiting and training female candidates.

One of the main reasons for this shift is the recognition that women are equally capable of performing the tasks required of a driver. In fact, studies have shown that women are often safer and more reliable drivers than men, with lower rates of accidents and traffic violations. This is particularly important in the transport industry, where safety is of the utmost concern.

In addition to their skills and abilities, women drivers also bring a number of other benefits to the industry. For example, they often have a better customer service approach, providing a more pleasant and enjoyable experience for passengers. This is particularly important in the bus and taxi industries, where customer satisfaction is key to success.

Another advantage of having women drivers is that they can provide a more diverse and inclusive workplace. This is particularly important in a country like India, where gender stereotypes and discrimination are still prevalent. By hiring women, companies can create a more inclusive and welcoming environment, which can

attract a wider range of customers and employees.

Despite these benefits, there are still many challenges facing women drivers in India. One of the main obstacles is the lack of support and infrastructure for women in the industry. For example, many truck stops and rest areas are not designed with women in mind, with inadequate facilities and security measures. This can make it difficult for women to perform their duties effectively and safely.

Another challenge is the cultural stigma surrounding women drivers. In most parts of India, there is still a strong belief that driving is a man's job, and that women should not be involved in such activities. This can lead to discrimination and harassment, which can make it difficult for women to succeed in the industry.

The lack of access to affordable financing and credit also poses a great challenge for women. Many women are unable to afford the upfront costs of purchasing a vehicle or obtaining a commercial driver's license, which can make it difficult for them to start their own businesses or become independent drivers.

To promote women's participation in the transport sector in India, there are several steps that can be taken. Firstly, there needs to be a greater focus on raising awareness about the job opportunities available in the transport sector. This can be done through targeted advertising campaigns, outreach programs, and partnerships with schools and universities.

Secondly, there should be greater support and opportunities for women to enter and succeed in the transport sector. This can include things such as mentorship programs, training opportunities, and flexible working arrangements.

Thirdly, there needs to be a greater focus on promoting a positive and inclusive culture in the transport sector. This can include awareness initiatives on diversity and inclusion and the implementation of policies that support and promote women's participation in the sector.

Despite these challenges, women are continuing to make strides in the transport industry in India. Many companies are taking steps to support and empower women drivers, by providing training, mentoring, and other resources. In addition, there are a number of organizations and initiatives working to promote the rights and opportunities of women in the industry.

In conclusion, women drivers face numerous challenges and barriers in the transport industry. However, there have been some efforts in recent years to increase the number of women commercial drivers in India. To achieve this goal, there needs to be a concerted effort from all stakeholders, including the government, transport companies, and society at large. By working together, we can create a more inclusive and diverse trucking workforce that recognizes the contributions of women drivers and supports their efforts to succeed in their careers.

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.

Dress Code of the Drivers of Commercial Vehicles: A Legal Landscape

everal incidents have recently been reported in which truck drivers have been fined for driving without proper attire, specifically wearing Lungi and baniyaan. Truck drivers prefer to dress in lungis and vests because of the long hours they spend behind the wheel, the hot and uncomfortable truck cabins, and the lack of air conditioning.

The law regarding the dress code for drivers is not explicitly defined in the Motor Vehicles Act. However, Section 28 of the Act gives state government the power to make rules on this matter. In particular, Section 28(d) allows the state government to make rules regarding the badges and uniforms that drivers of transport vehicles must wear, as well as the fees for those badges. As a result, each state government has its own rules regarding the dress code for drivers within its jurisdiction.

The rules for drivers' uniforms in the state of Uttar Pradesh are outlined in Rule 14 of the Uttar Pradesh Motor Vehicles Rules, 1998. The rule state that drivers of transport vehicles, other than motor cabs, must wear a khaki bush-shirt or coat with four pockets and a flap, khaki full pants, and a khaki cap or turban.

In the state of Karnataka, Rule 14 of the Karnataka Motor Vehicles Rules, 1989 similarly requires drivers of transport vehicles to wear a khaki bush coat and khaki trousers while on duty. However, the commissioner may exempt certain classes of drivers, such as those operating goods vehicles or tractor-trailers for agricultural purposes, from these requirements through a notification.

Similarly, Rule 20 of the West Bengal Motor Vehicles Rules, 1989 states that the licensing authority may require drivers of transport vehicles to wear a is because it is impractical for drivers to wear full trousers and long sleeves at all times, especially during long distance trips or when traveling in a non-air-conditioned vehicle. In such



khaki uniform while driving. This requirement is subject to the provisions of sub-rule (2) of rule 24. Most other states also have similar provisions regarding the uniform of the driver of transport vehicles.

Recently, there have been several news reports of drivers being fined for violating the dress code particularly in the state of Uttar Pradesh. In these cases, the drivers have been fined Rs. 2000 under Section 179 of the Motor Vehicles Act. Section 179 of Motor Vehicles Act deals with the disobedience of orders, obstruction and refusal of information. Prior to the amendment of the Motor Vehicles Act in 2019, the fine for under this section was only Rs. 500.

There is a need to amend the regulations regarding the dress code for drivers of transport vehicles. This cases, the heat and lack of ventilation can lead to health problems for drivers who are required to wear these uniforms. It is necessary to revise these regulations in order to provide more practical and comfortable options for drivers by taking these factors into account.

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.

AITWA's Stand on Issues of Commercial Drives

n April 2022 the National Human Rights Commission (NHRC) organised a meeting of the Core Group (across the Ministry of Road Transport and Highways (MoRTH), the Ministry of Labour & Employment (MLE) and the All India Transporters' Welfare Association - AITWA) on Business and Human Rights, The objective of this meeting was to listen to the views of invitees on the issues and challenges of Commercial Truck Drivers in India.

Represented by a group of respected members - Sh. Mahendra Arya (then President and now Co-Chairman), Sh. Puneet Agarwal (Executive President), Sh. Abhishek Gupta (General Secretary) and Sh. JP single (CEO), the AITWA delegation strongly highlighted the issues and the difficulty that drivers go through.

AITWA claimed Lack of Respect & Work Dignity as the toughest challenges faced by truck drivers. The team revealed how truck drivers are often abused by locals & authorities. How authorities don discriminatory behaviour on many occasions, which have been reported by numerous truckers. This especially happens while crossing toll plazas or entering markets. Moreover, there are statespecific laws in several regions leading to unnecessary complications. Most drivers do not have the educational background to deal with these legal complications, so they end up with unnecessary troubles with authorities.

AITWA put **Long Working Hours** in second place as most truck drivers often complain about stressful working hours which burn them out. AITWA believes a strict law should be enforced to limit working hours.

Next is **Drivers Stay Away from Home for a Too Long period**. Truck drivers generally ply trucks on long routes & returning to families after an extended period. But if the driving

Rs. 8000–10,000 only per month, the lack of standardization in remuneration in the trucking industry has also led to different freight companies offering different pay for the same routes, which could lead to the formation of monopolies and thus making working conditions even worse.

AITWA feels that the Condition of Vehicles Are Not Up To



responsibility is divided amongst drivers or a relay is applied all drivers can enjoy their time with families. This is what AITWA feels like.

AITWA also believes that an Unorganized Salary Structure is taking the industry nowhere and a lot is at stake. This is one of the main reasons why drivers are migrating to other jobs. Also, at times, drivers go unethical and practice fuel selling, avoiding tolls etc. to earn more. The fixed salary of drivers is in the range of

International Standards. The truck owners will also have to take some blame for focusing only on the returns and not so much on the quality of the method in the truck industry of India. Their goal is to transport the most amount of cargo most cost-effectively, by doing so they overuse the vehicles but hardly spent on maintenance of vehicles. The bad condition of the Indian roadways only accelerates the depreciation of the vehicles involved.

AITWA states Improper Roadside

Infrastructure & Amenities are also a factor that is making life difficult for drivers. The absence of adequate roadside infrastructure & basic amenities for truck drivers like hygienic food, proper restrooms, hygienic toilets and bathrooms and parking space for vehicles is pushing many drivers to diseases and ill health. AITWA feels for drivers as they put Their Lives At Risk While On Highways. Due to the tedious nature of the job and insufficient roadside facilities, there is a high risk of occupational hazards and accidentrelated death. Many insurance companies do not prefer the truck driver category for extending life & health insurance.

AITWA highlighted the other side of the story and stated How Police & RTOs Harass Truck Drivers. The report starts pouring from truck drivers that they are being harassed by RTO and police for no reason and at times being abused and beaten as well. AITWA points out that the Lack of Stability in Job/Social Security is a Big Challenge for Truck Drivers. As drivers are on the highways most of the time driving brings all sorts of health issues and accident risks. But only a handful of fleet operators offer social security benefits & insurance in a mandated manner to their truck drivers.

AITWA also bring forth the issue of **Exploitation by Owners**.

AITWA did not stop there it also offered solutions to these problems. What is the better way to handle these challenges/issues?

According to it, we must Build Respect Towards the Profession - All the industry stakeholders should contribute to building aspiration and charm around the job though the work has started in this direction. Tata Motors affirming its commitment towards improving the lives of the Driver community in India has launched several driver welfare programs and schemes.

The next thing to do is, Make Logistics Sector an Organized Sector - The logistics sector as discussed above is highly unorganized. We have observed that the organized players have less attrition rate and disputes, after hiring truck drivers in India which results in good brand value among the truck driver community.

offer An Improved Salary Structure
- The current payment structure is
highly unstructured and needs reform,
so that truck drivers have higher
visibility on their monthly take-home
salaries. Social security benefits
should be a part of drivers' pay
packages as the nature of work is
highly hazardous. The Ministry of

Then, the industry stakeholders should

Punish harassers - The government should step in to stop all kinds of harassment and the concerned person should be dealt with strictly.

Labour and employment must step in

to lay down the guidelines for this

sector.

The next focus should be on developing Proper Pit Stop for Resting-Resting stops should be built on highways exclusively for truck drivers. Tata Motors, India's largest commercial vehicle manufacturer, has been closely working with truck drivers. Tata Motors identified the

existing and emerging pain points in every link of the transport value chain and partnered with it to address them most effectively and efficiently.

Health and Life Insurance is a Must

-According to AITWA health and life insurance for truck drivers cannot be ignored. In a country that reports over 4.5 lakh road accidents each year, 30% of which involve commercial vehicles, mandatory provision of health and life insurance is indeed required.

AITWA believes Participation in Corporate Social Responsibility (CSR) programs should mandatory.

AITWA also insist on organizing regular Health Camps - Truck drivers are highly vulnerable to several health risk factors including poor eyesight and hearing loss, hypertension, fatigue, sleep-related disorders, and insufficient physical activity. Moreover, they are prone to risky behaviours such as smoking, tobacco chewing, drinking, and having casual sexual contact. These can hurt their health. Therefore frequent heath camps must be set up at multiple locations on the highways/ at pit stops, ensuring availability and accessibility. These are a few steps that are a must to reduce the burden of drivers, who always takes the burden of the entire nation's economy. The point raised by AITWA was listened to carefully and agreed upon by all the members present in the discussion, including the officials from MoRTH and MLE. However, only time will say how and when these will be implanted to eradicate or reduce these issues/ challenges.

NHAI Starts Accepting Electronic Bank Guarantees



o further improve efficiency and transparency of internal processes and take forward the adoption of digital technology, NHAI has started accepting Electronic Bank Guarantees (E-BGs) and has also digitalized all its existing Bank Guarantees.

NHAI is utilizing the E-BG services of National e-Governance Services Limited (NeSL), which facilitates reduction in physical paper movement, elimination of physical storage needs and easy access for Bank Guarantee life cycle events like invocation, renewal and closure. Few E-BGs have already been issued by the Banks in favour of NHAI.

Alka Upadhyaya, Secretary, Ministry of Road Transport and Highways & Chairperson, NHAI said, "Keeping in view the advantages of E-BGs, we encourage the concessionaires to adopt E-BGs. This is in line with the spirit of 'Digital India'. E-BGs promote transparency, brings in several efficiencies and provide ease

of doing business to our stakeholders."
Bank Guarantee (BG) is a commercial instrument used as a legal contract in which a bank acts as a guarantor and undertakes an obligation to pay the

Bank Guarantee (BG) is a commercial instrument used as a legal contract in which a bank acts as a guarantor and undertakes an obligation to pay the beneficiary a certain amount of money specified in the guarantee if the debtor from the original contract does not fulfill his contractual obligations

beneficiary a certain amount of money specified in the guarantee if the debtor from the original contract does not fulfill his contractual obligations.

Organizations like NHAI require BG, generally for faithful fulfillment of contractual obligations. The physical form of the BG presents challenges like time consuming verification process and possibility of frauds. However, NHAI has been dealing with BG related issued and challenges effectively and efficiently through its internal processing mechanism.

"If there is no struggle, there is no progress." -Frederick Douglass



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Report: Global OEMs' Strategies for Electric Light Commercial Vehicle Platforms



he "Global OEMs'
Strategies for Electric
Light Commercial Vehicle
Platforms" report has been
added to ResearchAndMarkets.com's
offering, according to Business Wire.
Currently, OEMs build electric light

Currently, OEMs build electric light commercial vehicles (eLCVs) on various platforms, including converting/modifying internal combustion engine (ICE)-based vehicles, using flexible multi-energy platforms, and starting from scratch on dedicated electric vehicle (EV) skateboard platforms. ICE-based platforms may be more suitable to convert an existing LCV into eLCV model quickly with minimal investment, but they lack the design flexibility and higher efficiency of pure electric platforms. Cost reduction, increase in addressable market, quicker development, and

ease of parts procurement are some of the factors driving platformization.

Platform development is no longer limited to OEMs. Multiple start-ups

Platform
development is no
longer limited to
OEMs. Multiple
start-ups are building
skateboard platforms
that OEMs or
developers can
license

are building skateboard platforms that OEMs or developers can license. Although the initial investment required is high, these platforms are

flexible and scalable with high level of efficiency and performance. For certain models, OEMs prefer using well-proven platforms from other OEMs and then rebadging them to cut down on development costs and time to market.

Every major OEM will likely have a pure electric platform by 2025, with Stellantis, VW, and GM ahead of others. Select OEMs have already announced a relevant specification range, body styles, expected models, and applications their electric platforms can serve. Among the key eLCV platforms to look out for from major OEMs are STLA from Stellantis, MEB and SSP from Volkswagen, EVP and VAN.EA from Daimler, Ultium from GM, TE1 and GE2 from Ford, and LCV-EV from Renault-Nissan-Mitsubishi.



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EV Tech-led Disruption: Key Strategy For a New Breed of Truck OEMs to Play With Industry Majors

EV industry poster boy Elon Musk-led Tesla has started production of its first truck, Semi 50 tonnes GVW, and is set to begin deliveries next month. While that happens in the USA, similar moves are underway in India this month, not by Tesla though. A new breed of OEMs is getting ready with their electric trucks. One of the first set of moves is by the Murugappa Groupowned IPL Tech Electric, a Fardibadbased startup that the southern industry major's EV business arm, TI Clean Mobility, acquired a few months ago.

The first product is a 55-tonner, the first unit of which has been delivered a few days ago. Launching an electric heavy truck is a contrarian approach as largely the industry's view is that battery electric vehicle (BEV) technology is not a economically viable option for that segment, but Hydrogen fuel cell technology is. Even commercial vehicle market leader Tata Motors is starting its EV journey with the electrified version of its Ace small truck.

IPL Tech may be aiming at creating some disruption with a top-down strategy. The 55-tonner is planned to be followed by products in the 40 and 20 tonne segments. "And then we look at other segments," KK Paul, MD, TI Clean Mobility, told, ET Auto.

Anurag Dubey, who joined IPL Tech Electric as senior VP and COO will be responsible for building the new business. He moved to the company last month, after stints in senior positions at Tata Motors, and Mahindra Truck and Bus.

Explaining the thought process behind the contrarian approach, Paul said, "I can take out the battery cost. Then, what are you comparing on costs? The three hurdles for EV adoption are, range anxiety, high upfront cost, and resale value. So, now if one can demystify these and have proper solutions, one is home. Where actually is the problem?"

The company, which started a renewed EV journey first with a 3-wheeler, said, it has got leasing companies ready to lease out the electric trucks. In the trucking industry, where TCO is the key driving factor for sales, Paul expects the electric 55-tonner to have 1/5th the running cost of a diesel truck, and 1/4th of a CNG truck when it comes to fuel expenditure, the single largest cost component for a trucker.

TI Clean Mobility claims that it has received orders for the truck. While the current facility in Faridabad will be used to roll out the trucks in the initial stage, a new facility is planned to be commissioned in Manesar by April next year. The plant "will start with a capacity for around 250-300 trucks a month," the company said.

A decade ago, the INR 54,000 Murugappa Group had dabbled with electric two-wheelers but failed. In a different environment now, the EV plans straddle across three-wheelers, tractors, and trucks. No two-wheelers this time though. Fund for the new business is "not so much of a problem for us," Paul said, as the Chennai-based Group wants to have a "substantial chunk" of the business

from EVs. The free annual cash flow of "between INR 400 crore and INR 500 crore" in Tube Investments (parent of TI Clean Mobility) will also be there to tap. "The view we have taken is, in any time that we do an investment we don't do more than two years of our free cash flow," Paul said. By April, EVage, a standalone EV startup based in Chandigarh, will also roll out its first truck. But unlike IPL Tech, EVage will start its journey with a one-tonner, which is scheduled to be unveiled next month. With a plan to gradually expand its presence in the cargo carrier segment, the engineering team at EVage, now with 130 members, has developed a patented 'exoskeleton' platform architecture for high modularity. "Essentially, it's like a skateboard meets a Lego puzzle meets a rubber band. So, you can on the same platform create multiple top hats," Inderveer Singh, Founder & CEO, EVage Ventures, told ET Auto.

Called the FR8, the cargo carrier, based on the so claimed "first truly native EV platform in India" will pitch itself to largely the same prospective customer base that the electric version of the small truck segment creator Tata Ace will pitch to. EVage doesn't see itself as a direct competitor to Tata Motors in the electric small commercial vehicle space, but wants the FR8 to have a "technical lead over the competition".

Evage raised USD 28 million in January this year. Any further fundraising will be after the start of the maiden model's commercial production. "There's enough cash in

hand for us to skip through to production," Singh said.

EVage is building an option for the light cargo carrier to be fast charged fully in a claimed 20 minutes. Multiple driving range options are expected to be offered, with one potentially offering 200 km. "You don't need to increase the cost of the vehicle if you have to go 500 km. You simply charge it three times, four times depending upon your duty cycle. And I guess 20 minutes is a lunch break everybody affords," says Singh.

The Tata Ace EV has a certified 154 km driving range on a full charge. On a fast charger the small truck takes a little over 100 minutes for a 0-80% SoC (state of charge). Market trials for the EV are underway in Gurugram and Pune. The CV market leader has signed an MoU with Amazon, BigBasket, Flipkart and their logistics partners for delivery of 39,000 Ace EVs.

EVage says it has also secured orders for a "few thousands" of the FR8. Amazon is also among its list of customers. The startup has Toshiba as the supplier of lithium titanium oxide (LTO) cells for its EVs. The advantage of the technology is it offers faster charging than other Lithium-ion batteries, but has a lower energy density.

"Our battery packs will have 10,000 cycles on the vehicle, and maybe 20-30 years as a stationary application. So what we offer is a battery pack that could last for maybe 30-50 years, through different stages of its life, says Singh. The longer the life of a battery, the less the environmental impact.

Like Singh, Uday Narang, Founder and Chairman of Omega Seiki Mobility (OSM), is also bullish about the small commercial vehicle segment to be the driver for EV adoption in the truck industry. "I see over the next five years, a 30% to 40% penetration of electric trucks in the one tonne segment, which is the sweet spot at

300,000 vehicles a year," Narang told ETAuto.

OSM has joined hands with a Thai EV technology partner to set up an R&D centre in the Southeast Asian country. Market tests of its one ton truck is scheduled to start this year, with a plan for market rollout by March next year. A 3-tonner is also planned to be launched around the same time. OSM plans to follow that with a 6.5 tonner "but in smaller quantities". "Our focus initially is on the one tonne because that is where the sweet spot is," Narang said.

OSM, which is among the key players in the domestic electric three-wheeler market, is in talks with potential investors to raise USD 100 million. It plans to make an overall investment of USD 350 million to execute its ambitious plans in the EV industry. Narang said around USD 250 million of it will be raised through debt, and the total amount will be invested over the next two years or so.

OSM's ambition is to tap the electrification megatrend and be a global player. It has set up a base in about 10 countries so far. Whether Narang will achieve his earlier stated goal of OSM becoming the Tesla of electric commercial vehicles, time will tell, but for now he's on an aggressive growth mode.

The lower entry barrier to the EV industry, and the governments' policies to promote the industry make it attractive not only for new players, startups and conglomerates alike, but also for investors.

Saket Mehra, Partner and Auto Sector Leader at Grant Thornton Bharat, points out that over USD 900 million has been invested through 26 deals in the EV space during the first 9 months of the current year.

However, there could also be consolidation in the EV industry if the new players' strategies don't have adequate focus on the right areas. "A strategic focus on key areas such as supply chain resilience, battery and charging innovation, continuous research and development, will be pivotal for the startups to create an impact and resolve existing gaps in the truck segment," Mehra said.

As a new breed of truck makers wait on the wings to enter the market, the majors will also do their moves to not only tap the EV trend but also to protect and grow their turf. While eventually every truck OEM is likely to have a fair share of electrics in its portfolio, some are taking the lead. After Tata Motors, Ashok Leyland is also set to debut in the electric truck space with the e-Dost, scheduled for a market launch through its EV subsidiary Switch Mobility in the first quarter of FY24.

Like Tesla in the US, Tata Motors is also set to start its market journey with electric trucks soon. Deliveries of the Ace EV will begin this quarter. The CV major sees "penetration building up progressively in the electrification of the last-mile delivery segment" and believes "it will not be prudent" to predict the share of electrics in the trucking space in the near term. "That said, we expect the salience of eSCVs to be a healthy double digit by the end of this decade," Vinay Pathak, VP, Product Line, SCV and PU, Tata Motors, said.

As the electrification megatrend grows, collaboration is increasingly becoming the name of the game in the auto industry. And there could be cases for collaboration between/among new and established truck makers too. "A strategic collaboration between startups and legacy players will be most beneficial for the sector. With legacy players providing support with capital, and startups helping them with keeping up with the latest trends in the mobility sector, this will help the electric truck ecosystem evolve across the value chain in a sustainable manner," Mehra said.

MoRTH Chief on a 3-day Review Program of NH Projects in North East and Sikkim Deliberates on Issues And Progress of Projects



n 1st day of his 3-day review program of NH projects in North East Region and Sikkim; Union Minister Nitin Gadkari reviewed the progress of NH projects in Assam, Meghalaya, Sikkim and Nagaland with Chief Minister of Assam Himanta Biswa Sarma, Union MoS General V.K. Singh, Senior Officials of the Ministry & State and Contractors.

Discussions related to land acquisition issues, progress of ongoing projects, proposed projects, use of new technologies, disputes & arbitration and possible financial interventions were discussed at length.

Gadkari also reviewed the delayed projects in the 4 States to understand the reasons for delay and issued specific instructions to get them on track.

Gadkari directed all officials for the speedy completion of projects. He stressed upon the importance of coordination and partnership between Central and State agencies to develop top-class transport infrastructrue in North Eastern States.

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Carlyle Sees Big in Japan Auto Industry as EV Shift Shakes Supply Chains



TOKYO - U.S. private equity firm Carlyle Group Inc aims to enlarge its footprint in the Japanese automotive sector as the global shift to electric vehicles (EVs) shakes the industry 's supply chain, said its executives, reported Reuters.

With the world quickly moving to EVs, Japanese auto parts suppliers are reviewing strategies that were traditionally tailored for combustionengine cars, Reiji Terasaka, who heads Carlyle's Japan industrial team, told Reuters in an interview.

"They are thinking very innovatively what they can do, and that's creating a lot of (investment) opportunities for private equity," Terasaka said,

pointing to Carlyle's global business networks, which its portfolio companies could tap to find potential partners abroad.

The Japanese auto industry used to draw strengths from its decades-old keiretsu system - a hierarchical pyramid of equity-interlocked suppliers with automakers sitting atop and ensuring business security.

But the shift to EVs, which require fewer parts but different expertise, such as software engineering, will likely reshape Japan's core industry, analysts say.

Automakers might not be able to support all kinds of keiretsu companies anymore, Terasaka said, adding that he anticipated changes to how the keiretsu system operated.

Carlyle this month announced a 38 billion yen (\$270.75 million) tender offer for Totoku Electric Co Ltd, an electric-wire maker whose products include wiring for automotive seat heaters.

Brian Bernasek, co-head of Carlyle's U.S. buyout and growth team, said in

Brian Bernasek,
co-head of Carlyle's
U.S. buyout and
growth team, said in
the same interview
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companies expand
overseas by supporting
them in global talent
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the same interview that the firm could help portfolio companies expand overseas by supporting them in global talent search, digitalisation, procurement and regulatory compliance.

The private equity industry "has evolved over the last 10 to 20 years from where there was more of a focus on costs," Bernasek said.

"Today, there's much more focus on how you grow the business, bring digital tools, different approaches to go to market, more strategies around pricing and product rationalization," he added.

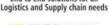
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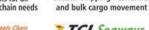




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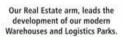














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Mazda to Invest \$11B by 2030 to Procure EV Batteries

apan's Mazda Motor Corp plans to invest 1.5 trillion yen (\$10.6 billion) by 2030 to procure electric vehicle (EV) batteries and cooperate with battery supplier Envision AESC, the Nikkei business daily reported, according to Reuters.

The Hiroshima-based automaker will secure batteries and seek to increase production of fully electric vehicles at factories in Japan through the partnership with Envision AESC, the newspaper reported.

Both Mazda and Envision AESC declined to comment. Automakers worldwide are spending billions of dollars to ramp up battery and EV production in the face of tougher environmental regulations.

In August, Toyota Motor Corp said it would invest up to 730 billion yen in Japan and the U.S. to make batteries for fully electric vehicles as opposed to hybrid gasoline-electric cars like



the Prius.

Its rival Honda Motor Co also said in the same month it would build a new \$4.4 billion lithium-ion battery plant for EVs in the United States with Korean battery supplier LG Energy Solution Ltd.

Mazda is set to hold a news conference at 0530 GMT on Tuesday to talk about it medium-term business plan. Shoichi Matsumoto, Envision AESC chief executive, told Reuters last month it was in talks with automakers in Japan, Europe, the United States and China for new supply deals.

Envision AESC, based in Japan, is Chinese renewable energy group Envision's battery business and originally established as a joint venture between Nissan Motor Co, NEC Corp and its subsidiary NEC TOKIN Corporation.

- X -



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Rising Market Demand, Positive Sentiments Lift Commercial Vehicle Sector

he commercial vehicle (CV) industry is set to record a volume growth of 20-22 percent in FY23, benefitting from the strong demand and supply cycle while cost pressure remains high, stated to a CareEdge report, according to Autocar Professional.

It may be noted, post recording the highest volume growth in fiscal 2019 since fiscal 2001, the CV industry went into a downturn, recording a sharp volume de-growth of around 29.7 percent and around 20.4 percent in FY20 and FY21, respectively.

Reasons include multiple headwinds like the non-banking financial company (NBFC) liquidity crisis, easing of axle norms, increased vehicle cost (BS-VI transition and higher insurance premium), high fuel prices and economic contraction. Making it worse, the Covid-19 pandemic acted as the last nail in the coffin, resulting in the lowest volume in FY20 over the last decade.

A similar trend was seen in CV exports, which declined by 39.6 percent in FY20 and 16.6 percent in FY21, before recovering by 83.4 percent in FY22. With the receding effect of Covid-19 and recovery in the economy, the CV industry recorded a strong growth of 30.7 percent in volume in FY22 according to CareEdge, a knowledge-based analytical group that aims to provide superior insights based on technology, data analytics and detailed research. The growth momentum continues as the sales volume in H1FY23 grew by 60.2 percent y-o-y with demand across all segments staying strong.

The CV passenger segment (which contributed 20-22 percent of CV sales volume pre-Covid) was the worst hit during the pandemic, given the workfrom-home norms and travel

restrictions.

The bus segment had the steepest fall of 78 percent due to the pandemic. With a rebound in demand with Covid-19 fading and the back-to-office/school trend, demand in the CV passenger segment will support the overall CV volumes in FY23.

While the LCV segment continued to sustain the growth momentum with an increase of 59 percent in volumes on a y-o-y basis in H1FY23, the MHCV segment recorded a substantial growth of 88 percent with improving industrial and infrastructure activities and higher fleet utilisation. Significant volume recovery in the medium and heavy commercial vehicle (MHCV) passenger and light commercial vehicles (LCV) passenger, which grew by 443 percent and 134 percent, respectively, in H1FY23, led to growth traction.

Overall, on a YTD basis (April-October 2022), the CV segment recorded growth at 52.3 percent y-o-y (top five players). There has been recovery in MHCV, especially in the passenger carrier segment and sustained growth in the MHCV goods carrier segment along with LCV demand augur well in FY23, supporting the volume growth.

Further replacement demand, which contributes 30-35 percent of the volume of sales in the CV industry, was impacted in the past few years due to deferred purchases given the multiple headwinds. However, with a recovery of economic activities, the pent-up replacement demand is likely to boost volumes over the medium term.

Furthermore, with the implementation of the scrappage policy from April 2023 onwards and with more than 50-55 percent of the existing vehicles above the age of 10 years in MHCV, replacement demand will be buoyant.

The CV industry is also going through challenges that include higher input prices and fuel costs, increasing interest costs, a slowdown in exports with the global recessionary trend, along with continued inflation dampening the growth momentum.

CareEdge believes that the high pentup replacement demand and robust growth in end-user industries like infrastructure and e-commerce will offset headwinds such as high-interest rates and commodity inflation. Profitability for OEMs is also expected to expand with healthy volume sales and improved operating leverage backed by softening of input cost.

With strong tailwinds like spurring economic activities, increased infrastructure spending and a continued boom in e-commerce, the CV industry will continue to maintain its growth momentum in FY23 with volume growth of 20- 22 percent, the report says.

Exports are likely to remain subdued for the next couple of quarters, although post the monsoon quarter, domestic CV replacement demand is recovering well.

"Bullish demand will translate to higher revenues and overall improved operating leverage will result in improved profitability, supported by price hikes by original equipment manufacturers. During Q1FY23, the industry reported an operating profit of 4.6 percent as compared with an operating loss of 1.6 percent y-o-y. An improvement in margins is expected to continue in Q2FY23 with ease in input prices. The H2FY23 margins are expected to revive moderately as compared with H1FY23, with an expected decline in raw material prices and the planned price hikes by OEMs," said Arti Roy, Associate Director, CareEdge.



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Government Approves Projects Worth Rs 573.13 Crore for Telangana and Andhra Pradesh

a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari informed the Widening of existing 2 lane road to 2 lane with Paved shoulders from Hyderabad-Bhupalapatnam section of NH-163 in Mulugu district, Telangana has been approved at the total cost of Rs. 136.22 Crore.He said the project stretch connects major tourist places namely Laknavaram lake & Bogotha Waterfalls. The development of this stretch will improve the interstate connectivity between Telangana and Chattishgarh. The Minister said Mulugu district is a Left Wing Extremism (LWE) affected district & the development of this stretch would help the Government to have control over LWE activities.

Gadkari said Rehabilitation and Upgradation to 2/4 lane with paved shoulders on NH-167K including the approaches of Iconic Bridge across river Krishnain Nagarkurnool district in Telangana and Andhra Pradesh has been approved at the total cost of Rs. 436.91 Crore on EPC

mode. He said the NH-167K would reduce the distance between Hyderabad/ Kalwakurthy & important destinations like Tirupati, Nandyala/ Chennai by about 80 Km as the traffic presently following NH-44 will take to NH-167K after completion. He said



Nandyala is an important trading center for agricultural products & forest products as it is nearer to Nallamala Forest. The sanctioned Iconic Bridge at Kollapur would be the Gateway for both the States and helps promote tourism, he added.

4-laning of Bhiwani-Hansi Road Section of NH-148B Under Bharatmala Pariyojana in Haryana Worth Rs. 1322.13 Crore



n a series of tweets Union Minister for Road Transport and Highways Nitin Gadkari informed 4-Laning of Bhiwani-Hansi road section of NH-148B under Bharatmala Pariyojana in Bhiwani and Hisar districts has been approved on HAM in the state of Haryana with a budget of Rs.1322.13 Crore. He

said the project would provide fast movement & good inter-district connectivity in Haryana.

The Minister said the development of this section would also improve the overall efficiency of the long route traffic and freight movement that would ensure smooth and safe traffic flow as well as substantial reduction in travel time and reduced Vehicle Operating Cost (VOC). The project would give a boost to the basic infrastructure in Haryana that would give momentum to the overall economic development of the region, he added.



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Commercial Vehicle Production in India FY 2008-2022



ver 805 thousand commercial vehicles were produced in India in fiscal year 2022, according to Statista Research Department. This included commercially registered passenger and goods vehicles. In comparison to the preceding year, the production volume increased drastically.

The decline in 2020 and 2021 was due to planned transition to BS-VI emission standards, excess freight capacity, revised axle load norms, and an overall slowdown of the economy were some of the reasons for this industry witnessing a sharp decline.

Further, trucks constituted the major share among light commercial vehicles as well as heavy commercial vehicles. Trucks were preferred freight carriers across the country as it provided end to end connection, flexibility, and more reliability over other means of carriers. The Indian

Further, trucks constituted the major share among light commercial vehicles as well as heavy commercial vehicles. Trucks were preferred freight carriers across the country as it provided end to end connection, flexibility, and more reliability over other means of carriers. The Indian truck industry is quite fragmented and has several small players

truck industry is quite fragmented and has several small players.

Due to fierce competition, the price is relatively low. To stop rampant overloading, which was one of the primary reasons for road mishaps in the country, the central government brought in new axle norms. The industry moved towards vehicles with high gross vehicle weight.

As the fourth-largest producer of commercial vehicles across the world, India exported a considerable volume of commercial vehicles to other countries.

In 2019, the European Union imported commercial vehicles worth over 65 million euros from India. India exported both light commercial vehicles, as well as medium and heavy commercial vehicles. Tata Motors was the leading exporter of commercial vehicles from the country.



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Does Scrapping Your Vehicle Affect Insurance?

ld and unfit vehicles are significant contributors to the emission of greenhouse gases. They can also endanger the vehicle's occupants. To reduce vehicular pollution and increase the safety of the passengers, the government has launched the Vehicle Scrappage Policy. Upon the vehicle's registration expires or it is found unfit, it shall be scrapped in an environmentally friendly manner. If you own a vehicle insurance, then what does this new change mean for you? This article by Acko.com deliberates the impact of the vehicle scrappage policy on vehicle insurance.

As per the scrappage scheme, personal vehicles older than 20 years and commercial vehiclesolder than 15 years will be de-registered. Then they are tested, and those that pass can be re-registered, and those that fail need to be scrapped.

Talking about how scrapping your vehicle impacts insurance, note that manufacturers will have access to industrial materials such as aluminium, copper, steel, rubber, and plastic from the scrappage of unfit vehicles. With access to low-cost manufacturing materials, manufacturers can reduce the manufacturing cost of the vehicle.

With a decrease in new vehicle prices, the insurance cost may reduce since the insured declared value (IDV), the vehicle's approximate market value, determines the premium.

Despite regulations on the third-party vehicle insurance premium, thirdparty claims are higher than own damage insurance claims since older and unfit vehicles are dangerous on roads and seen as a significant contributor to higher third-party claims. With the introduction of the scrappage scheme, third-party claims are expected to reduce since unfit vehicles will be scrapped.

Older and unfit vehicles contribute to the higher incurred claim ratio (ICR) of the insurer. Incurred claim ratio is

Older and unfit vehicles contribute to the higher incurred claim ratio (ICR) of the insurer. Incurred claim ratio is the ratio of the total value of claims settled versus the total value of premiums received during the financial year. With the scrappage of unfit vehicles, ICR is also expected to decrease

the ratio of the total value of claims settled versus the total value of premiums received during the financial year. With the scrappage of unfit vehicles, ICR is also expected to decrease.

Further, before you inform your insurer about the cancellation of your policy, you need to get your vehicle's registration certificate cancelled at the respective regional transport office

(RTO). Once it is cancelled, you need to inform the insurer of the cancellation of your insurance policy. In case of a refund of your policy, it will be calculated on a pro-rata basis. However, if you have raised a claim in the current policy year, you cannot cancel the policy.

You must cancel your vehicle's registration certificate (RC) at the respective RTO if your vehicle is scrapped. Take a look at why you must cancel the RC of your vehicleand inform the insurer about the scrappage of your vehicle:

Misuse of documents: When a vehicle is scrapped, the RC needs to be cancelled immediately. If it is not cancelled, fraudulent people could misuse the vehicle's documents. The documents can give identity to a vehicle used for illegal activity or to stolen vehicles.

Prevent vehicle theft: Criminals could use the document of the scrapped vehicle for a stolen vehicle when you don't cancel the RC. By cancelling the vehicle's RC, you help avoid vehicle thefts.

As mentioned, it is essential to cancel the RC of your vehicle upon scraping it. Once the RTO cancels the RC, you can proceed with the cancellation of your policy. Any refunds will be on a pro-rata basis. In case you have raised any claims during the policy period, you will not receive any refund. Ensure you cancel the policy whether you have raised a claim or not. It is important to deactivate the insurance policy if the vehicle's registration is cancelled.



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

I'm the most important person for all of you, Gadkari tells auto industry body, SIAM

n an event, organised by the Society of Indian Automobile Manufacturers (SIAM), Union minister Nitin Gadkari told the auto industry body that directly or indirectly, he is the most important person for the Indian Automobile Manufacturers. He said "Because it is going to increase demand." Nitin Gadkari, who has earned a name for executing massive infrastructure projects, including expressways across the country, said it in a lighter vein, reported by ET.

by his ministry would benefit the industry the most. In addition, he also said that his ministry is building 27 greenfield express highways and he has received 260 projects of ropeways and funicular railway system projects. The road transport and highways minister further revealed that his ministry is making roads from Delhi to

He further added that roads developed

Mumbai, Delhi to Dehradun, Delhi to Haridwar, Delhi to Katra, Delhi to Chandigarh, and Chennai to Bengaluru, among others.

Working to lower construction and logistic costs: Nitin Gadkari

The centre is focused on lowering logistic and construction costs according to Minister of Road Transport and Highways, Nitin Gadkari, reported by Times of India.

Speaking virtually at the 95th FICCI Annual Convention and AGM, he said, "We are trying to minimise use to



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AGM, he said, "We are trying to minimise use to cement and steel in construction work by adopting substitutes such as oil slag, waste plastic and rubber, and demolition waste among others."

cement and steel in construction work by adopting substitutes such as oil slag, waste plastic and rubber, and demolition waste among others."

Gadkari said these measures will save the environment and also lower construction cost by solving the problem of cartelisation. "We should encourage use of modified bitumen made by mixing waste rubber and plastic," he said, adding these measures can save 20-30 per cent costs compared to conventional cement and steel construction.

Commenting of logistic costs, he said they are a big problem. "Presently it comes to 16 per cent. By the end of 2024, we will bring it down to 9 per cent. We will be more competitive in the world market by reducing logistic costs," he said.



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E-commerce: Enabling The Warehouse And Logistics Industry

What is eCommerce Warehousing?

Traditional warehouses that store items only for online shopping are included in eCommerce warehousing. The primary duties of eCommerce warehouses are the same as those of regular warehouses: receiving, storing, packaging, and shipping.

People typically work from their homes when an eCommerce business is starting. Using it as the shipping and receiving location is feasible, with other rooms serving as the picking and storing areas. When only one family manages the business, costs can be reduced and management more straightforward. Even a minor increase in demand won't make this technique work.

Priorities naturally shift for such groups the moment it begins to gain momentum. Depending on the retailer's plan, different products are stored, packed, and sent to enable quicker fulfillment and guarantee that there is always a supply of popular items.

What are the 8 Forms of Warehousing for eCommerce?

Warehousing is a business asset that can be owned, rented, or shared. In addition to ownership, warehouses are categorized according to their capacities. A business can select any of the following warehouse kinds depending on the cost, usage, functionality, or amenities of the warehouse and the value it hopes to gain from eCommerce warehousing:

Public Warehouses

Public warehouses are a type of storage facility that is owned by the government but run by a private company. Early-stage eCommerce businesses can easily and affordably store their products there. Usually, they have to pay for both storage and transactions.

Government Warehouses

A type of eCommerce warehousing that is directly owned and operated by the government is government warehouses. Shipping ports and railroad courier stations can be found in harbors and railroad stations all over India as instances of common government warehouses. Although they are very affordable, the government has the power to take the warehouse and collect its debt by selling the firm's contents if the company is unable to pay on time.

Private Warehouses

Private warehouses are typically owned by large businesses or merchants where eCommerce warehousing requirements are crucial. They are a more expensive choice because the company will start paying for the acquisition of warehouses (whether they are owned or rented), administrative costs like paying employees, and running costs like managing the infrastructure like water, electricity, etc. Private warehouses include those used by eCommerce behemoths like Amazon, Flipkart, etc.

Cooperative Warehouses

Cooperative warehouses are used for eCommerce warehousing, in which various enterprises band together and utilize a common warehouse area. Companies co-own this facility and split the fee according to the amount of space they use. Such enterprises can come from the same industry, like when all the farmers in a community own a warehouse during harvest, or from separate industries, like when a sizable construction project has numerous partners. Everybody keeps their stock in the warehouse. Even companies not included in the shared ownership agreement may store their goods in the warehouse, although they will often pay more.

Bonded Warehouses

Bonded warehouses are a type of eCommerce storage that is frequently utilized in international trade. Before the commodities are cleared by customs, importers can securely keep their goods in bonded warehouses offered by the government for either shorter or longer periods of time. These warehouses are also used by importers to keep goods until they locate a buyer, at which point they can begin the procedures for customs clearance.

Smart Warehouses

An eCommerce warehousing method based on the functionality of the warehouse is known as a "smart warehouse." These warehouses are referred to as "smart" because they frequently incorporate cutting-edge technology like robotics, artificial intelligence, and machine learning. This aids in more effective inventory tracking and management for the team.

Fulfillment Centers

Distribution Facilities are another name for fulfillment centers. Contrary to traditional warehouses, fulfillment centers often do not keep inventory for longer than a day. They are utilized in the downstream supply chain, where they can split up several shipments and then pick and pack logistics in accordance with particular customer orders

Consolidated Warehouses

Leasing a consolidated warehouse is another method of eCommerce warehousing that traditional businesses utilize, either to aggregate client orders from many sources or to bulk together source orders that will be distributed to various consumers. It serves as a collection point in the first instance, and effectively a fulfillment point in the second. The inventory might still be kept in consolidated warehouses for more than a day.

While the first five forms of eCommerce warehousing distinguish between them based on ownership, the final three types of warehousing explain their capabilities and functionalities. In addition to the eight typical varieties, some warehouses can also be used for cold storage, and these can be found in companies that deal with fresh food, meat, and processed foods.

Why Should Your Business Use eCommerce Warehousing?

The numerous advantages of doing business online have led to the frequent establishment of online retailers. One of these is the possibility of outsourcing the needs for eCommerce warehousing to specialized businesses, which eliminates the need to possess a warehouse.

Additionally, businesses strive to follow the Just-in-Time strategy, which calls for having the fewest warehouse supplies possible. The desire to cut costs is the driving force behind efforts to limit them; yet, there is no way to completely do away with them. The logistics chain's structure for the movement of physical items is not always consistent, and this is mostly due to geographical and temporal constraints.

Therefore, even though an online store does not necessarily need to possess a warehouse, using its surface space as a temporary storage location for goods appears to be a crucial step in the maintenance of the eCommerce supply chain.

Nowadays, the majority of online retailers choose to work with fulfillment businesses to simplify their company requirements, which aids them in eCommerce warehousing. These fulfillment centers help with branded shipping, eCommerce logistics, and much more before, during, and after the sale of any products. They also offer warehouse services.

Role of Logistics in E-commerce

In an e-commerce scenario, there are multiple steps involved in getting a product from a vendor to a customer. These steps or procedures have made sure that the e-commerce logistics sector has experienced organized expansion, which has boosted the system's adaptability and scalability. Below is a list of these procedures and a brief explanation of each:

First-mile Logistics: In accordance with the logistics model used, goods are picked up from the sellers and transported to the mother hub or fulfillment center of the e-commerce merchants. After the goods have arrived at the fulfillment facility, it is checked against the transport receipt before undergoing a rigorous quality inspection and being placed on the shelf. After that, the stock report is generated while inventory is updated via the warehouse management system (WMS).

At the fulfillment center (Mother Hub): products are sorted, picked, and packaged after first-mile logistics and stored on shelves until fulfillment. Following the completion of the order placement process on the e-website, tailer's a pick list is created, the order is picked, and the WMS is then updated. The goods are then packaged, organized, and sent to the mother warehouse where they are sorted for last-mile delivery.

Line Haul: This method entails connecting the fulfillment center and the distribution/dispatch center via air, train, or road, depending on the most cost- and time-effective route.

Last-mile logistics: During this stage, things are sent and shipped from the delivery/dispatch center to the last consumer, from which point they are sent to the customers. This link in the logistics network is on labor and the availability of delivery hubs, vans, and bikes, among other forms of infrastructure.

Reverse Logistics: Product returns, which might be customer-initiated or the result of a logistics failure, are another crucial part of e-commerce shopping. The returned goods are

either sent back to the seller owing to quality faults, cycled back into inventory, restocked, and relisted, or both. These involve hassles like a refund, exchange, and replacement that raise the supply chain's overall cost. By providing as much information as possible about the products, such as in-depth technical specifications for electronics and size and color information for clothing, ecommerce sellers continuously work to reduce returns. Today's e-commerce customer also has the choice to change his mind about a purchase even after the item has left the dispatch center.

Conclusion

A logistics company's job is to supervise the packaging, pick-up, and successful delivery of any and all orders placed with them, as is obvious to anyone. However, the range of services for eCommerce logistics goes far more than this. For their solutions to be as effective as possible, eCommerce logistics businesses must make proper use of the most recent technology developments.

Considering that eCommerce serves such a sizable population of picky and enthusiastic clients, merely sending the product is insufficient. Customers expect to easily track their orders and get prompt updates from the online retailer from which they made their purchases. In order to guarantee that logistics partners make the entire process transparent to you and your clients, it is important to implement effective management systems for inventory, order formation, tracking, NDRs, and returns.

The responsibility of eCommerce logistics service providers is to collaborate closely with the eCommerce business so that any shipment problems or delays can be handled promptly and without causing the client any inconvenience. We hope that this post has given you a better understanding of how e-commerce logistics operations and the types of services that an eCommerce company should seek out when selecting a logistics partner.

अखिल भारतीय पर्यटक वाहन (अनुमति या परिमट) नियम, 2021 का स्थान लेने के लिए मसौदा अधिसूचना जारी

सड़क परिवहन एवं राजमार्ग मंत्रालय ने अखिल भारतीय पर्यटक वाहन (अनुमित या परिमट) नियम, 2021 का स्थान लेने के लिए 11 नवंबर 2022 को एक मसौदा अधिसूचना जी.एस.आर. 815(ई) जारी की है।

2021 में अधिसूचित नियमों ने पर्यटक वाहनों के लिए परिमट व्यवस्था को सुव्यवस्थित और सरल बनाकर भारत में पर्यटन क्षेत्र को पर्याप्त बढ़ावा दिया है।

अब, प्रस्तावित अखिल भारतीय पर्यटक वाहन (परिमट) नियम, 2022 के साथ, पर्यटक परिमट व्यवस्था को और ज्यादा सुव्यवस्थित और मजबृत बनाए जाने का प्रस्ताव है।

प्रस्तावित नियमों की मुख्य विशेषताएं इस प्रकार हैं:

अखिल भारतीय परिमट आवेदकों के लिए प्रक्रिया को सरल बनाने और अनुपालन संबंधी बोझ को कम करने के लिए अनुमित और अखिल भारतीय पर्यटक परिमट के प्रावधान को एक दूसरे से स्वतंत्र कर दिया गया है।

कम क्षमता वाले वाहनों (दस से कम) के लिए कम परिमट शुल्क वाले पर्यटक वाहनों की और अधिक श्रेणियां प्रस्तावित की गई हैं। इससे कम सीटों की क्षमता के छोटे वाहन रखने वाले छोटे पर्यटक ऑपरेटरों को काफी वित्तीय राहत मिलने की उम्मीद है, क्योंकि अब उन्हें अपने वाहनों में बैठने की क्षमता के अनुरूप कम शुल्क का भुगतान करना होगा।

बड़ी संख्या में इलेक्ट्रिक वाहनों की तैनाती को बढ़ावा देने के लिए ऑपरेटरों के लिए बिना किसी लागत के एक सुव्यवस्थित नियामक इकोसिस्टम का प्रस्ताव किया गया है।



सभी हितधारकों से तीस दिनों की अवधि के भीतर टिप्पणियां और सुझाव आमंत्रित किए जाते हैं।

राजपत्र अधिसूचना के अनुसार:

सा.का.नि. 815(अ).—केंद्र सरकार, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 88 की उप-धारा (9) के साथ पठित उप-धारा (14) द्वारा प्रदत्त शिक्तयों का प्रयोग करते हुए अखिल भारतीय पर्यटक वाहन (प्राधिकृति या परिमट) नियमावली, 2021 के अधिक्रमण में, आस तरह के अधिक्रमण से पहले किए गए या लोप गए कार्यों को छोड़कर, निम्निलिखित कितपय प्रारूप नियम बनाने का प्रस्ताव करती है, जिसको इस अधिनियम की धारा 212 की उप-धारा (1) द्वारा यथावश्यक इसके द्वारा प्रभावित होनेकी संभावना वाले सभी व्यक्तियों की जानकारी के

लिए एतद्द्वारा प्रकाशित किया जाता है और एतद्द्वारा नोटिस दिया जाता है कि प्रारूप नियमों को उस तारीख से तीस दिन की अविध समाप्त होने के बाद विचारार्थ स्वीकार कर लिया जाएगा, जिसको सरकारी राजपत्र में यथा प्रकाशित इस अधिसूचना की प्रतियां जनता के लिए उपलब्ध करायी जाती हैं;

इन प्रारूप नियमों के प्रति आपित्तयों एवं सुझावों, यदि कोई हो, को संयुक्त सिवव (एमवीएल), सड़क परिवहन और राजमार्ग मंत्रालय, परिवहन भवन, संसद मार्ग, नई दिल्ली – 110001 या ई मेल: comments&morth@gov-in, के माध्यम से भेजा जा सकता है।

विनिर्दिष्ट अवधि समाप्त होने के पहले उक्त प्रारूप नियमों के संबंध में किसी भी व्यक्ति से प्राप्त होने वाली आपत्तियों या सुझावों पर केंद्र सरकार द्वारा विचार किया जाएगा।

- X

सड़क परिवहन एवं राजमार्ग मंत्रालय ने देश में पहले मल्टी मॉडल लॉजिस्टिक पार्क के लिए कार्य का आवंटन किया

प्रधानमंत्री की परिकल्पना के अनुरूप और अक्तूबर 2021 में शुरू किए गए 'प्रधानमंत्री गित शक्ति राष्ट्रीय मास्टर प्लान (एनएमपी)' के अंतर्गत सड़क परिवहन एवं राजमार्ग मंत्रालय समेत 16 मंत्रालयों को शामिल कर देश में मल्टी मोड कनेक्टिविटी में सुधार करने और देश भर में लास्ट माइल कने किटिविटी स्थापित करने का काम

शुरू किया गया। सड़क परिवहन और राजमार्ग मंत्रालय देश में 35 मल्टी मॉडल लॉजिस्टिक पार्क्स (एमएमएलपी) स्थापित कर रहा है जिनमें से 15 की स्थापना अगले तीन साल में की जाएगी। इसके साथ ही देश में उद्योग को अधिक प्रभावी और लचीला बनाने के उद्देश्य से 2022 में राष्ट्रीय लॉजिस्टिक्स पॉलिसी शुरू की गई जो लॉजिस्टिक ईकोसिस्टम के भीतर विभिन्न एजेंसियों के प्रभावी एकीकरण और इस प्रक्रिया के प्रवाह को सुगम बनाने के लिए नवीन प्रौद्योगिकियों को अपनाने जैसे इन दो मुख्य क्षेत्रों पर केंद्रित थी।

देश भर में स्टेट ऑफ द आर्ट मल्टी मॉडल अवसंरचना के निर्माण को गति देने के लिए मंत्रालय ने राष्ट्रीय मास्टर प्लान के तहत पर्याप्त प्रगति की है। इसके तहत चेन्नई के



माप्पेदु में 184.27 एकड़ क्षेत्र में एक एमएमएलपी स्थापित की जा रही है और इस पहली एमएमएलपी का कार्य मेसर्स रिलायंस इंडस्ट्रीज लिमिटेड को आवंटित किया गया है। प्रधानमंत्री ने गत 26 मई 2022 को इसका शिलान्यास किया था।

मंत्रालय द्वारा बनाए जा रहे इस नए एमएमएलपी के साथ ही देश में पब्लिक प्राइवेट पार्टनरिशप (पीपीपी) मोड में बड़े पैमाने पर स्टेट ऑफ द आर्ट अवसंरचना के विकास की भी एक तरह से नीव रख दी गई। इस कार्य में केंद्र सरकार और राज्य सरकार ने साथ मिलकर एक सरकारी एसपीवी का गठन किया जिसमें नेशनल हाइवेज लॉजिस्टक्स मैनेंजमेंट लिमिटेड, रेल विकास निगम लिमिटेड, चेन्नई पोर्ट अथॉरिटी और तिमलनाडु इंडस्ट्रीयल डेवलपमेंट कॉर्पोरेशन

को शामिल किया गया है। इस परियो जना की अनुमानित लागत 1424 करोड़ रुपए है। इस परियोजना के निर्माण और रख-रखाव की अवधि 45 साल होगी। इस एसपीवी के तहत 104 करोड़ रुपए की अनुमानित लागत से 5.4 किलोमीटर दूरी का चार लेन वाला राष्ट्रीय राजमार्ग तैयार करने के साथ ही 217 करोड़ रुपए की अनुमानित लागत से 10.5 किलोमीटर लागत से 10.5 किलोमीटर

लम्बा एमएमएलपी तक का नया रेल मार्ग बनाया जाएगा।

इस एमएमएलपी का विकास तीन चरणों में किया जाएगा, जिसमें पहले चरण का विकास 783 करोड़ रुपए की अनुमानित विकास निवेश राशि से दो साल के अंदर किया जाएगा और यह 2025 तक व्यावसायिक रूप से काम करना शुरू कर देगा। चेन्नई स्थित एमएमएलपी चेन्नई पोर्ट से 52 किलोमीटर, एन्नोर पोर्ट से 80 किलोमीटर और कतुपल्ली हवाई अड्डे से 87 किलोमीटर की दूरी पर बनाया जाएगा और यह देश के दक्षिणी क्षेत्र में लॉजिस्टिक्स का महत्वपूर्ण बिंदू होगा। अनुमान है कि अपनी 45 वर्ष की अवधि में यह 7.17 मिलियन मीट्रिक टन (एमएमटी) सामान की दुलाई करेगा।

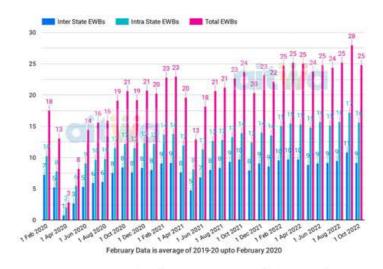


Eway Bill Dashboard



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

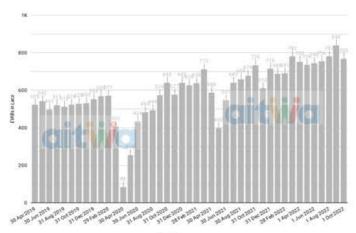
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



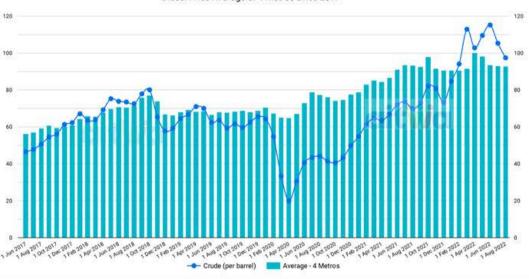
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

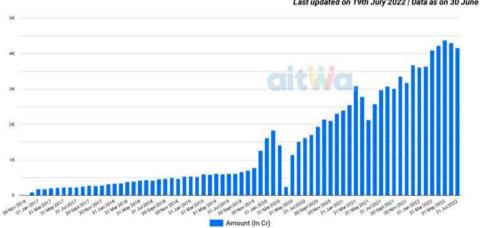
Last updated on 31st October 2022 | Data as on 31st October 2022

Diesel Price Average of 4 metros since 2017

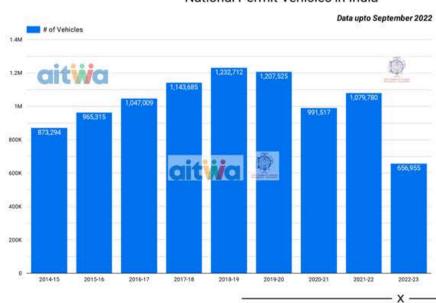


Toll Collection Dashboard

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



National Permit Vehicles in India





भारत सरकार सड़क परिवहन और राजमार्ग मंत्रालय राज्य सभा

अतारांकित प्रश्न सं. 104

जिसका उत्तर 07.12.2022 को दिया जाना है दिल्ली/एनसीआर में दस साल पुरानी डीजल कारों की स्क्रैपिंग

104. श्री नारण भाई जे. राठवा:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि दिल्ली और राष्ट्रीय राजधानी क्षेत्र में दस साल पुरानी सभी डीजल कारों को उत्सर्जन मानदंडों के अनुसार स्क्रैप किया जाना है;
- (ख) यदि हां, तो इन कारों, जो 50,000 किलोमीटर भी नहीं चली हैं, के लिए दस वर्ष की अविध तय करने के क्या कारण हैं;
- (ग) क्या सरकार दस साल पुरानी कारों को स्क्रैप करने के इस आदेश के साथ उन प्रभावित मालिकों, यदि वे नई कार खरीदने का विकल्प चुनते हैं, को जीएसटी, सड़क कर और अन्य करों में छूट देने पर विचार कर रही है; और (घ) यदि नहीं, तो इसके क्या कारण हैं?

उत्तर

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी)

- (क) और (ख) माननीय उच्च्तम न्यायालय ने रिट याचिका संख्या 13029/1985 (एमसी मेहता बनाम यूनियन ऑफ इंडिया) में दिनांक 29.10.2018 के आदेश द्वारा एनसीआर के परिवहन विभागों को निर्देश दिया है कि दिनांक 07.04.2015 के एनजीटी के आदेश के अनुसार 10 वर्ष से अधिक पुराने सभी डीजल वाहन और 15 वर्ष से अधिक पुराने पेट्रोल वाहन नहीं चलेंगे।
- (ग) और (घ) सड़क परिवहन और राजमार्ग मंत्रालय ने पुराने, अनुपयुक्त प्रदूषणकारी वाहनों को चरणबद्ध तरीके से हटाने के लिए पारिस्थितिकी तंत्र तैयार करने के लिए प्रोत्साहन / हतोत्साहन के आधार पर वाहन स्क्रैपिंग नीति तैयार की है। नीति के प्रावधानों को लागू करने के लिए, मोटर यान अधिनियम, 1988 और केंद्रीय मोटर यान नियमावली, 1989 की रूपरेखा के तहत नियम जारी / संशोधित किए गए हैं। निम्नलिखित अधिसूचनाएं जारी की गई हैं और उन्हें मंत्रालय की वेबसाइट पर अपलोड किया गया है:-

- (i) सा. का. नि. अधिसूचना 653(अ), दिनांक 23.09.2021 के तहत पंजीकृत वाहन स्क्रैपिंग सुविधा (आरवीएसएफ) की स्थापना के लिए मोटर यान (वाहन स्क्रैपिंग सुविधा का पंजीकरण और कार्य) नियमावली, 2021 का प्रावधान किया गया है। अधिसूचना 25 सितंबर, 2021 से प्रभावी हो गई है।
- (ii) सा. का. नि. अधिसूचना 652(अ), दिनांक 23.09.2021 में स्वचालित परीक्षण स्टेशनों की मान्यता, विनियमन और नियंत्रण का प्रावधान किया गया है। अधिसूचना 25 सितंबर, 2021 से प्रभावी हो गई है।
- (iii) सा. का. नि. अधिसूचना 714(अ), दिनांक 04.10.2021 के तहत वाहनों के पंजीकरण शुल्क, फिटनेस परीक्षण शुल्क और फिटनेस प्रमाणन शुल्क में और संशोधन करने का प्रावधान किया गया है। अधिसूचना 1 अप्रैल, 2022 से प्रभावी हो गई है।
- (iv) सा. का. नि. अधिसूचना 720(अ), दिनांक 05.10.2021 'निक्षेप प्रमाणपत्र' प्रस्तुत करने पर पंजीकृत वाहन के लिए मोटर वाहन कर में रियायत का प्रावधान करती है। अधिसूचना 1 अप्रैल, 2022 से प्रभावी हो गई है।
- (v) सा. का. नि. अधिसूचना 166(अ), दिनांक 28.02.2022 में मोटर वाहन के फिटनेस प्रमाणपत्र और पंजीकरण चिहन की वैधता को वाहनो पर प्रदर्शित करने के तरीके का प्रावधान किया गया है।
- (vi) सा. का. नि. अधिसूचना 272(अ), दिनांक 05.04.2022 के तहत केंद्रीय मोटर यान नियमावली, 1989 के नियम 175 के अनुरूप पंजीकृत किसी स्वचालित परीक्षण स्टेशन के माध्यम से ही मोटर वाहनों की अनिवार्य फिटनेस का प्रावधान किया गया है, जो निम्नानुसार हैं:-
 - (i) भारी माल वाहनों/भारी यात्री मोटर वाहनों के लिए 01 अप्रैल, 2023 से और
 - (ii) मध्यम माल वाहनों/मध्यम यात्री मोटर वाहनों और हल्के मोटर वाहनों (परिवहन) के लिए 01 जून, 2024 से प्रभावी।
- (vii) सा. का. नि. अधिस्चना 695(अ), दिनांक 13.09.2022 में मोटर यान (पंजीकरण और वाहन स्क्रैपिंग सुविधा के कार्य) नियमावली, 2022, जिसे पहले सा. का. नि. 653(अ), दिनांक 23.09.2021 द्वारा प्रकाशित किया गया था, में संशोधन का प्रावधान किया गया है। अधिसूचना 13 सितंबर, 2022 से प्रभावी हो गई है।
- (viii) सा. का. नि. अधिसूचना 797(अ), दिनांक 31.10.2022 में स्वचालित परीक्षण स्टेशनों की मान्यता, विनियमन और नियंत्रण के नियमों में संशोधन के लिए केंद्रीय मोटर यान (सत्रहवां संशोधन) नियमावली, 2022 का प्रावधान किया गया है। अधिसूचना 31 अक्टूबर, 2022 से प्रभावी हो गई है।
- (ix) सा. का. नि. अधिसूचना 845(अ), दिनांक 24.11.2022 में पंद्रह वर्ष की समाप्ति के बाद सरकारी वाहनों के पंजीकरण प्रमाणपत्र का नवीनीकरण न करने का प्रावधान किया गया है।

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S.	Airmont	D	The Man	Freight (Dariod A.	il To Oct
	Airport		The Mon			Period Apr	
10.		Oct 2022	Oct	% Change	2022-23	2021-22	
A \	16 International		2021	Change			Change
_	15 International						
	Kolkata	10729	15133	-29.1	82225	79763	3.
2	Chennai	26826	32546	-17.6	207766	210304	-1.2
5	Goa	466	548	-15.0	3473	2771	25,
1	Srinagar	622	796	-21.9	6575	4723	39.2
5	Bhubaneswar	836	1081	-22.7	6160	5979	3.0
5_	Varanasi	529	526	0.6	2971	2452	21.3
7	Calicut	929	1598	-41.9	7631	6224	22.0
3	Amritsar	238	161	47.8	1317	898	46.
9	Coimbatore	835	883	-5.4	5677	4246	33.
10	Imphal	644	637	1.1	4664	3575	30.5
11	Portblair	555	606	-8.4	3773	3115	21.
12	Vijayawada	154	237	-35.0	813	1468	-44.0
13	Tirupati	9	- 11	-18.2	78	22	
14	Trichy	582	433	34.4	3844	2540	51
15	Kushinagar	0	0		0	0	
ota		43954	55196	-20.4	336967	328080	2.
	6 PPP Internation			-20.4	330707	320000	- 41
-	The state of the s						1 1000
16	Ahmedabad	7698	8520	-9.6	54009	52442	3.0
17	Lucknow	1399	1517	-7.8	9137	7784	17.4
18	Guwahati	1733	2070	-16.3	13651	12144	12.4
9	Jaipur	1384	1597	-13.3	10241	7751	32.
20	Trivandrum	1544	1519	1.6	9933	10232	-2.9
21	Mangalore	330	328	0.6	2612	2073	26.0
ota		14088	15551	-9.4	99583	92426	7.
				-7.4	77303	72420	1.
(C)	7 JV Internation	al Airports	3				
22	Delhi (DIAL)	74562	89836	-17.0	531145	545874	-2.
23	Mumbai (MIAL)	63716	73136	-12.9	457303	452838	
24	Bangalore	34185	39473	-13.4	244046	241112	1.2
artificis.	(BIAL)	34103	22312	-12.5	233030	271112	- 474
25	Hyderabad	11103	12727	-12.8	83988	80200	4.7
40		11103	12/2/	-12.0	02300	80200	.94
	(GHIAL)	1000			******	*****	
26	Cochin(CIAL)	4923	5137	-4.2	36088	32165	
27	Nagpur (MIPL)	759	846	-10.3	5585	4410	26.0
28	Kannur (KIAL)	310	99		2474	99	
ota		189558	221254	-14.3	1360629	1356698	0
	1 ST Govt./Pvt.			110	100000	100000	
-	aparticular and a second				452		
29	Shirdi	68	0	- 4	453	0	
ota		68	0	2	453	0	
(E)	10 Custom Airpo	orts					
30	Pune	3376	1609		24637	15253	61.5
31	Patna	995	1308	-23.9	7700	7308	5.4
32				-59.3	7162		
	Chandigarh	487	1197		7102	6569	9.0
33	Bagdogra	756	797	-5.1	5566	5491	1.4
34	Indore	855	821	4.1	6345	4834	31.3
35	Visakhapatnam	354	325	8.9	2873	2534	13.4
36	Surat	353	445	-20.7	3194	3090	3.4
37	Madurai	304	182	67.0	1982	879	
38	Aurangabad	129	126	2.4	769	480	60.2
39	Gaya	0	0	-	0	0	
ota		7609	6810	11.7	60228	46438	29.
	70 Domestic Air		-0.0				
10	Ranchi	504	623	-19.1	4004	3222	24.3
11	Raipur	555	676	-17.9	3492	3496	-0.
12		126	160		969	851	13.9
	Jammu			-21.3			
43	Leh	58	169	-65.7	911	1177	-22.0
14	Dehradun	248	182	36.3	912	276	
15	Udaipur	47	21		198	40	
16	Agartala	274	330	-17.0	2793	2013	38.
17	Jodhpur	0	0		0	0	
18	Bhopal	269	225	19.6	1823	1143	59.:
19	Darbhanga	3	28	-89.3	253	62	
50	Gorakhpur	0	0		0	0	
51	Vadodara	158	139	13.7	1351	639	
52	Dibrugarh	107	123	-13.0	832	566	47,0
53	Prayagraj	8	0	-	48	0	
54	Rajkot	95	35		549	97	
55	Silchar	52	98	-46.9	527	474	11.2
	Jabalpur	21	0	- 2	87	0	
	the same of the sa	4	6	-33.3	33	26	
56	Belgaum				CHECK!		2000
56 57	Belgaum Rajahmundry				0	4	
56 57 58	Rajahmundry Jharsuguda	1 3	1 3	0.0	9 26	4 22	18.

S.	Airport		The Mon		For The	Period Apr	il To Oct
no.		Oct 2022	Oct 2021	% Change	2022-23	2021-22	% Change
F)	70 Domestic Air	oorts					
60	Dimapur	32	114	-71.9	708	397	78.3
61	Hubli	4	3	33.3	32	18	77.8
62	Kanpur (Chakeri) Gwalior	11	32	-65.6	92 56	105	-12.4
64	Kishangarh	ő	0		0	0	
65	Tuticorin	0	0		1	0	-
66	Gaggal (Kangra)	0	0	(4)	0	0	
67	Mysore	0	0	1.4	0	0	- 6
68	Bareilly	0	0	(*)	0	0	
69 70	Kolhapur Kandla	0	0	15	0	0	9
71	Jaisalmer	0	0	- 17	0	0	
72	Kalaburgi	0	0	9.5	0	0	
73	Juhu	29	0	57	165	121	36.4
74	Jorhat	26 0	2	- 2	93	4	
75 76	Agra Barapani (Shillong)	0	0		0	0	
77	Jamnagar	ő	0		0	0	- 0
78	Pakyong	0	0		0	0	
79	Agatti	5	11	-54.5	29	73	-60
80	Bhavnagar	0	0	-(+)	0	0	- 3
81 82	Diu Hindon	0	0	155	0	0	
83	Lakhimpur (Lilabari	0	0		6	1	
84	Rupasi	0	0		0	0	
85	Bhuj	0.	0	- 2	0	0	
86	Pantnagar	0	0	12	0	0	
87	Bhuntar	0	0		0	0	-
88	Bikaner Prbandar	0	0	14	0	0	
90	Cuddapah	0	0	14	0	0	-
91	Pathankot	0	0	(+c	0	0	
92	Jalgaon	0	0	959	0	0	9
93	Tezu	0	0	1.00	0	0	9
94	Tezpur	0	0	9.5	0	0	- 1
95 96	Hyderabad (Begumpet) Salem	0	0	2	0	0	
97	Adampur (Jalandhar)	0	0		0	0	
98	Shimla	0	0	14	0	0	
99	Khajuraho	0	0	240	0	0	- 5
	Pondicherry	0	0	(4)	0	0	
101	Ludhiana Bhatinda	0	0	(*)	0	0	
102	Kota	0	0	(e)	0	0	- 0
103	Sholapur	0	0		0	0	
105	Safdarjung	0	0		0	0	
106	Coochbehar	0	0	17	0	0	
	Keshod (Junagarh)	0	0	-	0	0	
	Gondia	0	0	127	0	0	_
_	Kanpur (Civil)	0	2981	11.2	19999	0	247
	Domestic Airports 17 St.Govt. / Pvt	2645 Airports	2981	-11.3	19999	14827	34.9
110	Durgapur	8	0		386	1	1000
Ш	Lengpui(aizwal)	39	32	21.9	257	181	42.0
	Nasik(Hal ozar)	0	0		0	35	
113	Jagdalpur Kurnool	0	0	1	0	0	
	Bilaspur	0	0	1 3	0	0	
	Nanded	0	0	- 2	0	0	
17	Sindhudurg	0	0	-	0	0	- 1
	Vijayanagar	0	0	-	0	0	
	Pasighat	0	0	- 2	0	0	-
	Bidar Bangalore(HAL)	0	0		0	0	
	Pithoragarh	0	0	-	0	0	
123	Mundra	0	0	-	0	0	
124	Hisar	0	0	-	0	0	
	Jamshedpur	0	0	- 2	0	0	
	Rourkela	0	0	46.0	0	0	
	St.Govt. / Pvt Airports	47	32	46.9	643	217	1
	Other Airports	0	(27)		0.50	0	
1.0488	otal (A+B+C+D+E+F+G+H)	257969	301824	-14.5	1878502	1838686	2.2

OCEAN FREIGHT

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

ENTATIVE	
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PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	7	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	FIN. RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2021-22
KOLKATA													
Kolkata Dock System	TRF APRIL-NOV., 2022	900	355	1	239	3		1441	5592	382	2581	10721	755
	TRF APRIL-NOV 2022	6472	3144	176		266	,	13195	1341	67	6229	30878	2
Haldia Dock Complex	TRF APRIL-NOV., 2021	6357	3405	845		282	95	8504	2309	113	5233	27191	13.56
TOTAL: SMP, KOLKATA	TRF APRIL-NOV., 2022	1299	3810	176	294	269	0	14636	6933	449	8810	41599	
	TRF APRIL-NOV., 2021	9959	3760	845	369	306	95	9438	8018	498	7762	37159	11.95
PARADIP	TRF APRIL-NOV., 2022	24016	1230	9534	283	3156	31560	8923	123	∞	5388	84213	
	TRF APRIL-NOV., 2021	22213	1242	13537	199	3201	18035	9725	128	9	5613	73893	13.97
VISAKHAPATNAM	TRF APRIL-NOV., 2022	10490	1331	8189	838	971	9710	3434	5277	332	7713	48553	
	TRF APRIL-NOV., 2021	200	1347	0996	789	1026	9669	3313	5715	335	8060	44983	7.94
KAMARAJAR(ENNORE)	TRF APRIL-NOV., 2022	3281	80	S.41	(1)		14688	1076	7400	383	2552	29077	
	TRF APRIL-NOV., 2021	3205	93	1	į.	·	12384	1415	5929	307	1796	24822	17.14
CHENNAI	TRF APRIL-NOV., 2022	9342	883	113	U	207	•		18956	982	2766	32267	
	TRF APRIL-NOV., 2021	7221	750	1		138		7	20547	1065	2735	31398	2.77
V.O.CHIDAMBARANAR	TRF APRIL-NOV., 2022	206	754	10	574	535	2960	3781	9842	492	3050	24702	
	TRF APRIL-NOV., 2021	262	829	4	173	467	5123	3477	10324	526	2660	23164	6.64
COCHIN	TRF APRIL-NOV., 2022	13949	324	12	10	129	60	10	6597	458	952	21951	
	TRF APRIL-NOV., 2021	14027	322	10		195	,	33	6449	487	836	22129	-0.80
NEW MANGALORE	TRF APRIL-NOV., 2022	17524	1500	1044	312	46	2458	710	1584	114	722	25900	
	TRF APRIL-NOV., 2021	14136	1551	2683	170	87	2378	386	1562	101	1020	23973	8.04
MORMUGAO	TRF APRIL-NOV., 2022	405	157	905	53	10	2176	4756	24	3	2063	10539	
	TRF APRIL-NOV., 2021	317	1115	2326	36	,	1211	4889	163	14	2917	11974	-11.98
MUMBAI	TRF APRIL-NOV., 2022	24590	1095	3941	205	107	4622	*	159	15	1699	41410	
	TRF APRIL-NOV., 2021	23721	1064	4309	237	52	3987	290	167	16	5008	38835	6.63
J.N.P.A.	TRF APRIL-NOV., 2022	2155	2037			N.		2	48607	3930	779	53578	
	TRF APRIL-NOV., 2021	2150	1886	i di	()		4	200	44544	3652	469	49049	9.23
DEENDAYAL	TRF APRIL-NOV., 2022	41226	7861	499	2504	93	15857	276	5458	320	19561	93335	
	TRF APRIL-NOV., 2021	39329	7235	343	2510	184	14700	452	5504	320	14555	84812	10.05
ALL PORTS	TRF APRIL-NOV., 2022	153855	21062	25001	5063	5513	87031	37592	110960	7486	61047	507124	
	TRF APRIL-NOV., 2021	142224	20043	33703	4483	5656	63808	33392	109350	7327	53431	466191	8.78
Variation from previous veer	TAGE.	818	5 08	25.83	1204	25.0	01 76	12 50	1 17	217	1400	010	

Source: I.P.A.

Trucknetic Launches Electric Commercial Vehicle Aggregation Platform



elhi-based start-up
Trucknetic has launched
a new EV aggregation
platform for commercial
vehicles. The company says it is
aiming at helping push electric
mobility in the commercial vehicle
space through its new EV as a service
platform.

"Businesses such as e-commerce, and logistics firms which depend a lot on vehicular transportation, are best placed to be early adopters and market-shapers in the electric vehicle space. Our company sees tremendous potential for electric freight mobility to build a green and robust supply chain for the future. Going fully electric in this manner is one step in transitioning mobility systems to adapt to climate-friendly technology

and operations that will not only future-proof the business but also

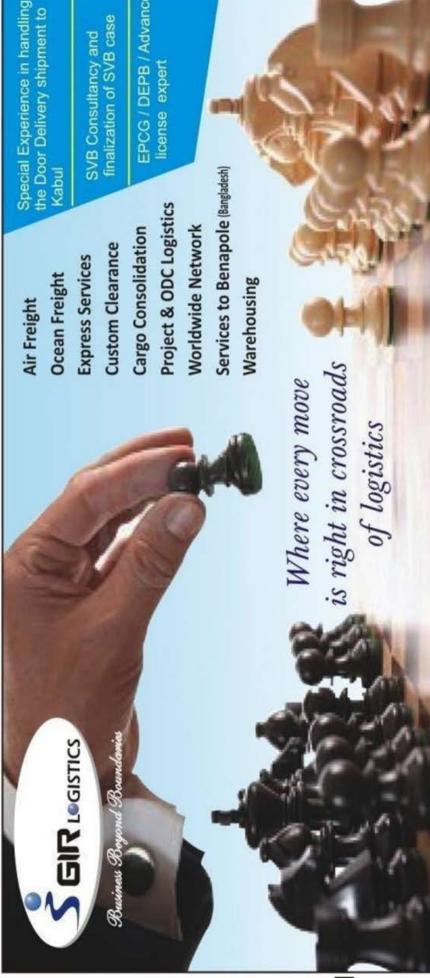
Businesses such as
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Our company sees
tremendous potential
for electric freight
mobility to build a
green and robust supply
chain for the future

drastically reduce transport-related carbon emissions," said Arham Partap Jain, Founder, Trucknetic, reported Carsandbike.com.

The company said it has been facilitating EV adoption with fleet owners by providing them leasing and financial services to procure vehicles. The company said that the new platform would prove beneficial to supply chain startups for electrification of mid-mile and last mile operations.

In recent years the push towards electric mobility has picked up pace across segments. In the commercial vehicle segments EVs have started to make an appearance in the small CV category primarily in three wheelers as well as small load haulers such as the Tata Ace EV revealed earlier this year.

"More is lost by indecision than wrong decision." -Marcus Tullius Cicero



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