Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Industry / Trade





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Ahead Of Lok Sabha Elections, Transporters Make A Final Call To Government

Mahendra Arya, Editor-in-Chief

In his effort to define democracy, 16th President of the United States said, "Government of the people, by the people, for the people, shall not perish from the Earth." To him, the existence of the system called government can exist as long as it is serving the people. From establishing justice to ensuring domestic tranquillity, and securing the blessing of liberty to promoting the general welfare, a democratic government works to form a perfect union.

Considering that people are the real rulers in a democracy, it is important that their voices are heard and considered first and foremost. And, failing to do so can lead to the falling of government. Further, elected officials must not dare to ignore public opinions that play a significant role in policymaking. Undisputedly, public opinions hold the

Further, elected officials must not dare to ignore public opinions that play a significant role in policymaking.

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potential to make this world a better place to live in.

Desiring for development, transporters have been raising their serious concerns and burning issues to the government. From writing to the Indian government to holding talks with the concerned authorities, transporters needed to call nationwide strikes twice in the last two years. Being the lifeline of any nation, transporters feel that their problems must be solved on priority basis. But, despite several assurances from the government the state of affairs has not changed much for the good.

There is no doubt that the present government under the leadership of Prime Minister Narendra Modi is one of the most popular regimes since independence. This fact is visible of the thumping victory in the 2014 Lok Sabha



elections. People's expectations raised with a new and honest government coming to power. In the transport sector as well, everybody was hopeful that their issues will be addressed by the newly-elected government. When Mr. Nitin Gadkari was appointed as the minister for surface transport ministry, the expectations grew further.

Year after year transport associations have been knocking the doors of all concerned authorities and people. On certain issues, the government was firm and said so in no uncertain terms. For example, on the toll issue, Gadkari spoke in the convention of AITWA and clearly said that toll is here to stay and nothing will change this position. However, in the areas in which he could do something for transporters; even those expectations were completely ignored.

One of the major pain points of transporters is the issues related to the Goods and Services Tax (GST), which was rolled out on July 1, 2017. Firstly, the GST Act must define a goods transport agent/agency (GTA) and its role.

Firstly, the GST Act must define a goods transport agent/ agency (GTA) and its role. Because, moving goods from one place to another is not the only job a GTA does

Because, moving goods from one place to another is not the only job a GTA does. It also offers goods handling, temporary storage, packing and transhipment, among other services. For long, transporters have been demanding to include ancillary services under the purview of GST.

With GST came new challenges for the road transport

industry. A faulty optional scheme was introduced by which a transport company can choose some customers but not the others. Transporters tried to explain their issues, but the Finance Minister had no time to pay attention to this practical problem.

Secondly, the government needs to acknowledge that the transport business in India operates across the country without maintaining multiple offices. Tasks like refuelling tanks,

accepting payment, unloading goods and going for vehicle repair cannot be limited to one state. And, the transport business has been handling it well all these years without feeling the need to maintain a fully-employed office in various cities. But, the multiple state registration clause under the current GST scheme is troubling transporters big-time.

Not just this, the teething issues of e-way bill system under the GST regime do not seem to get over anytime soon. What's nerve-racking is the clerical errors for which transporters are charged with an amount, at times, close to that of the total cost of consignment. For a smallest of an error, many a time, trucks are seized along with the loaded goods. Officers on duty must play objectively and believe transporters' side of the story too. Sadly, transporters are always seen as tax evaders. But, it is high time government changes its attitude.

Seizure of trucks not only delays delivery of goods but it also makes the common man bear the losses posted to the consignee. Spoiling the dream of seamless movement, a permanent solution to tolls must be offered by the government soon. Though, the government has introduced the radio frequency identification (RFID) tags to escape delays on toll plazas, these devices are not used by all. In order to promote the usage of RFID-enabled tags, the government need to offer discounts or subsidies. Further, the transport fraternity has been appealing to lower the rate of tax deduction at source (TDS) from 2 per cent to 0.2 per cent at least for those who opt for reverse

charge mechanism (RCM). Transporters, especially the ones plying, hiring, leasing and owning less than 10 trucks, are not comfortable with this policy of the government. Apart from TDS, transporters are waiting to hear from the government on the revised polices under the Carriage by Road Act. In addition, truckers are waiting for a notification about rationalisation of presumptive income in the section 44AE of Income Tax Act.

While talking about the woes of road transporters, it is important to mention the daily pricing mechanism adopted for petrol and diesel. They have been requesting the government to change fuel prices on quarterly basis till the time it is not brought under the ambit of GST. Either of the moves can help to organise the transport business to some extent. While

daily-changing petrol and diesel prices are one thing, the transport fraternity got a blow when National Green Tribunal ruled to ban 10-year-old diesel vehicles in Delhi and its periphery. In order to smoothen this transitioning, the government must offer compensation to the small players.

Citing all these issues, there is a question mark on which way the industry heads on? It is true that there is no great opposition, but an angry voter casts a negative vote. The results in Rajasthan, Madhya Pradesh and Chattisgarh have been the result of vote of rejection. No one needs to guide the transport connected people about voting; their own inner self will guide them. However, when the government is out to woo farmers, middle-class people and many other groups; it is surprising why the transport industry with its voting strength between 6 to 8 crores is being paid no attention.

It is a wait and watch situation!



Apart from TDS, transporters are waiting to hear from the government on the revised polices under the Carriage by Road Act

5 Crore Voters Ask, Who Will Resolve The Issues Of Transport Trade?

s India is gearing up for the 2019 general election, the political parties are also preparing to woo the voters. In fact, the battleground is ready to witness the blame game of these parties. Though the centre stage is expected to be occupied by topics such as agrarian distress (suicidal cases of farmers), job crisis (unemployment), corruption (at all levels), Rafale deal controversy, Ram temple (Ram janmabhoomi), demonetization, citizenship amendment bill and alleged undermining of democratic institutions and processes, it is forecast to be a tough contest.

The 17th lok sabha election will also be interesting to witness from the perspective of the transport fraternity. At

At present, the community is struggling with multiple filings under the GST regime and other issues. And, it is to be watched how the government and other political parties approach the issues of an industry which has around five crore voters

present, the community is struggling with multiple filings under the GST regime and other issues. And, it is to be watched how the government and other political parties approach the issues of an industry which has around five crore voters. Still, now, multiple promises were made but only a few were kept - the reason why the industry had to go on strike, a few months back.

We agree a strike is not the solution. It helps no one – neither the business community nor the government. In



Pradeep Singal
National President, AITWA

fact, the entire nation comes to halt - it does not spare even the common people - as the economy as a whole gets affected. However, the truth is, the entire industry is unhappy and the government and political parties will have to focus on the core issues to settle them forever.

Here are some major issues that the industry is struggling with;

Seamless movement of Goods Vehicles – Even the implementation of E-way bill hasn't helped the cause. Cases of drivers being halted are still heard.

Social security net for Commercial drivers - Drivers are not treated well in our society, they are looked down upon, a social security net would enable them to live lives little better.

Primary Health Care Centre - The transport sector has been asking for 150 primary health care centres in

The transport sector has been asking for 150 primary health care centres in transport hubs across India for quite long

transport hubs across India for quite long. This will help especially drives to know their health condition, as they often have to be on road for long journeys.

Roadside Amenities – Roadside facilities such as hygienic toilets, restrooms, the quality meal can better the lifestyle of drivers and assistants. Therefore, these amenities should be provided on every 100 Kms at all the

National Highways.

Suitable Changes in Carrier Act - Required changes must be done to protect the interest of carriers. An amendment in the Act will be helpful.

Ensure Payments - A law has to be enforced to implement that the payment to carriers is made well within

30 days. It is observed that small companies take advantage of having no rule and keep delaying the payment.

Tax Free Zone/Area for trans-shipment hubs (Transport Logistics Hubs) - The area of transshipment which is located generally at the state borders should be declared tax free zone and provided to the

transporters, which will help transporters in a big Going by the

Transportation Industry status - For long, the community has been putting its case to award the transportation transport trade with industry status we believe this will be a step forward towards making it an organized sector.

Low interest / subsidized on loans for purchasing goods transport vehicles -

The step can enhance the sector for better. As the rate of vehicles is too high, many small transporters cannot expand. The low-interest rate on loans could help.

GST exemption on Third Party insurance - As we have been saying that Third Party Insurance is nothing less than CSR activity. There is no benefit for the truckers; it is just doing our bit as a society, so the GST should not be implied on it.

TDS on Trucks should be 0.2% instead of 2% -Transport community has been asking for it for quite some time now. 2% is too much a charge to levy on transporters who work on small margins and cash. Paying 2% TDS means heavy investment. Presumptive tax (44 AE) should be applied rationally, of course on the basis of income of the vehicles.

Diesel price - We believe that the changes in diesel price

should be activated once in 3 months. This will help transporters to track the price easily and formulate a standard rate card for customers. And, most importantly, it will bring uniformity in diesel price all over India.

E-way bill issues - Since consigning activities are happening through E-way bills, the government should address the issues related to it urgently.

GST issues – Last year, there was the buzz observation, I have this feeling that the five crore people will vote for the party

who doubly ensures to resolve the issues

about GST everywhere but the entire year was wasted understanding and implementing it. We hope the next government put its best foot forward, for transporters.

Coming again to the 2019 general election, the government and the leading political parties should be aware that the transport community has a vote bank of five crore people. And, to keep the

community out of the election proposition will be a difficult task for any party. Especially, in an age when technology is constantly keeping people aware of every move that the government or leading political parties make.

Going by the observation, I have this feeling that the five crore people will vote for the party who doubly ensures to resolve the issues. Rest, I can only wish all the political parties the best!

What A Voter In Road Transport Industry Demands From The Government? Let's Uncover!



Ashok Gupta, Hon. General Secretary, AITWA

he charm of democracy rests in the right of general public to choose their leader. This power enjoyed by the citizens, let the ruling authority develop and implement policies that are people centric and benefit them. And, this makes a government work more effectively and efficiently. Not just this, democracy also enables a person to seek clarifications from their representatives in case they feel their demands have been distorted or ignored for political preferences.

Acting as a responsible citizen of this country, I would like to know what the Government of India has to say about the long-pending demands of road transporters who

To begin with, I would like to draw attention towards the vision of barrier free or toll free India. Notably, truckers in India often complain about queuing up at toll plazas even in the post-GST era

contribute a lot in nation building. To begin with, I would like to draw attention towards the vision of barrier free or toll free India. Notably, truckers in India often complain about queuing up at toll plazas even in the post-GST era. While the government itself has been promoting the idea of seamless movement in recent years, what is the hindrance? It is important to understand that any delay in the delivery of goods leads to increase in cost, which at the end is borne by the consumer.

As we are talking about the seamless movement of goods on Indian roads, it is important to develop basic highway infrastructure and/or roadside amenities in order to make them user friendly. The transport fraternity requests the

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consider establishing
restrooms, food courts and
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This can help check the cases
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government to consider establishing restrooms, food courts and medical centres every 100 km on all national highways. This can help check the cases of highway robberies where truck drivers park their vehicles on roadside to have rest or food. In addition, these facilities will be helpful in cases of road accidents where immediate medical attention is required. Besides, primary health care facilities must be provided at the existing 150 transport centres across the country. Not to forget, commercial drivers need social security too.

Transporters also need government's help to organize this business. We want the government to soon notify changes in the Carriers Act to protect carriers' interest. In addition, the amendments must ensure that carriers get their payments with 30 days. Further, we request the central government to roll out freight index on monthly basis in

order to promote uniformity across the sector. Apart from this, it is important to grant industry status to the road transport business to pace up its development and bring it at par with the international standards. The industry status will help transporters avail easy loans on subsidized rates.

Moving ahead, transporters have on several occasions approached the government with their woes related to tax compliance. It must be noted that the majority of the transporters in India own even less than 10 trucks. We have been demanding to consider our issues related to GST and e-way bills on an urgent basis. The GST Act needs to define goods transport agencies/agents (GTA) explicitly as this impacts the calculation of tax. Also, transporters are not comfortable with the clause of registration in the cities of

operation. Further, we request the government to soon

The GST Act needs to define goods transport agencies/
agents (GTA) explicitly as this impacts the calculation of tax.
Also, transporters are not comfortable with the clause of registration in the cities of operation

offer a solution to our reverse charge mechanism (RCM)/forward charge mechanism (FCM) issue. A GTA must be allowed to operate with both the modes because opting one is leading to losing business. The story doesn't end here... We have been demanding to bring petrol and diesel under GST's umbrella for long.

While this was not it for GST, it is time we discuss the

teething issues of the e-way bill system. The biggest pain that this system is causing is heavy penalties for clerical mistakes or typo errors. At times, the penalty amounts to the total cost of the consignment. Also, we have been requesting the government to not seize the vehicle and goods wherein a mismatch is observed in some goods. For



these cases, the goods in question must be seized and the truck driver must be allowed to make other deliveries in time. Not just this, a truck driver must be allowed to represent the consignor/consignee when they hail from different cities.

Taking forward the tax woes, transporters have been urging the government to create tax free zones or transhipment hubs at state borders. Additionally, we have been demanding for 100 percent tax exemption to driver seva kendras, driver training schools and logistics hubs. Further, TDS on transport and related services must be reduced to 0.2 per cent from the existing 2 percent value. Moreover, the government must consider rationalizing the presumptive tax (44 AE) on the basis of income of the vehicles.

Let bygone be bygone... We request the government to consider our pitch ahead of the Lok Sabha elections. Also, it will be great if the government devises an offsite mechanism for around 90 lakh truckers amongst others who may have been travelling on the day of election too. After all, every vote counts.

5 Crore Voters In Road Transport **Sector: How Will They Impact** 2019 Lok Sabha Election Verdict?



he beauty of democracy lies in the right to choose the leader. And, this acts as the key to development in a nation. As the Lok Sabha polls are round the corner in India, all the contenders have started to strike their deals time for the ruling with the voters. While it is time for the ruling party to present their report card, party to present the opposition highlights what's not done. their report card,

Amidst this, the transport fraternity wants to highlight their long-pending issues once again as a final call to the government to keep their promises.

Goods and Services Tax (GST) compliance:

 Define GTA and its services - The definition of Goods Transport Agency (GTA) and the Transportation of Goods by Road under the GST Act. Also, it is important to define

its role or services, including handling, temporary storage, packing, transhipment, offered by it. Notably, the definition of GTA and its ancillary services were clearly mentioned under the Service Tax regime. While it is

Headquarters-driven operations - The nature of business of transport industry is different from many others. As it involves moving goods across the country, transporters make movements in all the states of India, even where they do not have an office. Also, during the transit, vehicle repair needs to be done in highlights what's any inter-mediate state as and when required. In addition, fuel tanks are refilled in other states during the journey. Sometimes, multiple trucks are used to complete a delivery by using transhipment centres. Not just this, they also get paid in states where they do not have any branch office or just a

the opposition

not done

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resident representative. With operations in multiple states, GST requires them to go for multiple registrations in each of the states to take input credit for expenses incurred in that state. This also requires the filing of multiple periodic tax returns in each of these states. In such a situation, small transporter could receive Show Cause Notice (SCN) from any or multiple states and he will be required to visit and travel for submitting a clarification or attending hearing personally all over the country, which is not practical for small operators.

- Dual Policy of RCM/FCM For GTAs The GST Council recommended a dual policy of GST for goods transport agencies (GTAs). But according to the transport fraternity, the two options have led to a divide in the industry. Therefore, the community requested to allow vertical wise registration for goods transport agencies (GTAs) and fix the tax rate to 5 per cent for both RCM and FCM. But nothing is being done on this issue as well.
- Sale of used items In the transport industry, scrap material, old tyres, old vehicles, etc., are being disposed off after the completion of their life. Notably, no Input Tax Credit was allowed at the time of their initial purchase. In

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such a case, levying tax on such disposed off items again will lead to double taxation on the same transaction. Since mandatory registration is required for such sale then the whole system of exemption under Notification 5/2017 or exemption to truckers stand defeated.

 Reduction and transparency in third-party insurance premium - The transport community is anguished with the fact that the third-party insurance premiums get to hike with unreasonable logic. The insurance premiums have increased so much that it has become a huge additional burden on transporters. The community thinks that the third-party insurance is a social responsibility that they

The insurance premiums have increased so much that it has become a huge additional burden on transporters.

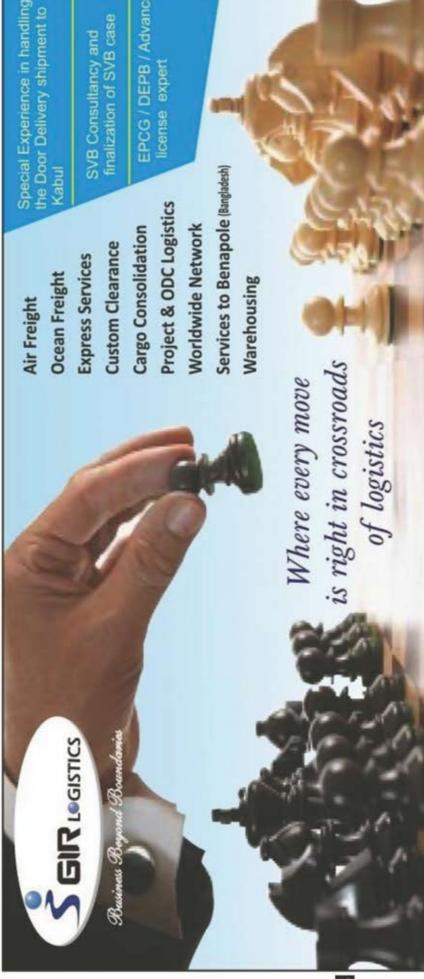
The community thinks that the third-party insurance is a social responsibility that they perform as much as the agriculture sector

perform as much as the agriculture sector. While agro insurance is exempted from GST, why is the third-party motor vehicle insurance not?

 GTA seeking lawyer services - Since a GTA is under RCM and so is a lawyer, if the GTA uses services of a lawyer they have to pay GST for which they have to register, thereby making the Notification 5/2017 null and void.

Making e-way Bill System Convenient:

- Clerical mistakes in e-way bills The truckers are fined heavily for trivial human errors, which occasionally touch the total cost of the consignment. Doing business in such situations has become very tough. The government must consider refunding the charged penalty upon observing that there are no recurring cases for the same.
- Define transporters' place/godown A transporter often transports goods from railway yards/dockyards or place/godown of any other outsourced transporter/carrier to ensure delivery. And, this practice is being allowed/adopted since last so many decades to avoid duplicity of the route or shorten the distance and save time of the transportation. Part B need not be updated if the collection or delivery centre falls with 50 km of the destination. Here, collection or delivery centre must be accepted as transporters' godown.



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- Goods lying in godown When material moves from origin and covers the full distance and reaches the destination city but is not collected by the consignee for several days. And, the material rests in the transporter's godown and meanwhile, the e-way bill gets expired. In such cases, the material should not be seized nor should any penalty be levied to the transporter.
- Seizing vehicle or goods In case of part load material, if any discrepancy is found and the officials suspect something foul then the part load must be seized

and the vehicle along with rest of the goods must be allowed to complete the journey. Also, in some states, GST officials detain goods on the grounds that the invoice value is abnormally less than the MRP value. The new valuation rules must be communicated to the concerned authorities. In addition, a notice of valuation discrepancy must be served in case both, the consignor and consignee are from different states. Such cases must be highlighted to the GST authorities and the transporter should be allowed to continue his journey.

nation, to trim the diesel price and invalidate the price oscillation. The revision should happen on a quarterly basis, not like daily, which precariously hampers businesses. It is interesting to note that the government always keeps diesel out of the taxation system; whether it was VAT or GST.

Toll/barrier-free India:

The goods carrier fraternity has been writing to authorities against the "flawed and non-transparent" toll collection system but nothing has been done yet. If reports are to be



- Clarification on the owner of goods GST officials often interpret that the buyer of goods only qualifies as the owner and he is the person who needs to represent the case before them. A transporter should be allowed to represent on behalf of the unregistered dealer on the basis of authorization letter.
- E-way bill extension The window given for extension of validity is not sufficient. A transporter has to apply for online extension only at midnight. And, no staff member is available this time around.

Uniformity in Diesel Prices:

The transporters want a uniform diesel price across the

believed, on one hand, toll plazas collect approximately Rs. 20, 000 trillion annually but on the other hand the transporters lose up to Rs 1.5 trillion due to extra time taken and fuel consumed at toll barriers. Adding to their woes is the mental and physical torture that they have to go through. A toll or barrier-free India is what transporters are demanding for long. And, they are ready to happily pay the toll charges in the form of toll permit or through the cess on diesel.

Tax Deduction at Source:

Transporters have been appealing to the Government of India to lower down the rate of tax deduction at source (TDS) from 2 per cent to 0.2 per cent at least for those who



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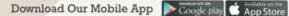






















opt for reverse charge mechanism (RCM). And, the ones following forward charge mechanism (FCM) can be kept out of the TDS purview. In the current scenario, the deduction of 2 per cent tax at source for firms plying, hiring, leasing and owning less than 10 trucks looks unfriendly to transporters. TDS is applicable on a contractor if payment involved exceeds Rs. 30,000 per contract or aggregate of such payments of contracts in a

financial year is more than Rs. 75,000. This issue is yet to be resolved and transporters are waiting for a positive outcome.

Carriage by Road Rules:

Amendments were supposed to happen in the Carriage by Road Rules. The road transport and highways ministry assured that the new rules have been framed and will be rolled out soon but nothing has been delivered yet.

Rationalisation of Estimated Income:

The truckers' community wants the rationalisation of presumptive income in the section 44AE of Income Tax Act. As per the Section 44AE, the income of a carrier with

less than or equal to the gross weight of 12MT is calculated as Rs. 7,500 and for a carrier with the gross weight of 12MT and above as Rs. 1,000 per tonne. However, the government has completely overlooked the size and whether the vehicle is light or heavy. This is threatening to small carriers' bread and butter.

NGT's Decision to Ban 10-year-old Diesel Vehicles in Delhi-NCR:

The matter is not resolved yet and still is in the court. But the transporters strongly protest the overconfidence of RTOs. Replacing the old engine with a new one can solve the pollution issue and banning the vehicle should be nullified in that situation.

Highway Robbery:

As per the Section 44AE, the

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This is threatening to small

carriers' bread and butter

This has been one of the common and biggest problems for all transporters. The community has been demanding for a central task force to patrol and take care of the law and order. The truckers are still facing issues to lodge an FIR related to the highway robbery irrespective of the location and jurisdiction so that investigation can begin at the earliest. Further, plans need to be chalked out for

> installing automated number plate recognition (ANPR) cameras, which not only capture the images of vehicles passing by but their

> registration numbers as well.

- · National permit for buses and tourist vehicles -Transporters have been requesting to charge a fixed amount annually from the national permit truckers/ buses.
- · Abolition of Direct Port Delivery (DPD) tendering system - This is taking away a lot of existing transporters' business.
- Uniformity in vehicle size -The transporters believe that there should be a uniform length and height for all

containerized vehicles. And, the payment towards vehicle registrations, penalties should be made online.

- Basic highway infrastructure There is a need to invest in building roadside amenities, such as restrooms, medical centres and food joints.
- · Green tax on trucks entering Delhi While it is mandatory to maintain a fitness certificate of a vehicle, which is renewed every two years, why there is a need to pay Green tax.
- Arbitrariness of RTO officials on roads need to be checked - RTO officials must be held accountable for holding a commercial vehicle on road.

Other Issues:

- x -

Carriage By Road Cost Index (CRI) - November 2018

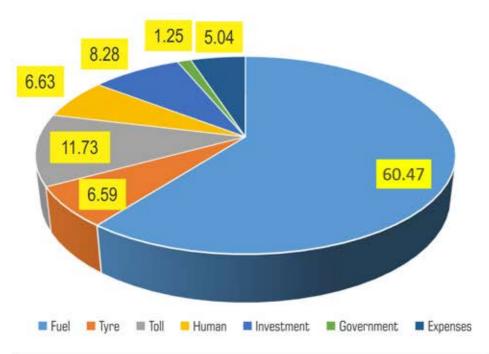
CRI November 2018 - 137.29

Data Updated upto November 1, 2018

Average Diesel Price as on November 1, 2018 - Rs. 76.18 per litre.

Cost Distribution Pie October 2018





Changes: Matrix - October 2018					
Diesel	-2.07 %				
Change in Index	-1.57				

Note: Percentage in pie chart rounded off to nearest number. Warning: This index is a work of an independent research body IRTDA, agreeing with its finding is not mandatory for people. Research team is open to logical suggestions. For any query in this regards contact- Mahendra Arya (9821021323) mahendraarya@gmail.com



Union Budget 2019: Takeaways For Transporters

Inance Minister Piyush Goyal presented an interim budget, the last of the current Modi-led government before the general elections, in Lok Sabha on February 1. He managed to came out with an expansionary budget amidst several macro-economic and geopolitical challenges. The interim budget primarily focused on boosting consumer spending, while infrastructure and capex spending seems to have taken a backseat. Also, the focus remained on farmers and the middle-class segments of the economy.

The showstopper announcement was the full tax rebate on income up to Rs. 5 lakh. The minister said, "Individual taxpayers having taxable annual income up to Rs. 5 lakhs will get full tax rebate and therefore will not be required to pay any income tax. As a result, even persons having gross income up to Rs 6.50 lakhs may not be required to pay any income tax if they make investments in provident funds, specified savings, insurance etc. In fact, with additional deductions such as interest on home loan up to Rs 2 lakh, interest on education loans, National Pension Scheme contributions, medical insurance, medical expenditure on senior citizens etc, persons having even higher income will not have to pay any tax. This will provide tax benefit of Rs. 18,500 crore to an estimated 3 crore middle class taxpayers comprising self employed, small

business, small traders, salary earners, pensioners and senior citizens"

Further, nothing major came transporters' way, but following were good to know information for the transport and logistics sector.

India is World's Fastest Highway Developer

The finance minister said, "Today, India is the fastest highway developer in the world with 27 kms of highways built each day. Projects stuck for decades like the Eastern Peripheral Highway around Delhi or the Bogibeel rail-cum-road bridge in Assam and Arunachal Pradesh have been completed." He added, "Under the Pradhan Mantri Gram Sadak Yojana, construction of rural roads has been tripled... Pradhan Mantri Gram Sadak Yojana (PMGSY) is being allocated '19,000 crore in BE 2019-20 as against '15,500 crore in RE 2018-19."

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Farakka Bridge Repair Work Increases Woes Of Road Transporters

he full-scale repair work of Farakka Bridge in West Bengal has wreaked havoc on road transporters. Ever since the repair work has begun, massive traffic jam for around 50-60 km at both ends of 4.7-km-long the Vikramshila Setu in Bhagalpur is reported.

Notably, Farakka Bridge was closed for public on Dec. 6 to carry out repair work after 40 long years. Heavy commercial vehicles going to northeastern states used to cross the River Ganga via Farakka Bridge in Murshidabad district.

The repair work has forced transporters to deviate their routes and go via Vikramshila Setu, which is 150 km away from Farakka Bridge. And, this is leading to snarled-up



traffic. Further, it is reported that the long route is not only leading to increased fuel consumption and transit time but hiked the freight rate too.

The situation has deteriorated further from Feb. 6 as private and public vehicles are allowed to cross the Setu first. As goods carriers need to wait and halt, the delivery of goods is suffering big-time. Not just this, transporters are complaining about the lapse of e-way bills owing to the route diversion that further slaps a monetary penalty on them.

Petrol-diesel Prices Soar Across All Cities In India

fter reaching the Rs. 90 mark at the beginning of October, the petrol-diesel prices have started to soar once again throughout the country. Notably, fuel rates were hiked sharply on January 13 as global crude oil rates continued to climb handsomely following the implementation of output cuts by global oil producers from January 1.

Owing to this, the petrol prices in Mumbai stood at Rs 76 (approximately) a litre, while diesel was at Rs 69 per litre. According to the Indian Oil Corp data, petrol rates in New Delhi were around Rs. 71 per litre and diesel rates stood at Rs. 66. Further, the petrol rates were about Rs. 73 in Kolkata and Rs. 74 in Chennai, while diesel prices stood around Rs. 68 and Rs. 70 for a litre, respectively, in Kolkata and Chennai.

In India, dynamic pricing mechanism is followed. Under this, the domestic fuel prices depend upon international



fuel prices on a 15-day average and the value of the rupee.

Moreover, government data shows that India's wholesale inflation fell to a 10-month low of 2.76 percent in January 2019 as against 3.80 percent in December 2018, helped by a smaller increase in prices of manufactured goods and fuel products. It also highlighted that fuel and power inflation slumped to 1.58 percent as against 8.38 percent in December 2018. And, this was on account of the lower prices of petrol and diesel through January.

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Daimler Doubles Its Distribution Network Ahead Of

BS VI-compliant Commercial Vehicles



oubling of its distribution network, getting ready for launch of BS VI emission norms compliant trucks, digitisation of customer interface are some of the plans of truck maker According Daimler India Commercial Vehicles, said a top company official, reported IANS. to him.

He also said during 2018, the company clocked 35 per cent growth in truck sales of 22,532 units in the domestic market and achieved break-even.

"We will also nearly double our distribution network to 350 outlets from the current 182 in two to three years' time.

We will digitise our entire customer interface and it will be a dynamic one," Satyakam Arya, Managing Director and CEO, told reporters.

According to him, the company will also launch new models.

Queried about the market prospects for the Indian truck

industry in 2019, Arya said this is an election year and buyers would wait to make their purchases; as a result, the first half of 2019 may witness a slowdown.

Further, 2019 is also the year before truck makers transition to roll out BS VI emission norm compliant vehicles and this may result in increased demand, he added.

> On the whole, in 2019 the sales will be mostly flat or there will be little growth for the industry, Arya said.

According to him, Daimler India achieved break-even owing to cost reduction and increase in sales last year.

increase in sales He said the company shipped out 7,054 units last year up from 6,553 units exported the previous calendar year.

> "We have become the global hub for medium duty transmissions. Since the company started exports in 2013, more than 20,000 units have been shipped out," Arya added.

Daimler India

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Tata Motors To Showcase 13 Vehicles In E-commerce Expo



For the last mile distribution, Tata Motors would exhibit utomobile major Tata Motors would display Ace delivery vanfore-commerce goods, Ace Zip a complete range of 13 fully-built ready-to-use vehicles in the Tata Motors said panel vanfor e-commerce packages and Super Ace Mint XPS for heavy goods e-commerce expo 2019 to be held here in a statement that it transport. from February 20 to 22, reported PTI.

Tata Motors said in a statement that it would showcase some of the best selling variants across small commercial vehicle, intermedial light commercial vehicle and medium and heavy commercial vehicle segments.

The variants have been developed after extensively researching the requirements of the e-commerce industry, engaging with

the top e-commerce companies and their vendors involving Tata's own design engineers, the statement said.

would showcase some of the best selling variants across small commercial vehicle, intermedial light commercial vehicle and medium and heavy commercial vehicle Tata Motors as saying.

> segments smart solutions," he said.

"We believe the e-commerce expo 2019 will act as a platform to address the growing demands of the transporters and e-commerce players, and provide them with a diverse range of fully-built products with customised features," the statement quoted president (commericial vehicle business unit)

"Through our product offerings, we are shifting the paradigm for new-age products and



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Six-lane Highway Gets Nod To Decongest Delhi

BJP said that Union Minister of Road Transport and Highways Nitin Gadkari has given approval for six lane NH 709-B of 155 km connecting Baghpat, Shyamli, Saharanpur in Uttar Pradesh and Geeta Colony and Khajuri Khas in Delhi at an estimated cost Rs. 4,405 crore.

Speaking at a press conference, Delhi BJP President Manoj Tiwari said, "After winning the 2014 elections, my constituency faced the problem of heavy traffic," reported PTL.

"I informed Gadkariji about this problem and today it is a matter of great joy that in reply, he has approved six lanes NH-709 B of 155 km connecting Baghpat, Shyamli, Saharanpur, Geeta Colony and Khajuri Khas at a cost of Rs. 4,405 crore."

Tiwari, who also represents the North-East constituency of Delhi in Lok Sabha, said the foundation of the National Highway would be laid on January 26.

He also said that the work of the project will be complemeted within 20 months.

Tiwari said the road project will give relief to over 55 lakh people of the national capital.

"The project has a 19-km elevated corridor, of which



14.75 km will come under Delhi," he said.

Gadkari in his letter to the BJP MP said that Akshardham-Geeta Colony-Khajuri Khas-Delhi/UP Border-Shamli-Shahranpur road will be implemented on a priority.

Gadkari also said the project has been divided in four packages -- 14.75 km long Akshardham-Geeta Colony-Shahstri-Park-Khajuri Khas-Delhi/UP Border with an estimated cost of Rs. 1,100 crore.

The second package includes the 16.57 km-long stretch between Delhi/UP Border-Mandola-EPE Extension at an estimated cost of Rs. 1,800 crore.

The third package of 61.4 km from EPE Junction to start of bypass of Shamli bypass worth Rs. 725 crore and fourth package of 62.7 km long from Shamli bypass to Shahranpur bypass at an estimated cost of Rs. 780 crore.

Road Projects Worth Rs. 5,379 Crores To Get Inaugurated In Rajasthan Soon

nion Road Transport and Highways Minister Nitin Gadkari will inaugurate three national highway projects worth Rs. 5,379 crore and lay the foundation stones for three others in Jodhpur, Rajasthan.

The projects include widening of Dangiyavas-Keru-Nagaur section of Jodhpur Ring Road, Gagariya-Bawri Kalan-Sedwa-Bakhasar section of National Highway-925, Sata-Gandhav section of NH-925A, and Munabav-Sundra-Myajlar-Dhanana-Asutar-Ghotaru-Tanot section of NH-70.

A government statement read, "These projects have a total



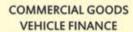
length of 545.456 km and involve a cost of Rs. 3,631.20 crore," reported IANS.

The projects which Gadkari will inaugurate include widening of Jaisalmer-Barmer section of NH-68, Barmer-Sanchor-Gujarat Border (up to Gandhav Bridge) section of NH-68 and Falodi-Jaisalmer section of NH-15 (New NH-11).

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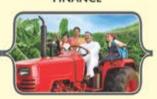
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Performance Audit Of Highways Can Boost Quality Construction

Union Minister Nitin Gadkari has said performance audit of highways could boost quality construction. Gadkari said his ministry's endeavor is to reduce the cost of construction of highways and increase its quality through innovative methods.

The road transport and highways minister said, "Performance audit has quality to reform...it can boost construction," reported PTI, while addressing the National Highways Award for Excellence event here. He said construction of highways has reached 28 km a day at present and is likely to be 40 km a day by March-end.

Gadkari added that recognising the work of good players is also a way to boost quality construction and his ministry has selected companies in a transparent manner.

Some of the winners for awards included IL&FS for Chenani Nashri tunnel in Jammu and Kashmir, Sadbhav Infra for Eastern Peripheral Expressway stretch, Ashoka Buildcon and Dilip Buildcon.

The Ministry of Road Transport and Highways has



initiated the National Highways Awards for Excellence 2018 to incentivize key stakeholders in the highway construction and maintenance process by recognizing and awarding agencies for the best constructed and maintained road assets in the country.

The Quality Council of India was engaged as a consultant to create the framework for the institution of the national highway awards and execute the first cycle of selecting winners for 2018.

The best performers were selected based on multiple rounds of assessment. The jury committee finalized the awards on November 30, 2018. The award recognizes the companies who have performed exceptionally during the construction, operations, tolling and maintenance stages.

Government Launches Projects Worth More Than Rs. 3,400 Crore In Bihar

Union Minister Nitin Gadkari launched national highways and waterways projects worth more than Rs. 3,400 crore during his day-long visit to East Champaran and West Champaran districts of Bihar.

The Union minister began his visit from Bagaha in West Champaran, where he inaugurated and laid foundation stones for projects worth Rs. 366.62 crore, which included two road overbridge (ROB) approach roads for National Highway 28, an official release said.

He also laid the foundation stone for a 300 km national waterway from Balmiki Nagar in Bagaha to the confluence of river Gandak and Ganga in Hajipur.

At Motihari, Gadkari launched projects worth Rs. 2,540 crore which included widening of an 83.24 km-long



stretch on National Highway 227A, which would cost Rs. 1,285 crore, and four-laning of an 81.11 km-long section on National Highway 74, which would cost Rs. 1,254 crore.

Later, the Union minister left for Raxaul in East Champaran where projects worth Rs 505 crore were launched. These included widening of a 40 km-long stretch on National Highway 28B and a 69 km-long stretch on National Highway 28A.

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Toyota Collaborates With Paccar For Clean Hydrogen Trucks

hile the hunt for clean fuel technology is on,
Paccar, which is known as one of the
world's largest heavy-duty truck
manufacturers, has teamed up with Toyota to test one
promising alternative, reported CNBC.com.

At the recently concluded Consumer Electronics Show in Las Vegas, Paccar and Toyota showcased the first of 10 prototype trucks that will be powered by hydrogen fuel. And, this has placed them in competition with other players that are focusing on battery-powered semiautonomous vehicles.

Brian Lindgren, director of research and development for Paccar subsidiary - Kenworth, said, "We believe that carrying energy in the form of hydrogen for heavy-duty Class 8 trucks makes more sense than carrying it in batteries." Acting as a direct replacement for fossil fuels, hydrogen could be easily used in internal combustion engines. But, researchers are focusing their energies on using it to power fuel cells. As hydrogen gas is forced through a catalyst-coated membrane, it bonds with oxygen from the air. The process creates water vapours and a stream of electrons that holds the potential to power the electric motors found in a battery-run electric vehicle. And, that is why researchers see fuel cells as refillable batteries.

Notably, in passenger cars such as Toyota Mirai or Honda Clarity FCV it takes about five minutes to refuel a hydrogen tank with a range of around 300 miles. Though refilling a Class 8 truck's hydrogen tank will take longer, it still would be substantially less than the time needed to charge the batteries needed for a similar semi.

Further, the fuel-cell technology is nearly as quiet as the



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drivetrain in battery-electric vehicles. "Drivers like these trucks because they are peppy and quiet," Lindgren said.

Toyota will supply the fuel-cell system that will be used in the prototypes. Also, it will be an updated version of an original test vehicle that operated at the LA ports in 2018. The new trucks will actually pair two stacks producing about 228 kilowatts, or 306 horsepower. Certainly, this understates the power the fuel-cell technology delivers because the electric motors involved produce tremendous amounts of torque.

In order to improve performance and ease the job of a fuel-cell truck's driver, the Paccar-Toyota technology will require only a four-speed transmission than the 18-gear transmission in the typical Class 8 truck. Moreover, Andy Lund, the Toyota chief engineer on the project, said the trucks in production would have the same payload capacity as their diesel counterpart.

While talking about the fuel economy, Lindgren said that the prototype trucks will be roughly equivalent to a current diesel one, or around 5 to 7 mpg. But,

Lund stressed that the vehicles will emit nothing but water

The Toyota engineer added
that the new project will
provide answers as to whether
fuel-cell technology can serve
as a viable replacement for the
conventional diesel trucks

vapours. The Toyota engineer added that the new project will provide answers as to whether fuel-cell technology can serve as a viable replacement for the conventional diesel trucks.

While having a look at what others are doing in the fuelcell technology, Salt Lake City-based Nikola Motor is shining brightly. The company is developing several of its own hydrogen-powered heavy-duty rigs. It hopes to start

The company is developing several of its own hydrogen-powered heavy-duty rigs. It hopes to start building Class 8
Nikola One later this year



building Class 8 Nikola One later this year. Also, the company claims to have received about 8,000 advance orders that are worth over \$6 billion. But, not everyone is convinced with the power of hydrogen fuel cells. In fact, Tesla CEO Elon Musk fondly calls the technology "fool cells." In addition, some like Skeptics criticizes it for no ready source of hydrogen and no distribution network available. Not just this, experts on the subject pointed out that hydrogen must be produced either by cracking water into its component elements, including two parts hydrogen and one part water, or by refining fossil fuels ranging from coal to petroleum to natural gas.

Which technology will prove to be a winner is far from certain, but efforts in this direction must be continued in order to develop zero-emission vehicles. At the same time, making this world a better place to live in.

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Kundli	:	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
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LNG Variant of Volvo FH Unveiled At Irish Commercials



fter celebrating its silver anniversary last year, the popularity of Volvo Truck is growing in Ireland with each passing day. And, At the launch, this was evident during the launch of Volvo FH with its D13 engine that is gas powered, and that too with liquified natural gas (LNG).

developing plans to rollout LNG-powered FH further widens an LNG refuelling network the alternative fuel options for operators. With a 4.1 metre at a number of key wheelbase, and axle configurations of 4×2 or 6×2, it is possible to spec tank *locations across Ireland*, to gas fuel providers when selecting capacities of 115, 155 or 205 kg, allowing were present ranges of 500/600/800 km, respectively. The LNG variant of FH requires an amount of diesel (approximately 5 percent) to initiate ignition, and will therefore necessitate an amount of AdBlue.

At the launch, representatives from Calor which is currently developing plans to rollout an LNG refuelling network at a number of key locations across Ireland, were present. In additionally, another gas fuel provider - Molgas Group representatives from - interested in establishing a network Calor which is currently across the country was available at

the event.

Notably, this gas can be delivered to a location and does not need to be on the regular gas (mains) network. Ceratinly, this offers great flexibility

potential locations. Also, it was announced that the first station located at Dublin port is expected early this year.

As a move against diesel, it remains to be seen how far this LNG-powered vehicle goes to be a Golden Truck.



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3rd SIAM-CSR CONCLAVE 2018

CSR Role in Making the Roads Safer

This event was organised at India Habitat Centre, under the auspices of Society of Indian Automobile Manufacturers (SIAM).

Inaugural Session

The welcome address by Naveen Soni, Chairman, SIAM CSR Group and Vice-President Toyota Kirloskar Motors, said that "R" in CSR stands for responsibility, not regulation. Last year, focus was on health and hygiene, while this year it is on Road Safety. Two key initiatives: have been taken this year and for the first time SIAM has instituted SIAM- CSR awards in which NGOs are also included.

The Guest of Honour, **Taj Hassan**, Special Commissioner-Traffic, Delhi Police, stated that road safety is very important, as it encompasses all aspects of being on the road, but discipline is lacking and potholes, lights, etc., compound the problem. Challans are sent by post, but we would also like to link telephone numbers to vehicle numbers. We also want 10 major functions with CCTV cameras. This will help in ensuring discipline and also road safety. Number of vehicles are also increasing with 6 to 7 lakh vehicles added every month, so also congestion. Hence the need to improve regulations.

The other Guest of Honour, **Abhay Damle**, Joint Secretary, (JS), Ministry of Road Transport and Highways (MoRTH), Government of India, evinced keen interest in utilizing the efficiency of the private sector to improve road safety.

Preaching may not have the desired effect, hence we have to go beyond that. ACMA and FADA are also active and doing a heartening job. We must do things which are tangible, like

- Traffic Red light violation detection systems.
- Driving licence online system, as it is impossible to check 460 applications a day.
- · Speed violation systems.
- Crash investigations policy recommendation..

In tenders / RFQs, etc. specify dimensions and other specifications to ensure no illegal work is accepted. Some branding should be allowed to corporates for CSR – For e.g., on reflector tapes on vehicles.

Session 1 - The Fundamentals & Learnings

Shashank Anand SSP (Traffic & Security) Chandigarh Police, quoted statistics upto December 15, 2018, on road crash fatalities reduction by 30% last year, with the hope that this year they would do better. 38 out of 90 fatalities in Chandigarh were of 2 wheelers, 31 were pedestrians, 10 were cyclists (motor vehicles drove on cycle tracks), 33 caused by cars and jeeps (4-wheelers), trucks were 6, autos 5. SIAM can help in the education part. Shashank said that we are only an enforcement agency but education is also with us, by default, since no one else will own up to

it. Chandigarh is an island of compliance in North India (sic). Violation detectors were installed on 60 km link road and in 24 hours, 3000 violations were recorded during the day. Therefore, something is wrong with our driving standards. Now, we have started arresting people – 4000 so far and suspension of licence (only by Traffic police not Thana police). 7000 licences suspensions recommended, all as per old traffic laws. The major reasons are as follows: Speed, alcohol, no helmets, no seat belts, etc.

We advertise speed and racing in our ads for 2-wheelers and 4-wheelers with tag lines screaming "Racing DNA Unleashed", "0 to 100 in x seconds" and other similar ones. Distracted driving is a problem. Having a Bluetooth does not mean you can talk over the phone while driving, like having an ashtray, but smoking is not mandatory.

Some basic conventions must be followed: 1. Hands must be free for steering; 2. Visual concentration must be maintained; 3. Cognitive ability is critical. The Law says the driver must totally concentrate on driving. We should have seat belts on school buses and they should look like school buses, with initiatives taken to make it safer for children. 50,000 unnecessary honking stickers have been stuck on steering wheels.

Pointers on future regulations:*Helmets for riders of e-scooters;* Children of 16-18 age group upto 50cc only; *Biometric linked driving licence (DL) verification for ignition (this should be compulsory, to check if the driver has a licence).

Tony Mathew, Principal Transport Specialist, Transport Research Laboratory, United Kingdom (U.K.) said that good practices are very important. Three factors prevalent in Himachal Pradesh: 1. the road itself, 2. the driver, 3. the vehicle. The various kinds of crashes in Shimla are: common road crashes for which there is a crash data system/ran off accidents-i.e., Vehicle going out of control is a major cause. Motor cars and Jeeps cause 75% of the ran-off accidents here. Designing of interventions based on forensic evidence is necessary. Proven counter measures like barriers, marking on the roads, etc., are important in Mandi district, where the main cause for accidents are head-on collisions.

In the u.k., licencing norms keep changing to fit in with data available – for e.g., since data showed early adult as a high risk person, 18-21 year olds get some restriction, say, no driving after 9:00 p.m., etc. We need to design our infra based on safety factors.

Dinesh Tyagi, Director International Centre for Automotive Technology (ICAT), said that one of their branches, ADAC, collects accident data. In every 100 accidents, 38 people die on average, the highest percentage in the world. Single biggest solution is education, especially during school level. Heavy duty vehicles certifications are critical. Brakes and



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acceleration standards must be well fixed. 90% of repairs take place in roadside garages in India where shortcuts are taken. Active safety helps in avoiding accidents, e.g., ABS systems, electronic control systems, etc. are a must for all 4—wheelers.

The moderator for the session, Nabeel A Khan, Editor of ET Auto, started a litany of woes in this regard. He said zebra crossings are often ignored, many people cross anywhere. Shashank replied that it is true, but "right of way" is now implemented. Jaywalking and crossing median grills should be penalised. Nabeel again mentioned life-cycle of roads is low, hence, how do we predict traffic.

Tony opined that this is very difficult in developing countries (Bullet trains will take away a chunk of road traffic from Vadodra roads). Zebra crossing must be placed at implementable points. Nabeel closed the session with the statement that the influx of spurious parts is another problem.

Session – 2 The Commitment (Earlier listed as session 3) This session was advanced as the Chief Guest Kailash Gahlot, Hon'ble Minister of Transport, Government of NCT of Delhi, chose to come in at this time and the change was made to accommodate him. Naveen Soni said that India is a land of paradoxes. We bear an estimated 3% GDP loss due to accidents. We have the second largest road network, but also the highest number of accidents.

Initiatives planned for the year:

- *2019 is being observed as the National Road Safety Year.

 *At the end of the year, a White paper will be produced with the learnings.
- *Expect to have sustainable positive impact, from the current poor record of one death every four minutes.
- *To develop a safety eco-system.
- *A number of activities planned like National Road Safety Index/Pedestrian safety program/School curriculum program/ Improving traffic signage/Seasonal road safety drives/Helmet safety program/etc.

Kailash Gahlot expressed the hope that there are concrete steps advised to improve road safety from learnings during the 2019 National Road Safety Year. Delhi government has tied up with SaveLIFE to improve road safety. A 4 km stretch, with a record of 10 deaths per year, has been adopted by SaveLIFE, with the hope that this can be brought down to nil, if possible.

The minister invited other NGOs to take responsibility similarly.

Naveen Soni said the main issues are the mindset of the driving public, road infra factors and non-compliance of regulatory laws. In Bengaluru, we planned to go to the Airport and educate drivers, etc., but we have to factorize a number of other issues like political connections of stall owners, congestions, etc..

Session – 3 The Alignment? (Earlier listed as session 2 of agenda)

Ms. Smriti Mulye, TATA Consultancy Services, said that 85% of accidents happen owing to driver fault. Just having

knowledge of clutch – brake – accelerator is not adequate. What about their maturity levels and their knowledge about road safety for self and others around them? Approx. 1.15 lakhs licences are issued every year. Standardization of process test being developed, (Part A on knowledge and Part B on simulator). Idea is to reduce manual intervention. Central Government campaign is important to promote safe driving and education. Incentives are important to become safe drivers. The first effort in the pilot stage/phase will start in 2019.

Harman Singh Sidhu, ArriveSAFE, expressed concern that liquor sales on highways start much before daybreak. On Punjab Pakistan border, bridges are without guard railing and safety features. Safe borders are required. Encroachments on roads are a big issue especially for people in wheelchairs. He also said that no wheelchair can fit into cars in India.

HM Naqvi, Chief General Manager (Road Safety), National Highway Authority of India (NHAI), said there were 1.5 lakh km of highways across India and NHAI has over 50% of these. Highways constitutes around 2% of India's roads but over 40% of India's traffic goes on it.

The issues are: *Non-adherence to road discipline/
*Villages within 5 to 10 kms / *Median cuts /
*Encroachments/ *Illegal parking/ *Over-speeding/
*Drunken driving/ *Overloading / *Jay walking/ *etc.
Road Safety Audit is carried out at all points during construction and after implementation.

Piyush Tewari, CEO SaveLIFE Foundation, stated that instead of 1.5 lakhs we may really have 3.0 lakh fatalities, because many die later after FIRs are lodged, etc. Good Samaritan Law did some good work on this. Our work is based on rational approach vision based system and Cause of the crash is ascertained (human, vehicular or infra). Cause of death, (may be later on, due to fatigue or other issues). The Delhi experiment is a Zero fatality project, mainly for reducing the number of fatalities. How do they manage? Shared vision and recognition of expertise.

The Summing up

While it is obvious that the reasons mentioned for our poor standards in road safety are valid, it is also true that wringing our hands helplessly blaming mind-sets and waiting for that to change is a delusional no win situation. Change has rarely come about without taking the bull by its horns. I recall that during my young school days in Madras (now Chennai), I was once booked for Jaywalking (the crime: getting off a public transport at a halt for a traffic red light, which people in Delhi do even today, 45-50 years later, with impunity). The idea of relating this anecdote is to emphasize that this law is on the statutes for long and the only people I can blame is the police for not implementing the law. Similar is the case with most other laws where the punishment has little meaning, if the fine does not pinch the pocket or singe their false sense of pride, it soon reverts to business as usual. Make it punitive and you will see significant results.

Vinod Kaul

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- X -



CILT Conference

This event was held, last year, at the Rail Museum, in Delhi.

Inaugural: Logistics-a game changer for the global economy

Shanti Narain, National Chairman, The Chartered Institute of Logistics and Transport (CILT) India, in his welcome address said that logistics service quality depends on: Logistics Framework / Logistics Policy / Relevant Skilled People.

Ashwani Lohani, Chairman, Railway Board in his Industry address, said that though their logistics goods has grown 1600 times, but infra, esp. rail tracks grew by 30% only, during the same period.

Infra building has to keep pace with the changes. In the current year we have completed 9000 kms of track related works. Next year, 12000 kms of tracks related works is targeted. Two major corridors will be completed by March 2020. East –West corridor and subsequently North –South corridor, in order to reduce the infra gap. Electrification was going on in a big way. Paradigm shift was being brought in our processes, to make it as dynamic as our private sector. It must not be forgotten that Railways are running a business, while in the government.

Suresh Prabhu, Hon'ble Union Minister of Commerce & Industry and Civil Aviation-Govt. of India, said that the plan was to deal with logistics in an integrated manner.

Purpose of any economic activity is to serve the public, who will judge if it is good or not.

India could have progressed faster, but for our poor logistics, as per an opinion, we have to make connection with rest of the world with supply chain connectivity critical for this integration. Multi- modal success will depend on the integration level achieved.

World Bank (WB) is also helping in this matter and will organize a workshop in this regard. Dedicated freight corridors will change the face of logistics in India.

Ministry of Civil Aviation will be coming out with a new policy and so will other modes, but all this will not help unless all the initiatives are integrated well.

Transport - Infra Development:

Tanmoy Chakrabarty, Group Govt. Affairs Officer, Tata Sons, in his keynote address, said

We must benchmark smart cities, by the time taken for transport movement.

Hong Kong Customs clears ships around 100 kms before reaching Hong Kong, digitally, to make the entire process hassle free. Indo Bangladesh border work is the art of the possible, but political will is important to put it in place.

Rajesh Agrawal, Member Rolling Stock, Indian Railway Board, in his lead address, said that our Logistical Performance Index (LPI) was down to # 44, owing to poor intermodal transport mix with rail.

Rail moves 100 MT of 1.1 bn MT moved in the country. 24000 containers carrying wagons in operation with about 500 rakes. Only 120 rakes (5700 wagons) loaded daily. Railways' share in Passenger (Pax) Cars = 10% (300 Cars per rake)

2-wheelers = negligible share. More Refrigerated Cargo parcel vans (refrigerated) are available. Reefer containers are available too, but need to start. Cement and Fly ash can be carried on the two ends of the same rake. Railways are trying to modernize by inviting private wagon design.

Anurag Kumar Sachan, Managing Director, DFCCIL, said that we have the 4th largest railways in the world currently, with China 1st, US 2nd and Russia 3rd.

We were on top before Independence. After Independence, things changed and presently, we have come down considerably. We must try to reach 50% parity with road: rail at the least and then improve further.

Emission levels comparison: Waterways = Best / Rail = 28 / Road = 64 / Air = 1000

Xerrxes Master, VP, AMTOI, stated that Logistics infra is growing @ 5% - 10%. Ministry has plans to come out with one integrated policy.

China has built Rail tracks domestically and also to Europe. Highest Rail Bridge in the world. Indian Inland Waterways are poised for huge growth. Recently a container of Pepsi was transported on Inland Waterways, as a pilot project. Infra development must match our growth and vision.

Saurabh Sood, President & MD, GATX noted that Indian Logistics Sector employs 22 million (mn) people directly. Strong correlation between GDP and LPI, on Country's Logistics industry of 160 billion (Bn) dollars, at present. LPI looks at 4-5 parameters, but we are rather low in all the parameters, including the adoption of IT technology in Logistics sector.

One reason is that logistics is considered as a peripheral sector, rather than a core sector. A study of American Railroad system shows that modernizing has taken place not too long back. Freight rates there have fallen, while it went up elsewhere. 170% increase in investment led to 230 % growth in revenue, during the last few decades. This was because the investment part was left to the private sector. In Russia, almost 90% of investment is with the private sector. Basically, each sector concentrates on its core sector expertise.

Shashi Bhushan Shukla, Member (Traffic), IWAI, Inland waterways have only 0.5% share of traffic, where it used to be very significant before Independence. Inland waterways are also most environment friendly. Huge waterways projects are about to be opened.

Cargo from Chennai can be taken directly to Dibrugarh. Varanasi terminal opened recently – this can take goods to Northeast of India and Bangladesh. Vessels designed in Germany are being used.

Joseph Lim, Sales Director, Blujay Solutions,.

Supply chain investment possibilities in transportation. Supply Chain innovation is not fully understood - one man's supply chain innovation is another man's process innovation. Tech adoption is key to supply chain performance.

Anand Swarup, Joint Secretary, Union Ministry of



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Commerce & Industry, is responsible for developing of ranking of all states, with regard to logistics performance. Showed over 50 Logistics Parks on video. Comprehensive logistics plan on transportation + warehousing + packaging. Ministry of Commerce & Industry estimates that Cement Logistics cost in India is 25%, while worldwide it is around 12%. This product must be transported in bulk. Iron ore also has some slack. Slurry transport is effective in beginning down Logistics cost.

Interstate movement of trucks. E-way bill generation should help in bringing down need to physically check trucks.

Ashish Gupta, Regional Logistics Head, Shell India Markets, asked why we do all the things that we do in the Logistics sector. Mainly to give Customers what they want and we must know what that is: Integrated Logistics / Standardization of services levels / Improved infra / Last leg of logistics supply needs skilled people.

Dato' Ts Abd Radzak Abd Malek, President-Elect, CILT International and Malaysian Railway Corporation, had incurred some delay while travelling from Malaysia. He had a 37 years tenure with Malaysian Rail. He said that the Straits of Malacca are very congested with seven ports, but 100,000 vessels pass every year, accounting for one quarter of the world's cargo.

Industry 1.0 2.0 3.0 4.0 1800 1900 1970 2015 2030 Year Mechanical Mass Electronics IT/Supply Digital Production Production Data Chain Ecowith Steam Power. by Machines. Processing. /Robotics. Systems.

Industry is undergoing a change every once in a while, the time span keeps coming down with every passing year.

This is mainly owing to revolutionary new ideas, which may or may not give you any advance notice, until they are right upon you.

Ali Baba is a huge organisation, but their head office has only 60 people.

National IoT Strategic Roadmap will have impact on Seaport Industry. Single window clearances are the new norms.

In 1955 Malcolm Maclean developed the idea of transportation vide containers which can be transported on other modes / carriers without emptying the container. Advantages of containerisation: Integrated logistics in neighbouring countries. To promote Integrated Supply chains. He also talked of double stack trains.

He referred to Customer centred Seaport logistics and the present standards.

India : KPI-4 days Malaysia: No KPI Indonesia: KPI Thailand: KPI

Philippines: KPI but of 9 days

There is an Engineering company which made \$25 billion (Bn) per year, but Ali Baba earned \$25 Bn dollars in one day in Nov.'17

Big Data Analytics and IoT in Logistics

Mukesh Nigam, Managing Director, CRIS (Centre for Railway Information Systems) said that is a huge network, but earlier, it was not clear about IT upgradation, but booking online was a great success. Today, 70% booking is

done on line. Real time systems updates were also a big success. This is due to antennae placed on top of locomotives and connected to an ISRO satellite.

RFID based systems for tags, etc., and also to get real time data on time. CRIS has over one crore transactions per day, which will go up in future to, perhaps, ninety crores transactions per day. When volumes grow, we have to look for IT based solutions and machine learning based systems.

Urmik Shah, Software Manager, System Level Solutions, in his Keynote address, spoke on how using Internet of Things (IoT) helps to form a heterogeneous system. He further asks about what IoT is, so that you can talk to other objects - useful for asset tracking and Logistics to dramatically improve warehouse management, hence, Automate Inventory and stack control, Freight movement, Real time Proof of delivery (POD), End to End Visibility, Reduce Asset downtime, etc.

Chandan Verma of Gratia Technology spoke again on IoT, which connects physical objects with major data sources. The top priority of logistics companies are: JIT delivery / Supply chain visibility / PL cycle transparency / Quality Services / Inventory tracking / Warehousing, etc.

Drone based delivery goods can be transported from inaccessible areas.

Sandeep Kumar, Managing Partner, Konnected Mindz said that data has to be of good quality as tampered data will be no good - garbage in garbage out. Blockchain tech is a decentralized ledger which stores info in blocks and cannot be altered. Io T is a centralized system.

Murali Rajagopalan, MD-India, Mobilogix said UPS, a \$ 62 Bn giant, has 119,000 vehicles which follow *a "no left turn policy", based on their big data analysis, which has led to considerable saving, because of the rule./*Automation of warehouses/*Last Mile delivery/*Transparency

Real time data may not be necessary at the time of collection. It can be simulated and converted later.

Multimodal Transportation

Sharat Misra, Advisor, Deloitte, said that many do not know the difference between Multimodal (one contract for full chain) and Intermodal (separate contracts for the full chain). Multimodal transportation is gaining ground over traditional road transport, especially for Automotive and FMCG sectors.

The Cost imperative

The average cost of transportation on various modes is as follows:

Waterways @ 25-30 paisa per km/MT (metric ton)

Rail @Rs. 1.0 – 1.20 per km/MT

Road @ Rs. 1.0 per km/MT

The pollution quotient of the various modes has been mentioned elsewhere in this article. Need we say more? It is quite clear where we should try to fund development, if there are no other constraints. The other modes will obviously still be important as physical conditions vary in different parts of the country, but the transportation mix must balance out better in favour of waterways, as it has the lowest share presently, without hurting Road (the most complete mode in India) and Rail (could do with better standards).

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उत्तर

सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री मनसुख एल. मांडविया)

(क) से (ग): वित्त मंत्रालय ने दिनांक 22 दिसंबर, 2018 की अपनी एडवाइजरी में, सभी मंत्रालयों/विभागों को लिखा है कि वे दिल्ली में गितशीलता के लिए मंत्रालयों/विभागों द्वारा उनके सिचवालय और संलग्नभ कार्यालयों (दिल्ली में स्थित) में ठेकेदारों द्वारा किराये पर ली हुई पेट्रोल और डीजल कारों को इलैक्ट्रिक कारों में बदलने का उद्देश्य बना सकते हैं। ऐसे मामलों में जहां पेट्रोल/डीजल वाहनों के किराये के लिए मौजूदा अनुबंध खत्म हो चुके हैं, मंत्रालय/विभाग इलैक्ट्रिक वाहनों को किराए पर लेने के लिए नए अनुबंध के बारे में विचार कर सकते हैं। इसके अलावा सड़क परिवहन और राजमार्ग मंत्रालय ने पेट्रोल और डीजल पर चलने वाले वाहनों के लिए हाइब्रिड विद्युत प्रणाली और इलैक्ट्रिक किट के रेट्रो फिटमेंट के लिए साकानि 629 (अ), दिनांकित 24 जून, 2016 को अधिसूचित किया था और इलैक्ट्रिक हाइब्रिड वाहनों के टाइप अनुमोदन प्रक्रिया को विनिर्दिष्ट करने के लिए काआ 1013 (अ) दिनांकित, 15 अप्रैल, 2015 को अधिसूचित किया था।



वर्षांत समीक्षाः सड्क परिवहन और राजमार्ग मंत्रालय 2018

सड़क परिवहन और राजमार्ग मंत्रालय ने वर्ष 2018-19 को निर्माण वर्ष घोषित किया था। 2018 के समाप्त होने पर आइये पढ़ते हैं वर्षात समीक्षा के कुछ महत्वपूर्ण अंश।

राष्ट्रीय राजमार्गों का निर्माण

अवार्ड/निर्माण संबंधी आंकडे

वर्ष	अवार्ड (कि.मी)	निर्माण (कि.मी)		
2014-15	7972	4410		
2015-16	10098	6061		
2016-17	15948	8231		
2017-18	17055	9829		

नोट: वित्तीय वर्ष 2018-19, में 30.11.18 तक 5,759 कि.मी राजमार्गी का निर्माण किया गया जबिक पिछले वर्ष इसी अवधि में 4,942 कि.मी. राजमार्गी का निर्माण किया गया था। मंत्रालय निर्माण-पूर्व गतिविधियों को परियोजनाओं के अवार्ड किये जाने से पहले पूरी करना सुनिश्चित करने पर ध्यान केंद्रित कर रहा है। देश में 700 से अधिक राष्ट्रीय राजमार्ग परियोजाओं की समीक्षा के लिये दो दिन की एक कवायद की गयी, जिसके आधार पर 300 से अधिक ऐसी परियोजनाओं की पहचान की गयी जिन्हें 2019 में पूरा किया जा सकें। वित्तीय वर्ष 2018-19 के लिए निर्धारित यह लक्ष्य सबसे अधिक था। पिछले वर्षों में राष्ट्रीय राजमार्ग परियोजनाओं के निर्माण की स्थित का ब्यौरा नीचे तालिका में दिया गया हैं।

प्रमुख कार्यक्रमों/ऐतिहासिक परियोजनाओं की प्रगति:

i. भारतमाला परियोजना : चरण -I

यह राजमार्ग क्षेत्र के लिये 2017-18, में शुरू किया गया समग्र कार्यक्रम है, जिसका लक्ष्य महत्वपूर्ण ढ़ाचागत अंतराल दूर करते हुए देश में सड़क यातायात गतिशीलता को अधितम सक्षम बनाना है। इस कार्यक्रम के प्रथम चरण के अंतर्गत 2017-18 से 2021-22 की अविध में 5,35,000 करोड़ रूपये की लागत से

चरणबंद्ध तरीके से 34,800 कि.मी. राष्ट्रीय राजमार्गी का निर्माण किया जाना है। इसमें 5,000 कि.मी. राष्ट्रीय कॉरीडोर, 9000 कि.मी. आर्थिक कॉरीडोर, 6000 कि.मी. फीडर कॉरीडोर और इंटर-कॉरीडोर, 2000 कि.मी. सीमावर्ती सड़के, 2,000 कि.मी.तटवर्ती सड़के और बंदरगाह सम्पर्क सड़के तथा 800 कि.मी. हिरत क्षेत्र एक्सप्रेसवे शामिल हैं।

भारतमाला परियोजना (शेष एनएचडीपी सहित) के अंतर्गत इस वर्ष अक्टूबर के अंत तक 6,407 कि.मी. लंबी सड़क परियोजनाएं अवार्ड की गईं। शेष लंबाई के लिये विस्तृत परियोजना रिपोर्टे तैयार की जा रही हैं। यातायात की भीड़-भाड़ वाले 191 स्थानों की पहचान की गयी थी तािक वहा वाहनों की भीड़ की समस्या हल करने की परियोजनाएं चलाई जा सकें। इनमें से तेरह परियोजनाएं पूरी की गईं। 80 अन्य संस्थानों पर भीड़-भाड़ कम करने संबंधी परियोजनाएं प्रगति पर हैं। इसके अतिरिक्त ऐसे 93 अन्य स्थानों पर भीड़-भाड़ कम करने संबंधी परियोजनाओं की विस्तृत रिपोर्टे तैयार की जा रही हैं। मल्टीमॉडल लॉजिस्टिक्स पार्कों की स्थापना के लिए पहचान किए गए 35 स्थानों में से 7 स्थानों के लिए विस्तृत परियोजना रिपोर्टे तैयार करने की प्रक्रिया शुरू की गईं है। अन्य स्थानों के लिए भूमि उपलब्ध कराने की पुष्टि राज्य सरकारों से की जा रही हैं।

ii. सेत् भारतम्

यातायात का सुरक्षित और सुचारू प्रवाह सुनिश्चित करने के लिए, मंत्रालय ने सेतु भारतम् नाम के कार्यक्रम के अंतर्गत लेवल क्रासिंग के स्थान पर आरओबीज और रोड ओवर ब्रिजों (आरओबीज) और रोड अंडर ब्रिजों (आरयूबीज) की योजना की गई है। इस कार्यक्रम के अंतर्गत बनाए जाने के लिए प्रस्तावित 174 आरओबीज/आरयूबीज में से 91 के निर्माण की मंजूरी प्रदान की गई, जिनके लिए 7,104-72 करोड़ रुपये मंजूर किए गए। स्वीकृत 91 आरओबीज/आरयूबीज में से 59 का कार्य विभिन्न चरणों में प्रगति पर है।

iii. चारधाम महामार्ग विकास परियोजन

इस परियोजना में उत्तराखंड राज्य में स्थित चार प्रमुख धामों, अर्थात्, गंगोत्री, यमुनोत्री, केदारनाथ और बद्रीनाथ के लिए आसान पहुँच विकसित करने की व्यवस्था है। ये चार धाम प्रमुख तीर्थस्थल हैं। यह परियोजना लगभग 12,000 करोड़ रुपये की अनुमानित लागत से दो लेन के विन्यास और साथ ही पक्के पुटपाथ के साथ 889 किलोमीटर सड़कों के विकास के लिए अपरिहार्य है। परियोजनाओं को ईपीसी मोड पर लिया जा रहा है और उन्हें मार्च, 2020 तक पूरा करने का लक्ष्य रखा गया है।

iv. पूर्वी परिधीय एक्सप्रेसवे-पश्चिमी परिधीय एक्सप्रेसवे

दिल्ली के आसपास पेरिफेरल एक्सप्रेसवे की दो परियोजनाएं इस साल पूरी की गई, जिनमें 135 किमी पूर्वी पेरिफेरल एक्सप्रेसवे (ईपीई) और दिल्ली के पश्चिमी और पूर्वी हिस्से से एनएच-1 और एनएच-2 को जोड़ने वाला 135 किमी का वेस्टर्न पेरिफेरल एक्सप्रेसवे (डब्ल्यूपीई) शामिल हैं, जिनका उद्घाटन माननीय प्रधान मंत्री ने क्रमश: मई 2018 और नवंबर 2018 में किया। ईपीई का निर्माण एनएचएआई और डब्ल्यूपीई का निर्माण हरियाणा सरकार द्वारा किया गया था। दोनों एक्सप्रेसवे की परिकल्पना राष्ट्रीय राजधानी दिल्ली न आने वाले ट्रैफिक को बाहर से उनके गंतव्य की ओर मोड़कर राष्ट्रीय राजधानी को प्रदूषित और विकृत होने से बचाने के उद्देश्य से की गई थी।

ईपीई एनएच 1 पर कुंडली से एनएच 2 पर पलवल तक फैला है, और इसका निर्माण 4617-87 करोड़ रुपये की लागत पर किया गया है। इसके अलावा 1700 एकड़ भूमि के अधिग्रहण पर 5900 करोड़ रुपये खर्च हुए। इसे 910 दिनों के निर्धारित लक्ष्य की तुलना में लगभग 500 दिनों के रिकॉर्ड समय में पूरा किया गया। यह पूरी तरह से एक्सेस-नियंत्रित छह-लेन का एक्सप्रेसवे है जिसमें टोल प्रणाली स्थापित की गई है। एक्सप्रेसवे में एक विशेष टोल प्लाजा है, जो इलेक्ट्रॉनिक टोल वस्त्र्ली ढांचे, समूचे ईपीई की आईटीएस नियंत्रण प्रणाली और एक डिजिटल आर्ट गैलरी से लैस है, जिसमें ईपीई के निर्माण और प्रमुख संरचनाओं के होलोग्राफिक मॉडल रखे गए हैं। सभी 30 प्रवेश बिंदुओं पर वेट-इन-मोशन उपकरण, पूरे मार्ग पर सौर ऊर्जा, 4000 किलोवाट की क्षमता वाले आठ सौर ऊर्जा संयंत्र, वर्षा जल संचयन, ड्रिप सिंचाई और भारतीय संस्कृति और विरासत को दर्शाती स्मारकों की 36 प्रतिकृतियां इस एक्सप्रेसवे की प्रमुख विशेषताएं हैं। इस परियोजना से लगभग 50 लाख मानव-दिवस के लिए रोजगार के अवसर उत्पन्न हुए हैं।

v. दिल्ली-मेरठ एक्सप्रेसवे

दिल्ली-मेरठ एक्सप्रेसवे का उद्देश्य दिल्ली और मेरठ के बीच तथा उससे आगे उत्तर प्रदेश और उत्तराखंड तक एक तीव्र और सुरक्षित कनेक्टिविटी प्रदान करना है। डीएमई का सरेखण दिल्ली के निजामुद्दीन ब्रिज से शुरू होता है और मौजूदा एनएच 24 पर डासना तक जाता है। डीएमई का एक चरण एनएच 24 पर डासना से हापुड़ तक जारी रहेगा, जबिक ग्रीनफील्ड एलाइनमेंट के रूप में डासना से मेरठ तक अन्य चरण की योजना बनाई गई है। एक्सप्रेसवे का निर्माण 4 पैकेजों में किया जा रहा है। परियोजना की कुल लंबाई 82 किमी है, जिसमें से 27.74 किलोमीटर का पहला पैकेज 14-लेन वाला होगा, जबिक शेष मार्ग 6-लेन एक्सप्रेस-वे होगा। इस परियोजना पर 4975-17 करोड रुपये खर्च होने की संभावना है।

परियोजनाओं के 8.36 किमी लंबे पैकेज -1 का उद्घाटन माननीय प्रधान मंत्री ने इस वर्ष मई में किया था। यह भाग 14 लेन का है, जो निजामुद्दीन ब्रिज से दिल्ली उत्तर प्रदेश बॉर्डर तक पहुंच-नियंत्रित हैं, और इसका निर्माण 30 महीने की निर्धारित अविध की तुलना में 18 महीने के रिकॉर्ड समय में पूरा किया गया। इसके निर्माण पर लगभग 841.50 करोड़ रुपये की लागत आयी। 14 लेन वाला यह देश का पहला राष्ट्रीय राजमार्ग है, और इसमें कई विशेषताएं हैं जो प्रदूषण को कम करने में मदद करेंगी। इनमें राजमार्ग के दोनों ओर 2.5 मीटर चौड़ा साइकिल ट्रैक,

यमुना पुल पर एक ऊर्ध्वाधर उद्यान, सौर प्रकाश व्यवस्था और केवल ड्रिप सिंचाई के माध्यम से पौधों को पानी देना, आदि विशेषताएं शामिल है।

पैकेज II उत्तर प्रदेश की सीमा से डासना (19.28 किमी) तक, पैकेज- III -डासना से हापुड़ (22.27 किमी) और पैकेज IV-डासना से मेरठ तक ग्रीन-फील्ड सरेखण-(31.78 किमी) निर्माणाधीन हैं और इनके मार्च 2019 तक पूरा होने की संभावना है।

vi. वडोदरा-मुंबई एक्सप्रेसवे

473 किलोमीटर का एक्सप्रेसवे अहमदाबाद-वडोदरा एक्सप्रेसवे को मुंबई-पुणे एक्सप्रेसवे से जोड़ेगा और इस तरह अहमदाबाद से पुणे के लिए लगभग 650 किलोमीटर की लंबाई के लिए एक्सप्रेसवे कनेक्टिविटी प्रदान करेगा।

vii. दिल्ली - मुंबई एक्सप्रेसवे

1250 किलोमीटर लंबा यह एक्सप्रेसवे दिल्ली और मुंबई के बीच एक नए सरेखण के साथ विकसित किया जा रहा है, जो हरियाणा, राजस्थान, मध्य प्रदेश और गुजरात के पिछड़े और जनजातीय जिलों से गुजरात है। इस एक्सप्रेसवे पर एक लाख करोड़ रुपये की राशि खर्च की जाएगी। यह एनएच 8के जरिए दिल्ली और मुंबई के बीच की दूरी को वर्तमान 1450 किमी से 1250 किमी तक और यात्रा के समय को 12 घंटे तक कम कर देगा। दिल्ली से राजस्थान के दाहोद तक प्रस्तावित राजमार्ग के खंडों के लिए निविदा प्रक्रिया जारी है, जबकि गुजरात के वड़ोदरा से अंकलेश्वर के बीच के खंड को पहले ही अवार्ड किया जा चुका है। शेष खंडों के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की जा रही है।

viii. बैंगलोर-चेन्नई एक्सप्रेसवे

260 किलोमीटर एक्सप्रेस-वे के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की जा रही है। यह एक ग्रीन-फील्ड अलाइनमेंट है। बैंगलोर-चेन्नई को जोड़ने वाली दो मौजूदा सड़कें हैं, एक होसकोटे (बैंगलोर) से होकर जाती है-फिर चेन्नई तक और दूसरी इलेक्ट्रॉनिक सिटी (बैंगलोर) होसुर (तिमलनाडु) और फिर चेन्नई से होकर जाती है। प्रस्तावित एक्सप्रेसवे का सरेखण इन दोनों हिस्सों के बीच से गुजर रहा है।

ix. दिल्ली-अमृतसर-कटरा एक्सप्रेसवे

500 किमी लंबे प्रस्तावित एक्सप्रेसवे के लिए ग्रीनफील्ड अलाइनमेंट का पता लगाया जा रहा है।

x. नागपुर-हैदराबाद-बैंगलोर (एनबीएच) एक्सप्रेसवे

विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का काम आवंटित कर दिया गया है और 940 किमी लंबे नए ग्रीन फील्ड नागपुर - हैदराबाद - बैंगलोर एक्सप्रेसवे के लिए सरेखण को अंतिम रूप दिया जा रहा है।

xi. कानपर-लखनऊ (केएल) एक्सप्रेसवे

75 किमी लंबे कानपुर-लखनऊ एक्सप्रेसवे की विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का काम प्रगति पर है।

xii. वाराणसी एयरपोर्ट रोड और रिंग रोड

माननीय प्रधान मंत्री ने नवंबर में एनएच-56 पर 16.55 किमी लंबे, 759.36 करोड़ रुपये की लागत वाले वाराणसी रिंग रोड फेज -1 और 17.25 किमी लंबे, 812.59 करोड़ रुपये की लागत वाले वावतपुत्र-वाराणसी रोड का उद्घाटन किया। इससे वाराणसी से हवाई अड्डे तक यात्रा समय कम हो गया और बौद्ध तीर्थयात्रा के लिए एक महत्वपूर्ण स्थल सारनाथ तक सुविधाजनक पहुंच कायम हुई है, जिससे वाराणसी के लोगों और पर्यटकों को बड़ी राहत मिली है।

xiii. बायेत द्वारका - ओखा ब्रिज

मंत्रालय ने ओखा से बायेत-द्वारका द्वीप तक मुख्य भूमि को गुजरात तट से जोड़ने के लिए 2.32 किलोमीटर लंबे 4-लेन पुल के एक सिग्नेचर ब्रिज के निर्माण का काम शुरू किया है। 689.47 करोड़ रुपये की लागत से यह परियोजना को 01.01.2018 को आवंटित की गई। यह भारत का सबसे लंबा स्पैन केबल स्टे ब्रिज होगा जिसका मुख्य स्पैन 500 मीटर होगा। यह परियोजना 30 महीने की अविध में पूरी होने वाली है।

xiv. इलाहाबाद में फाफामऊ में गंगा पर पुल

इलाहाबाद के फाफामऊ में 1948.25 करोड़ रुपये की कुल पूँजी लागत के साथ एनएच – 96 पर गंगा नदी पर 9.9 किमी लंबे नए 6-लेन पुल के निर्माण के लिए एक परियोजना को स्वीकृति दी गई है। परियोजना की निर्माण की अवधि तीन वर्ष तय की गई है और इसके दिसंबर, 2021 तक पूरा होने की संभावना है। नया पुल इलाहाबाद में एनएच –96 पर मौजूदा पुराने 2 लेन फाफामऊ पुल पर यातायात की भीड़ की समस्या हल करेगा। नया पुल पिवत्र शहर इलाहाबाद में कुंभ, अर्ध-कुंभ और प्रयाग में संगम में अन्य वार्षिक अनुष्ठान स्नान के दौरान लोगों की भारी भीड़ को भी सुविधा प्रदान करेगा। इससे पिवत्र शहर प्रयाग में पर्यटन और स्थानीय अर्थव्यवस्था को बढ़ावा मिलेगा। यह नया 6-लेन पुल राष्ट्रीय राजमार्ग – 27 और राष्ट्रीय राजमार्ग – 76 के माध्यम से नैनी पुल होकर मध्य प्रदेश से आने वाले और लखनऊ/फँजाबाद जाने वाले यातायात के लिए भी फायदेमंद होगा। इसके अलावा, नए पुल की यह परियोजना निर्माण के दौरान लगभग 9.20 लाख मानव दिवसों के लिए पुल स्थि रोजगार के अवसर प्रदान करेगी।

xv. बिहार में फुलौत में कोसी नदी पर पुल

बिहार के फुलौत में 6.930 किलोमीटर लंबे 4-लेन पुल के निर्माण के लिए एक पिरयोजना को मंजूरी दी गई थी, साथ ही राष्ट्रीय राजमार्ग -106 के मौजूदा बीरपुर-बिहपुर खंड के पुनर्वास और उन्नयन के लिए मंजूरी दी गई थी। इस नए ब्रिज के निर्माण से बिहार में उदािकशनगंज और राष्ट्रीय राजमार्ग संख्या 106 के बिहपुर के बीच मौजूदा 30 किलोमीटर लंबी खाई भर जाएगी, जिससे नेपाल/उत्तर बिहार/पूर्व-पश्चिम गिलयारे (एनएच- 57 से गुजरते हुए) और दक्षिण बिहार/झारखंड/स्वर्णिम चतुर्भुज (एनएच -2 से गुजरना) के बीच कनेक्टिविटी कायम होगी और साथ ही राष्ट्रीय राजमार्ग संख्या -31 के पूर्ण उपयोग हो सकेगा।

xvi. लॉजिस्टिक पार्क

भारतमाला परियोजना के चरण-1 में विकास के लिए 35 मल्टीमॉडल लॉजिस्टिक पार्कों के नेटवर्क की पहचान की गई थी। 7 स्थानों पर मल्टीमॉडल लॉजिस्टिक पार्कों के विकास के लिए भूमि खंडों की उपलब्धता की पुष्टि की गई है और सभी बिन्दुओं पर विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का काम प्रगति पर है।

xvii. जोजिला सुरंग

यह जम्मू-कश्मीर में 14.150 किलोमीटर लंबी, 2-लेन वाली द्वि-दिशात्मक जोजिला सुरंग के निर्माण की एक परियोजना है। यह भारत की सबसे लंबी सड़क सुरंग और एशिया की सबसे लंबी द्वि-दिशात्मक सुरंग होगी। इस सुरंग के निर्माण से श्रीनगर, कारिंगल और लेह के बीच हर मौसम में कारगर कनेक्टिविटी कायम होगी और इन सभी क्षेत्रों के आर्थिक और सामाजिक-सांस्कृतिक एकीकरण करने में मदद मिलेगी।

xviii. सिल्कारा- बेंड - बरकोट सुरंग

आर्थिक मामलों की मंत्रिमंडलीय समिति (सीसीईए) ने उत्तराखंड राज्य में एनएच-134 के साथ धरासू-यमुनोत्री खंड पर 2- लेन, 4.532 किलोमीटर लंबी द्वि-दिशात्मक सिल्कीरा बेंड-बरकोट सुरंग के निर्माण, संचालन और रखरखाव को मंजूरी दी। यह परियोजना चारधाम योजना का हिस्सा है। 1383.78 करोड़ रुपये की अनुमानित लागत के साथ परियोजना की निर्माण अवधि 4 वर्ष है। एक बार पूरा हो जाने के बाद, इस खंड से धरासू से यमुनोत्री की यात्रा दूरी लगभग 20 किलोमीटर कम हो जाएगी और यात्रा समय में एक घंटे की बचत होगी। इससे देश

के भीतर क्षेत्रीय सामाजिक-आर्थिक विकास, व्यापार और पर्यटन को बढ़ावा मिलेगा और यमुनोत्री के लिए हर तरह के मौसम में कनेक्टिविटी बनी रहेगी। परियोजना को राष्ट्रीय राजमार्ग और अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) द्वारा कार्यान्वित किया जाएगा।

xix. उत्तर पूर्व में राजमार्ग परियोजनाएँ

पूर्वोत्तर क्षेत्र में 12,000 किमी से अधिक की सड़क परियोजनाओं के निर्माण के लिए लगभग 1,90,000 करोड़ रुपये को परियोजनाओं को मंजूरी दी गई है। एनएचआईडीसीएल द्वारा निष्पादित की जा रही परियोजनाएं की लागत 1,66,026 करोड़ निर्धारित की गई है जिससे पूर्वोत्तर के सभी आठ राज्यों में 10,892 किमी लंबी सड़कों का निर्माण किया जा रहा है। परियोजनाओं की लागत के रूप में संबद्ध राज्यों के लोक निर्माण विभागों को 17,257 करोड़ रुपये आवंटित किए गए हैं। इसके अलावा, 7,000 करोड़ रुपये एनएचएआई को सौंपे गए हैं।

परिवहन क्षेत्र में किए गए उपाय :

सड़क यात्रा को लोगों के लिए अधिक सुविधाजनक बनाने हेतु मंत्रालय ने वर्ष के दौरान परिवहन के क्षेत्र में कई नए उपाए किए। इनमें से कुछ का ब्यौरा नीचे दिया गया है-

1. ड्राइविंग लाइसेंस आवेदनों के निपटान में सरलीकरण

लाइसेंस की प्रक्रिया को सरल बनाने में और सुधार लाने के लिए, मंत्रालय ने ड्राइविंग लाइसेंस आवेदन फाँमें को सरल बनाया है। चार प्रारूपों यानी (क) लर्नर लाइसेंस, (ख) ड्राइविंग लाइसेंस, (ग) लाइसेंस का नवीकरण, और (घ) पता अद्यतन करना – सभी को एक में समेकित किया गया है। नया फाँमें, आवेदक की आधार आधारित जांच की सुविधा प्रदान करेगा और नवीकरण, पते में परिवर्तन आदि के लिए आनलाइन सेवाएं प्रदान करेगा। नए फाँमें की एक अन्य विशेषता यह है कि यह अंगदान के बारे में आवेदक की इच्छा को दर्ज करेगा।

2. एक्सल भार संशोधन :

माल वाहनों के अनुमेय सुरक्षित एक्सल वजन को संशोधित किया गया था और एक्सल के विभिन्न विन्यासों के लिए लगभग 15: से 20: तक की वृद्धि की गई थी। माल परिवहन वाहनों की वहन क्षमता बढ़ाने और रसद लागत को नीचे लाने में मदद करने के लिए यह निर्णय लिया गया था। संशोधन से माल वाहनों की वहन क्षमता में लगभग 20–25: और रसद लागत में लगभग 2: की वृद्धि होगी। यह ओवरलोडिंग की घटनाओं को भी कम करेगा। हालांकि ऑटोमोबाइल प्रौद्योगिकी और सड़क निर्माण की गुणवत्ता में पिछले कुछ वर्षों में बहुत सुधार हुआ है, लेकिन 1983 के बाद से एक्सल भार में कोई परिवर्तन नहीं किया गया था। अंतर्राष्ट्रीय मानकों के अनुसार एक्सल लोड के सामंजस्य की आवश्यकता महसूस की जा रही थी।

3. टोल प्लाजों के लिए रैंकिंग प्रणाली का शुभारंभ

एनएचएआई ने इलेक्ट्रॉनिक टोलिंग, फास्टैग लेन की मंजूरी में लगने वाले समय, डिस्प्ले पैनल,कर्मचारियों के व्यवहार, स्वच्छता आदि जैसे मापदंडों पर शुल्क प्लाजा की रैंकिंग के लिए एक मैट्रिक्स-आधारित पद्धित विकसित की है। मैट्रिक्स के लिए डेटा उन क्षेत्रीय अधिकारियों द्वारा एकत्र किया जाएगा जो अपने अधिकार क्षेत्र के तहत शुल्क प्लाजा स्थलों की रैंकिंग करने के लिए उनका इस्तेमाल करेंगे। इस बीच, 10 फरवरी, 2018 को एनएचएआई द्वारा देशभर में 300 से अधिक टोल प्लाजा स्थलों पर एक देशव्यापी अभियान शुरू किया गया, ताकि उन मुद्दों का समाधान किया जा सके जो राजमार्ग उपयोगकर्ताओं को प्रभावित करते हैं। अधिकारियों ने टोल प्लाजा स्थलों का दौरा किया और उपयोगकर्ता सुविधा संबंधी मुद्दों का समाधान किया और लोगों से जानकारी प्राप्त की।

4, वाहनों की अधिकतम गति में संशोधन

मंत्रालय ने दिनांक 6 अप्रैल 2018 की अधिसूचना के तहत विभिन्न वर्गों के वाहनों

की अधिकतम गति को संशोधित किया है। यह अधिसूचना विभिन्न वर्गों के वाहनों की गति निर्धारित करती है। तदनुरूप ड्राइवर सहित 8 से अधिक सीटों वाले यात्री वाहन में एक्सप्रेसवे पर 120 किमी/प्रति घंटा और नगरपालिका की सड़कों पर 70 किमी/प्रति घंटा की अधिकतम गति हो सकती है।

5, डिजि-लॉकर और एम परिवहन प्लेटफार्म के जरिए दस्तावेज स्वीकरण

मंत्रालय द्वारा सभी राज्यों/केंद्रशासित प्रदेशों के लिए एक एडवाइजरी जारी की गई हैं, जिसके जरिए उनसे कहा गया है कि वे इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्रालय, भारत सरकार के डिजि-लॉकर प्लेटफॉम और सड़क परिवहन और राजमार्ग मंत्रालय के एम परिवहन मोबाइल ऐप के माध्यम से इलेक्ट्रॉनिक रूप में दस्तावेजों को स्वीकार करें। डिजीलॉकर या एम परिवहन पर उपलब्ध ऐसे इलेक्ट्रॉनिक रिकॉर्ड्स को सूचना प्रौद्योगिकी अधिनियम, 2000 के प्रावधानों के अनुसार मूल दस्तावेजों के साथ कानूनी रूप से मान्यता प्राप्त माना जाता है। इससे नागरिकों की शिकायतों का निवारण/आरटीआई आवेदनों का निपटान करने में भी मदद मिलेगी और साथ ही डिजिटल इंडिया अभियान को बढावा मिलेगा।

सभी सार्वजनिक सेवा वाहनों में वाहन स्थान ट्रैकिंग उपकरण और आपात बटन लगाए जाने संबंधी अधिसचना

महिला यात्रियों की सुरक्षा बढ़ाने के उद्देश्य से सार्वजनिक क्षेत्र के वाहनों में, वाहन स्थान ट्रैंकिंग उपकरण (बीएलटी) और इमरजेंसी बटन लगाने की व्यवस्था के लिए 25 अक्टूबर, 2018 को विस्तृत मानक अधिसृचित किए गए। राज्यों/केंद्र शासित प्रदेशों को आदेश दिया गया है कि वे इस नियम का अनुपालन सुनिश्चित करें और वाहनों के लिए फिटनेस प्रमाण पत्र जारी करते समय सार्वजनिक सेवा वाहनों में बीएलटी उपकरण की उपयुक्तता और कार्यात्मक स्थिति की जांच करें। राज्यों में कमांड और कंट्रोल सेंटर का इस्तेमाल विभिन्न हितधारकों जैसे राज्य आपातकालीन कार्रवाई केंद्र, राज्य और केंद्र सरकारों के परिवहन प्राधिकरण, उपकरण निर्माताओं और उनके अधिकृत डीलरों, परीक्षण एजेंसियों आदि को कमांड और नियंत्रण केंद्र प्रदान करने के लिए किया जाएगा। कमांड और कंट्रोल सेंटर राज्य के वाहन डेटाबेस अथवा सम्बद्ध डेटाबेस को ओवर स्पीडिंग एवं उपकरण की सुचारू कार्य प्रणाली के बारे में जानकारी प्रदान करने में भी सक्षम होगा।

7, परिवहन वाहन के संदर्भ में फिटनेस

इस अधिसूचना के अनुसार आठ वर्ष तक के परिवहन वाहन के संबंध में फिटनेस प्रमाणपत्र का नवीनीकरण दो साल के लिए और आठ साल से अधिक पुराने वाहन के लिए एक वर्ष के लिए किया जाएगा। पूर्ण रूप से निर्मित वाहन के रूप में बेचे जाने वाले नए परिवहन वाहन के लिए पंजीकरण के समय किसी फिटनेस प्रमाण पत्र की आवश्यकता नहीं होगी और ऐसे वाहन को पंजीकरण की तारीख से दो साल की अविध के लिए फिटनेस प्रमाण पत्र माना जाएगा।

8. दोहरे ईंधन का इस्तेमाल

मंत्रालय ने दोहरे ईंधन के उपयोग के लिए एक अधिसूचना जारी की है जिसमें डीजल और बायो-कम्प्रेस्ड नेचुरल गैस (बायो-सीएनजी) या तरलीकृत प्राकृतिक गैस (एलएनजी) इंजनों के साथ दोहरे ईंधन से संचालित कृषि ट्रैक्टरों, पावर टिलर, निर्माण उपकरण वाहनों और कंबाइन हार्वेस्टरों से धुएं और वाष्प के उत्सर्जन को कवर किया गया है।

र्ड पहल :

1. 'इनामप्रो' को ई-गवर्नेस के लिए राष्ट्रीय पुरस्कार मंत्रालय के तहत एक केन्द्रीय सार्वजनिक क्षेत्र प्रतिष्ठान, एनएचआईडीसीएल द्वारा शुरू की गई परियोजना, "इनामप्रो" को प्रशासनिक सुधार और जन शिकायत विभाग ने ई-गवर्नेस में योगदान के लिए राष्ट्रीय पुरस्कार से सम्मानित किया। इस परियोजना को श्रेणी-I''सरकारी प्रक्रिया री-इंजीनिययरिंग में उत्कृष्टता' के तहत 'स्वर्ण' पुरस्कार से सम्मानित किया गया है।

2. इलेक्ट्रॉनिक टोल संग्रह(ईटीसी)

इलेक्ट्रॉनिक टोल संग्रह में तेजी से बिकने वाले फास्टैग्स की संख्या और इलेक्ट्रॉनिक रूप से एकत्र किए गए उपयोगकर्ता शुल्क के मामले में तेजी देखी गई है। कुल 440 टोल प्लाजा के साथ, इस साल अक्टूबर तक 34.3 लाख से अधिक फास्टैग यूनिट जारी किए गए हैं, और 25 से 27% राजस्व ईटीसी मोड का उपयोग करके एकत्र किया जा रहा है। फास्टैंग के उपयोग में भी उल्लेखनीय वृद्धि देखी गई है। यह बढ़ोतरी एकत्र किए गए शुल्क और विस्तार, दोनों के संदर्भ में हुई है। अप्रैल 2017 में 13.1% विस्तार के साथ 210.1 करोड़ रुपये की वस्त्ली हुई थी, जो अगस्त 2018 के महीने में बढ़कर 24.8% विस्तार के साथ 440.8 करोड़ रुपये पर पहुंच गई।

पीएफएमएस को बोलीदाता सूचना प्रबंधन प्रणाली (बीआईएमएस) और भूमिराशी के साथ जोड़ा गया

इस मंत्रालय के दो आईटी उपायों, जिनका उद्देश्य क्रमश: बोली और भूमि अधिग्रहण से संबंधित निर्माण-पूर्व प्रक्रियाओं में तेजी लाना है, को अब सार्वजनिक वित्तीय प्रबंधन प्रणाली (पीएफएमएस) के साथ एकीकृत कर दिया गया है। बोलीदाता सचना प्रबंधन प्रणाली (बीआईएमएस) का उद्देश्य राष्ट्रीय राजमार्ग के लिए अनुबंधों के ईपीसी मोड के लिए बोलीदाताओं की पूर्व-योग्यता की प्रक्रिया को सव्यवस्थित करना है, जो अधिक पारदर्शिता और निष्पक्षता के साथ काम करता है। सड़क परिवहन और राजमार्ग मंत्रालय का भूमि राशि पोर्टल भूमि अधिग्रहण मामलों की पूरी तरह से डिजिटल और पेपर-लेस प्रोसेसिंग के लिए अनुमति देता है, और इसके परिणामस्वरूप भूमि अधिग्रहण मामलों का पारदर्शी, त्वरित, भ्रष्टाचार-मुक्त और त्रुटि मुक्त संचालन होता है। इसने भूमि अधिग्रहण से संबंधित गतिविधियों और रिपोर्ट जेनरेशन की वास्तविक समय की टैकिंग को भी संभव बनाया है। देश भर के लगभग 7 लाख गांवों के राजस्व रिकॉर्ड को पोर्टल में एकीकृत किया गया है। इस डिजिटल बदलाव ने भूमि अधिग्रहण की अधिसूचना जारी करने में लगने वाले समय को 3-6 महीने से घटाकर 1-2 सप्ताह कर दिया है। मंत्रालय द्वारा इस वित्तीय वर्ष के पहले आठ महीनों में 2000 से अधिक सचनाएं पहले ही जारी की जा चुकी हैं, जबिक पिछले दो वर्षों के दौरान, हर साल लगभग एक हजार भृमि अधिग्रहण अधिसुचनाएँ जारी की जा सकती हैं। इस प्रक्रिया से प्रणाली में पारदर्शिता भी आई है। पहले अनुमोदित मुआवजे की राशि सीएएलए (सक्षम अधिग्रहण के लिए भूमि अधिग्रहण) के पास छोड़ी जाती थी, लेकिन भूमि राशि पोर्टल के जरिए यह राशि सीधे संबंधित व्यक्ति के खाते में सार्वजनिक वित्तीय प्रबंधन प्रणाली के माध्यम से स्थानांतरित कर दी जाती है जो पोर्टल का अभिन्न अंग है। इसके अलावा, यह प्रक्रिया पर्यावरण के अनुकुल भी है क्योंकि फाइलों की कोई भौतिक गतिविधि नहीं है - सभी कार्य डिजिटल रूप से किए जाते हैं।

4. परिवहन दस्तावेज इलेक्ट्रोनिक रूप में रखने के बारे में परामर्श

मंत्रालय द्वारा एक परामर्श जारी किया गया है, जिसके अनुसार नागरिक वर्दी में किसी पुलिस अधिकारी द्वारा या इस संबंध में राज्य सरकार द्वारा अधिकृत किसी अन्य अधिकारी द्वारा मांगे जाने पर परिवहन संबंधी दस्तावेज जैसे कि पंजीकरण, बीमा, फिटनेस और परिमट, ड्राइविंग लाइसेंस, प्रदूषण जांच प्रमाण पत्र और यिद आवश्यक हो, तो अन्य संबंधित दस्तावेज, भौतिक या इलेक्ट्रॉनिक रूप में प्रस्तुत कर सकते हैं। इससे दस्तावेजों ले जाने और उनके सत्यापन के लिए डिजिटल प्लेटफॉर्म का उपयोग संभव हो सकेगा। यह नागरिक सुविधा की दिशा में एक कदम है और लक्ष्य यह सुनिश्चित करना है कि नागरिकों को कोई परेशानी/असुविधा न हो।

टैक्स के नाम पर काटे जा रहे चालान...

ट्रकों को बिहार की लूट से कौन बचाएगा

 1000 रुपए से लेकर 1500 रुपए की हो रही हर महीने वस्त्ती, बिहार का ट्रांसपोर्ट विभाग भी इस लूट में शामिल

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ब्दन, दी.टी.शन. । जब आपको बचाने वाले ही आपको लुटने लग जाए हो अललाइ ही माहितक होता है। बिहार में भी इन दिनों ऐसा हो हो रहा है। मैकेरीजला टेक्स के नाम पर वहां ट्रांसवोट हिमापा के कर्मचारी घड़ायड़ चालान काट रहे हैं और उन्हें रोकने वाले अधिकारी भी इस काम में उनके साथ हैं। बिहार में शामिल होने वाले हर कॉमहिंग्सल चाहन कर चामाना नहां के ऑपकारी फाट रहे हैं और उन्हें कहा जा रहा है कि ये टेक्स है। चाहना एक सहीने तक मान्य होता है और ठीक एक महीने बाद नहीं कर फिर से उन्हों ये आएओं के तहतं चाहन कर दिया जाता है।

राज्य में शामिल होने वाले हर ट्रक का मैकेनिकल टैक्स के नाम पर काटा जा रहा चालान



मैकेनिकल टैक्स का नियमों में जिक्र तक नहीं

ट्रांसपोर्ट टीजी से उनके पाठकों ने इस टैक्स के बारे में कई बार पूछा। इसके बाद उनति मोटर क्लिक्त एक्ट-1988 और सेंटर मोटर व्यक्तित रूप्स-1989 को गहनता से पहले हुए पैक्टिक्टल टैक्स के बारे में जानकररी एक्टिज करनी गुरू की। ट्रांसपोर्ट टीजी की टीम ये बात जानकर हैरान हो गई कि मैकेनिकल टैक्स चम का शब्द दोनों में नहीं था। जो पची हुइवरों को टैक्स के नाम पर थमाई जा रही थी उस पर दो खाराजें का जिक्क निका जाता है जिसमें 379 और 190(2) शामिल हैं। इसी के नाम पर उनसे 1000 रुप्ए से 1500 रुपए की लूट हर महीने की जा रही है।

अधिकारी बोले, चालान गलत है तो इसे साबित करें

बिहार की सड़कों पर हो रही लूट के बारे में ट्रांसपोर्ट कमित्रनर सीमा श्रिपाड़ी से ट्रांसपोर्ट टीजी ने बात भी की। उन्होंने कहा कि ये इस चलता के बारे में जातती हैं और इसकर करटा जाना मलता नहीं है। जब उनसे पूछा जगा कि क्या हर नाड़ी कर बारी चालक करटा सही है तो उन्होंने कहा कि उनके अधिकारों कुछ भी चलत नहीं कर रहे हैं और अनर ये मलत तरीके से कार्ट जा रहे हैं जो इसे साबित करें। राज्य में जो भी गाड़ी निक्मों को तोड़ते हुए पाई जाएगी उसका चालान अधिकारी जरूर कार्टम और ऐसा ही किया जा रहा है। अमर आप इसे मलत बता रहे हैं तो हमें इस बात के सकुत हैं, पिए हम इस मामले को देखेंगे।

इन धाराओं में काटा जा रहा है वालान-

179 इस घारा को तब लगाया जाता है जब द्वाइवर द्यूरी घर पि पीजूद अधिकारी का फहना नहीं घानता, काम में बाघा डालता है या किर मांगने पर डॉक्यूमेंट्स देने से इंकार कर देता है। काइन इसका दोषी चाए जाने पर 500 रुपए का चालान 190(2) दृहक्षर अमुरक्षित माहौल में माही चला रहा है, यो नीहित के मामले में सही नहीं है। या तो यो नीहित पॉल्यूशन कर रही है या फिर एकर पॉल्यूशन।

काइन दोषी पाए जाने पर 1000 रु. का चालान काटा जाता है। दूसरी बार अगर दोषी पाए गए तो 2000 रु. का चालान होता है।



Soon, no e-way bill if GST returns not filed for 6 months

Businesses, who have not filed returns for two straight cycles, cannot now generate e-way bills.

on-filers of GST returns for 6 consecutive months will soon be barred from generating e-way bills for movement of

The Goods and Services Tax Network (GSTN) is developing such IT system that businesses who have not filed returns for two straight return filing cycle, which is 6 months, would be barred from generating e-way bills, an official said.

"As soon as the new IT system which will ensure barring of e-way Bill generation if returns are not filed for 6 months is put in place, the new rules will be notified," an official told PTI.

The move, officials believe, would help check Goods and Services Tax (GST) evasion.

Central tax officers have detected 3,626 cases of GST evasion/violations cases, involving Rs 15,278.18 crore in April-December period.

Touted as an anti-evasion measure, e-way bill system was rolled out on April 1, 2018, for moving goods worth over Rs 50,000 from one state to





another. The same for intra or within the state movement was rolled out in a phased manner from April 15.

Transporters of goods worth over Rs 50,000 would be required to present e-way bill during transit to a GST inspector, if asked.

Officials feel that to shore up revenue and increase compliance, stringent anti-evasion measures have to be put in place.

To this effect the revenue department is working towards integrating that e-way bill system with NHAI's FASTag mechanism beginning April to help track movement of goods.

It has come to the investigative officers' notice that some transporters are doing multiple trips by generating a single e-way bill. Integration of e-way bill with FASTag would help find the location of the vehicle, and when and how many times it has crossed the NHAI's toll plazas.

As against the budgeted monthly revenue target of over Rs 1 lakh crore, GST collections have so far this fiscal averaged Rs 96,800 crore per month.

फरक्का पुल बन्द होने से भागलपुर में ट्रैफिक जाम से जनजीवन अस्त-व्यस्त

असफर रहा इस पुल पर ट्रैकिक जाम इतना भीषण होता है कि भारी कॉमडिंग्यल बाइन (ट्रक), याजी असें, स्कूल बसें, ट्रेक्टर एम्ब्रॉलेंस और छोटे निजी बाइन सहित बाहन पिछले तीन दिनों से काई



महें हैं। उत्तर की ओर मीगांडिया, कुड़ेंगा और किरपुर में, दक्षिण की और राजैंत नवा मध्य में भागल्यपुर में विक्रमंद्रिशला सेत्र से जुड़ी अन्य सड़कों पर भी टेंफिक जाम की समस्या खड़ी हो गई है। गत 6 करवरी 2019 से वाणिन्यक बाइन (दक्त) अस्त्रवाक रूप से टक्कों के आवागमन पर रोक के कारपा किराए भी काफी बढ़ गए हैं एवं ट्कों की उपलब्धता में भी काफी कभी आई है, खासकर बजह यह है कि ई-वे बिल का रह हो जाना।

सूत्रों के मुताबिक दैषिक जाम का प्रमुख कारण उत्तरी पूर्वी राज्यों और अन्य स्थानों के लिये मृशिंदाबाद (पश्चिमी यंगाल) स्थित फरकका पूल द्वारा गंगा को यार करने वाले भारी कॉमशिंयल वाहनों का डायवर्तन है। उल्लेक्सीय है कि विक्रम्पिता सेन् से समाध्या 150 किलोपीटर दूर फरवका पूल को वाहनों के आवाजमन के लिये कर कर दिया गया है क्योंकि इसकी घरमात 7 दिसम्बर से चल रही है। फरवका पूल कर होने के चल्ट से असम और अन्य उत्तरी पूर्वी रान्यों को बाल परिवहन करने जाने धारी परिवहन करने जाने धारी वर्षामां की सोह दिया गया है। क्यों के फलवक्स प्राथमार के इलाकों में बढ़े पैयाने पर भीषण जाम लग गया है। क्यों के मुताबिक फरवका पूल बर होने में इस प्राहर और आवागमन तीन मुताब वर या है। इस व्यवह से देशिक जाम को निवाहित करना एक करने का मां की निवाहित करना एक करने का मां की निवाहित करना एक करने करा मां है। इस व्यवह से देशिक जाम को निवाहित करना एक करने करना हम्स हम्मा है।

लॉजिस्टिक्स नीति के तहत अलग कोष, पीएम मोदी की अगुवाई में राष्ट्रीय परिषद का प्रस्ताव

इस नीति से देश में दक्ष लॉजिस्टिक्स क्षेत्र की बहु मॉडल वृद्धि सुनिश्चित हो सकेगी

नई दिल्ली, टी.टी.च्य. । वाणिक्य पंत्रालय के राज्यीय लीजिटका नेति के ताता एक अलग क्षेत्र, एकल जिड्डूकी है साकेटल्येव और जिल्ला के स्वाप्त के राज्येत के लिंदिका के राज्येत के विशेषात्र के प्राप्त कि राज्येत के विशेषात्र के राज्येत के प्राप्त के राज्येत के कई उपकों का प्रश्न करने कि कशा नेति का सावीद करी कित कशा नेति के मानीद में कर प्राप्तिकों का परिवार के राज्येत का सुकात दिवा क्या है। इसमें प्रधानकों के के अध्यक्ष का राज्येत का सुकात दिवा क्या है। इसमें प्रधानकों के के अध्यक्ष का स्वीप्त के सावीद के स्वाप्त के राज्य का सुकात दिवा क्या है। इसमें प्रधानकों के का सुकात दिवा क्या है। इसमें प्रधानकों के स्वाप्त कर सुकात दिवा क्या है। इसमें प्रधानकों के स्वाप्त कर सुकात दिवा क्या है। इसमें प्रधानकी कर सुकात दिवा का स्वाप्त कर सुकात दिवा का स्वाप्त के सुकात कर सुकात कि सुकात के सुकात कर सुकात कर सुकात के सुकात कर सुका कर सुका कर सुका कर सुका कर सुका कर सुका कर

इस मेरित का लक्ष्म क्वीजिस्टियम् मुख्य कृष्टान के विभिन्न तत्त्वीं का एक्किक्स और उपयोग को अध्या करना है। इससे देश में द्या क्वीजिस्ट्राम क्षेत्र को जह परित्त पृष्टि पृथ्विका हो भोजीत मेरित को दिप्पणियां वाणे हैं। क्वीजिस्ट्राम नीति का मकराट क्याता को प्रीवास्ति स्त्री हों। का मकराट क्याता को प्रीवास्ति स्त्री हों। का मकराट क्याता को प्रीवास्ति हों। होगी इतियापां कहान, क्वीजिस्ट्राम प्रदर्शन मुख्यकंक में भारत की किस्त मुख्यक्ट 2.5 से 20 पर कराता, कृष्टि प्रभाव की सवारों को कम कर पांच प्रीवास्त से मेरित मुख्यक्ट 2.5 से 20 पर कराता, कृष्टि



पर लाजा है, जो अभी 33 में 34 प्रतिसत्त है। प्रीति के जात महत्वपूर्ण परिकारण प्रति के जात महत्वपूर्ण परिकारण देवें प्रति के जात महत्वपूर्ण मार्ग है जिसके पहले और अस्त्रित प्रेरी तम क्षेत्रियों अपलब्ध हो मार्ग । जाता हो निर्दे में मार्ग प्रतिकृत लाजितिस्त्रका पार्की (एपएमाएनमी) का विकास, लाजितिस्त्रका की तमार्ग पार्टा और प्राप्ता किसी का स्वार्थनाती के लिए एक्सा को प्रीत्यान करने का प्रधाना कात एस विकारण केंद्र स्वार्थना करने का प्रधाना कात एस विकारण केंद्र स्वार्थना करने का प्रधाना उद्योग मंत्री को अगुवाई में सार्थ अंतर मंत्रात्मकों स्वीमीत, वार्षिणमा स्वीमत को अगुवाई में भारत स्वीमितिस्त मंत्र का स्वाट राज्य एक समावा स्वामीत्रीस्त्र मंत्रा के पत्र का स्वाम स्वाम स्वाह में मारत में स्वीमीत्रियम की उपयो समारत में देश के अंदर और तथा दूसरे देशों के साथा व्यासार पर असर पहला है। भारत में जातिब्रिटममा स्वाम पर असर महत्वा है। भारत में जातिब्रिटममा स्वाम स्वाम भारता हुआर (मोदीक) के 14-15% के माराबर है और अमेरिका में च्या 9-10 %



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Freight ((in MT.)
T TOTAL !	THE TATE OF 1

	Airport	For The Month For The Period April To D					
no.		Dec.	Dec.	%	2018-19	2017-18	%
		2018	2017	Change			Change
(A)	20 International	Airports					
1	Chennai	31360	33060	-5.1	315800	314483	0.4
2	Kolkata	12254	13905	-11.9	120655	126051	-4.3
3.	Ahmedabad	8536	7851	8.7	78447	69997	12.1
4	Goa	393	321	22.4	3515	3564	-1.4
5	Jaipur	1636	1499	9.1	13714	11808	16.1
6	Lucknow	496	496	0.0	5244	4943	6.1
7	Guwahati	2240	2045	9.5	17789	17486	1.7
8	Trivandrum	1849	1898	-2.6	17910	21935	-18.3
9	Bhubaneswar	748	545	37.2	6894	5881	17.2
10	Calicut	1610	1451	11.0	11549	14423	-19.9
11	Srinagar	529	585	-9.6	6179	5697	8.5
12	Coimbatore	1021	993	2.8	9849	7880	25.0
13	Amritsar	133	62	114.5	1267	1295	-2.2
14	Mangalore	175	159	10.1	2661	1983	34.2
15	Varanasi	309	113	173.5	1975	929	112.6
16	Portblair	658	493	33.5	4318	3966	8.9
17	Trichy	575	498	15.5	5020	4784	4.9
18	Imphal	540	245	120.4	4668	3151	48.1
19	Vijayawada	0	0	120.4	382	0	40.1
20	Tirupati	0	0	- 5	0	0	
_				-1.7			1.2
Tota		65062	66219	-1./	627836	620256	1.2
(B)	7 JV Internation	al Airpor	ts				
21	Delhi (DIAL)	88271	81089	8.9	785179	730537	7.5
22	Mumbai (MIAL)	81734	77599	5.3	728881	670054	8.8
23	Bangalore	30784	30158	2.1	295862	261040	13.3
60	(BIAL)	30704	30130	5,247.1	293002	201040	10.0
24	Hyderabad (GHIAL)	12086	11666	3.6	108788	100420	8.3
25	Cochin(CIAL)	6353	5484	15.8	51660	57453	-10.1
26	Nagpur (MIPL)	749	773	-3.1	7300	6003	21.6
27	Kannur (KIAL)	0	0	-5.1	7,300	0003	21.0
Tota		77		C A			0.3
	8 Custom Airpor	219977 rts	206769	0.4	1977670	1823307	8.3
28	Pune	3312	3593	-7.8	38389	30730	24.9
29	Patna	940	400	135.0	8700	5419	60.5
30	Visakhapatnam	0	246	-	3513	3262	7.7
31	Bagdogra	494	398	24.1	4900	3967	23.5
	Chandigarh	370					
32			4 1 1	-10.4	4117	4927	-16.4
			413	-10.4 89.1	4117 3924	4927 1766	-16.4
33	Madurai	418	221	89.1	3924	1766	122.2
33 34	Madurai Aurangabad	418 140	221 134		3924 1648	1766 1406	122.2
33 34 35	Madurai Aurangabad Gaya	418 140 0	221 134 0	89.1 4.5	3924 1648 0	1766 1406 0	-16.4 122.2 17.2
33 34 35 Tota	Madurai Aurangabad Gaya	418 140 0 5674	221 134	89.1	3924 1648	1766 1406	122.2
33 34 35 Tota (D)	Madurai Aurangabad Gaya il 60 Domestic Air	418 140 0 5674 ports	221 134 0 5405	89.1 4.5 - 5.0	3924 1648 0 65191	1766 1406 0 51477	122.2 17.2 - 26.6
33 34 35 Tota (D) 36	Madurai Aurangabad Gaya il 60 Domestic Air Indore	418 140 0 5674 ports 957	221 134 0 5405	89.1 4.5 5.0	3924 1648 0 65191 9129	1766 1406 0 51477 8229	122.2 17.2 26.6
33 34 35 Tota (D) 36 37	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi	418 140 0 5674 ports 957 360	221 134 0 5405 917 348	89.1 4.5 5.0 4.4 3.4	3924 1648 0 65191 9129 4129	1766 1406 0 51477 8229 3610	122.2 17.2 26.6 10.9 14.4
33 34 35 Tota (D) 36 37	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur	418 140 0 5674 ports 957 360 449	221 134 0 5405 917 348 384	89.1 4.5 5.0 4.4 3.4 16.9	3924 1648 0 65191 9129 4129 3649	1766 1406 0 51477 8229 3610 3102	122.2 17.2 26.6 10.9 14.4 17.6
33 34 35 Tota (D) 36 37 38	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu	418 140 0 5674 ports 957 360 449 174	221 134 0 5405 917 348 384 143	89.1 4.5 5.0 4.4 3.4 16.9 21.7	3924 1648 0 65191 9129 4129 3649 1508	1766 1406 0 51477 8229 3610 3102 1375	122.2 17.2 26.6 10.9 14.4 17.6 9.7
33 34 35 Tota (D) 36 37 38 39 40	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala	418 140 0 5674 ports 957 360 449 174 441	221 134 0 5405 917 348 384 143 486	89.1 4.5 5.0 4.4 3.4 16.9	3924 1648 0 65191 9129 4129 3649 1508 4104	1766 1406 0 51477 8229 3610 3102 1375 4160	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3
33 34 35 (D) 36 37 38 38 39 40	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur	418 140 0 5674 ports 957 360 449 174 441	221 134 0 5405 917 348 384 143 486 3	89.1 4.5 5.0 4.4 3.4 16.9 21.7 -9.3	3924 1648 0 65191 9129 4129 3649 1508 4104 2	1766 1406 0 51477 8229 3610 3102 1375 4160	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8
33 34 35 Tota (D) 36 37 38 39 40 41	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun	418 140 0 5674 ports 957 360 449 174 441 0 23	221 134 0 5405 917 348 384 143 486 3	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3	3924 1648 0 65191 9129 4129 3649 1508 4104 2	1766 1406 0 51477 8229 3610 3102 1375 4160 9	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6
33 34 35 Tota (D) 36 37 38 38 39 40 41 42 43	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara	418 140 0 5674 ports 957 360 449 174 441 0 23 657	221 134 0 5405 917 348 384 143 486 3 13 275	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 76.9 138.9	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8
33 34 35 Tota (D) 36 37 38 39 40 41 42 43	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210	221 134 0 5405 917 348 384 143 486 3 13 275 92	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285 1379	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9
33 34 35 Tota (D) 36 37 38 39 40 41 42 43	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara	418 140 0 5674 ports 957 360 449 174 441 0 23 657	221 134 0 5405 917 348 384 143 486 3 13 275	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 76.9 138.9	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9
33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44	Madurai Aurangabad Gaya ll 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210	221 134 0 5405 917 348 384 143 486 3 13 275 92	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285 1379	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9
33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210 212	221 134 0 5405 917 348 384 143 486 3 13 275 92 151	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3 40.4	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285 1379 1153	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868 1036	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9 11.3 267.5
33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210 212 119	221 134 0 5405 917 348 384 143 486 3 13 275 92 151 0 2	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3 40.4 50.0	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285 1379 1153 779 6	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868 1036 212	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9 11.3 267.5 -25.0
33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47 48	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur Silchar	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210 212 119 1	221 134 0 5405 917 348 384 143 486 3 13 275 92 151 0 2 33	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3 40.4 -50.0 178.8	3924 1648 0 65191 9129 4129 3649 1508 4104 2 2285 1379 1153 779 6 652	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868 1036 212 8	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 58.9 11.3 267.5 -25.0 56.4
32 33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur	418 140 0 5674 ports 957 360 449 174 441 0 23 657 210 212 119	221 134 0 5405 917 348 384 143 486 3 13 275 92 151 0 2	89.1 4.5 5.0 5.0 4.4 3.4 16.9 21.7 -9.3 -76.9 138.9 128.3 40.4 50.0	3924 1648 0 65191 9129 4129 3649 1508 4104 2 160 2285 1379 1153 779 6	1766 1406 0 51477 8229 3610 3102 1375 4160 9 183 1658 868 1036 212	122.2 17.2 26.6 10.9 14.4 17.6 9.7 -1.3 -77.8 -12.6 37.8 58.9 11.3 267.5 -25.0

Freight	25	A green to

S.	Airport	Freight (in MT.) For The Month For The Period April To Dec.						
no.	Aliport	Dec. Dec. % 2018-19 2017-18 %						
		2018	2017	Change	2010-17	2017-10	Change	
(D)	60 Domestic Air							
52	Jabalpur	0	4		1	42	-97.6	
53	Dimapur	36	41	-12.2	385	451	-14.6	
54	Bhuj	4	3	33.3	26	23	13.0	
55	Juhu	29	33	-12.1	257	295	-12.9	
56	Belgaum	0	0		0	0		
57	Guggal(kangra)	0	0		0	0		
58	Gorkhpur	0	0		0	0		
59	Tuticorin	3	3	0.0	29	13	123.1	
60	Jorhat	2	3	-33.3	32	39	-17.9	
61	Jamnagar	0	0		3	3	0.0	
62	Khajuraho	0	0		0	0		
63	Hubli	0	0	*	0	0		
64	Allahabad	0	0	- 5	0	0	-	
65	Cuddapah Porbandar	0	1	-	0	5	-	
67	Agatti	3	1	-	21	10	110.0	
68	Kandla	0	0	- 0	0	0	110.0	
69	Jaisalmer	0	0	- 2	0	0		
70	Bhavnagar	0	0	-	0	0		
71	Pondicherry	0	0		0	0	-	
72	Bhuntar	0	0		0	0		
73	Gwalior	0	0		0	0		
74	Bikaner	-0	0	-	0	0		
75	Diu	0	0		0	0		
76	Mysore	0	0		0	0		
77	Bhatinda	0	0	- 2	0	0		
78	Pantnagar	-0	0		0	0		
79	Agra	0	0		0	0		
80	Lakhimpur	0	0	-	0	0		
	(lilabari)	- 0	0		.0	0	- 2	
81	Barapani							
	(shillong)	- 0	- 0		- 0	- 0	-	
82	Ludhiana				-			
83	Shimla	0	0		0	0		
84	Tezpur	0	0		0	0		
85 86	Kanpur(chakeri) Kota	0	0	-	0	0	-	
87	Salem	0	0	-	0	0		
88	Jalgaon	0	0	-	0	0		
89	Kishangarh	0	0	1 2	0	0		
90	Sholapur	0	0	- 2	0	0		
91	Kolhapur	0	0	-	0	0		
92	Adampur	0	0	-	0	0		
8.5%	(Jalandhar)	0	0	- 2	o o	0		
93	Pathankot		- 100					
94	Pakyong	0	0		0	0		
95	Jagdalpur	0	0		0	0		
D) 6	O Domestic Airports	3866	3010	28.4	30590	26462	15.6	
(E)	7 St.Govt. / Pvt	Airports						
96	Lengpui(aizwal)	51	43	18.6	402	612	-34.3	
97	Nanded	0	-43	16.0	0	012	-34.0	
98	Shirdi	0	0		0	0		
99	Vijayanagar	0	0		0	0		
	Durgapur	0	0	-	0	0		
	Nasik(Hal ozar)	26	0	-	167	0		
	Mundra	0	0		0	0	- 5	
	St.Govt. / Pvt Airports	77	43	79.1	569	612	-7.0	
	Other Airports	0	0		0	0		
	nd Total			- 1		U		
	B+C+D+E+F)	294656	281446	4.7	2701856	2524314	7.0	
	DIVIDIDIT)		201710	74/	-101050	Sour		

(DURING APRIL TO JANUARY'2019* VIS-A-VIS APRIL TO JANUARY'2018) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

*) TENTATIVE

Source: LP.A.

THE INTEGRATOR MAN



Consultants and Engineers

Manoj Kumar has been a logistics veteran with a track record of 27 + years with international work experience in Air Cargo Airlines / Freight Forwarding / Customs / P&L / Team management / Process & policy implementation / CHA handling.

Skills learnt pertain to aspects of Customs Classifications and Liaison

with Commissionaires and Board level, Finalization of SGHA, Ramp Handling Agreements and Airlines Customs Registration.

Well versed in all these matters, to be able to set up station on turnkey basis. Familiar with DGCA /BCAS permissions for the launch of Airlines Operations.

Functioned in Purchase/ Logistics/ Supply Chain, Cargo Airlines/CHA Profiling departments.

Industry segments covered are: Air Cargo Warehouse / Cargo Airlines / Courier / Freight / Transportation.

Previous employers (1) TNT Express India (2) Federal Express Corporation (3) Brinks Arya India (now Brinks Inc.). The first two companies were among the biggest integrators in the world.

Senior roles functioned in were Country Manager/ Deputy Director

Current Position is Consultant Director in his own company.

Believes in passing the benefits of his valuable experience and learnings to all those who need such support, like start-ups, other organisations, etc.

Strengths in Air Cargo Operations

Good relations with various Customs Commissionaires, DGCA, BCAS, and Cargo Terminal Operators all over India.

- Regular member of Airlines Core Body, BAR NI (AOC) & Customs Trade facilitation meetings.
- Signing off of SGHA's, Catering Agreements, SOP's, CSO job, Security manual drafting & editing, Cargo sales.
- Recruitments, finding out & interviewing the right candidates for the jobs.
- · Claim settlement & Investigations.
- · Executive member Express Industry Council of

India (EICI)

- Member ACFI on Sub Committees (Exports Simplification, Pharma & TP).
- Faculty for NIAMAR (AAI Institute) during executive's trainings.
- Well Versed with Import & Exports procedures (International/India).

Interacting with various Ministries (Finance Ministry, Commerce Ministry, Civil Aviation, MoRTH, etc.), DGFT, Customs, Airlines, Embassies and Airport Operators for various issues, permissions and process improvement.

Questionnaire

(1) How long have you been in operation?

La Solucion was started earlier this year, hence six months

(2) What is the kind of business model your organization follows? How many branches/employees do you have?

We are into Aviation / Customs / Air Cargo / Express Courier/Airport Infra JV Consultancy, providing turnkey solutions having experts from respective fields on our panel, to guide and execute the projects on pinpoint precision as per the requirements of our clientele.

(3) How can technology help in the growth of the Indian logistics industry? Where is your organization positioned in the relevant technology?

Technology plays a significant role in all fields if any business wants to prosper, especially in logistics trade. IT upgradation is the backbone of the trade and companies like FedEx, DHL, UPS have got robust inhouse IT to be a step ahead of all.

(4) Who are your present clients?

At this stage, this is a sensitive subject and feathers may get ruffled if this were known.

(5) What are the special services offered by you?

We offer consultancy services in the fields mentioned above for Indian as well as international Clients within the existing regulatory frame-work.

(6) How do you see the logistics industry in the coming year?

E- Commerce & Warehousing is going to be key areas where we are hoping to see double digit growth. Air Cargo Airlines are going to see an upward trend in the coming year 2019/20.

Vinod Kaul

Mobile: 9711875283 | e-mail: v4kaul@gmail.com

- x -

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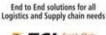
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Our social arm, committed to serve the nation with a motto of equality and better life for all citizens.

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

KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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











