

Monthly Magazine of All India Transporters Welfare Association

Parivahan Pragati

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Industry / Trade



10 Things That Made The Transport Business Easy In This Millennium



Crude Oil Prices Increase
0.81 Per Cent On Global Cues

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Advanced Braking Systems Made
Mandatory For Large Vehicles

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Daimler India Plans To Launch
50 New Products In 2019

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Conference on Draft Logistics Policy at FICCI,
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10 Things That Have Transformed Transport Industry In This Millennium!

Mahendra Arya, Editor-in-Chief



World is witnessing the technical boom... Things are changing at a very rapid speed. And, India is running parallel to the world; in fact faster as we need to make up for the lost years of the previous century when we could not keep pace with the rest of the developed world. IT, electronics, R&D – all these are impacting the human life as man is moving towards speed and ease. This thought gave me an idea... Have we changed in this millennium? Has our lives transformed? Has our business benefitted with such changes? Considering these, I decided to pen my thoughts and list such things which have silently entered our lives and made its impact. Here is my list of things:

1. Mobile phones 2. E-mail and WhatsApp 3. Online Banking 4. ERP for transport operation 5. Fuel card 6. Google Map 7. GPS 8. RFID Card for toll 9. Online tax payment 10. Expressways

I remember the 60s, when having a telephone in the office was supposed to be a big asset; and was a big reason to get business. Customers regarded the telephone as a mark of strong establishment. When telex followed, it was treated as a luxury. Only rich and famous could afford it. Gradually, the availability of phones increased but the communication infrastructure was pathetic. Many smart transporters would make calls to their branches early in the morning to enjoy the benefit of reduced rates. STD came much later; before that it was the era of booked trunk calls, which had limitation of 6 minutes. Next came demand calls, which was perceived to be very expensive and was to be made in extreme situations. Late 80s registered the introduction of fax machines. The machine itself was an expensive affair. I remember how MTNL in Mumbai had introduced the concept of fax centres where one can get a fax number for his company, but actual transmission used to take place at that center only. Late 90s saw the beginning of mobile phones; however, to make or receive calls at the rate of Rs. 32 per minute was not justifying the use of it. And, a wrong number dialed or received was simply a big irritant due to the cost involved. This millennium opened the flood gates for cheap and most efficient telecommunication. We have come from the age of a single phone in a company to multi cell phones for each staff member; including low-waged staff

members like peons and drivers. Every truck driver now carries a minimum of two mobile phones and is reachable throughout his journey. He can also seek immediate help in case of an accident or any other mishap.

Earlier, having a steno typist was a must for all transporters. Most of the office time used to be spent in dictating letters to clients, to branches and to the government. A typist would give a draft of each letter that will be corrected by the boss at his ease of time; the letter would be retyped on company letterhead and kept for signature of the writer. That means the cycle of letter writing would last on an average for more than 24 hours. Further, the letter sent by general post would take at least 4 to 6 days; in case of remote locations may be 10 to 15 days. Even, the payments would travel by cheques the same way. This was the story till early 90s. The influx of computers in 90s reduced the demand for steno typists; however, the Internet and e-mail finished major part of letter writing on paper. Total communication became on the digital platform. Business enquiries, tenders, and the submission of tenders - everything has changed to the online format in this millennium. WhatsApp, though, started as a social media platform has become a daily conference place between groups of managers, branches and even clients.

Gone are the days when drivers had to carry the huge amount of cash in order to meet the payment of fuel and toll. Fuel card is a preloaded card which can only be used for the payment of fuel en-route. The real time information of payment reaches the company. Also, RFID toll cards have been prevalent in developed countries for the last 25 years. Though, it has entered late in India, the ease of payment out of an account makes it great a tool for transport companies.

Transport companies were one of the largest consumers of stationery because the entire documentation of booking, loading, transit challan and delivery of goods was performed twice or thrice for record purposes. Due to the heavy load of paper work at booking points, the handwriting of clerks was never legible. Owing to the over use of carbon papers, third and fourth copies were for guess work only. Keeping old records has always been cumbersome and space consuming. Nowadays, most of the transport companies are using either standard or custom-built ERP systems for operations- and accounts-related tasks. While total data remains over hard disk, minimum printing is required for customer purpose. Old record keeping has also reduced considerably due to the management of soft record.

GPS and Google mapping have come as a boon. Transport companies used to stack worn-out maps of all the states with road routes on their desks. Searching for a small location on a map was a tedious exercise. These days, Google provides information related to the location, distance and even estimated time required for a journey after considering the road hurdles. Further, GPS helps to easily locate the vehicle every minute. Getting negative reporting of movement cautions the transporters of any possible delay. Even customers are happy to know the progress of the journey of their goods in transit. They plan their production and sales as they know when to expect the goods.

Business has become simpler due to online banking. Payments are received and sent with a single click unlike old days when a person was employed only for attending bank transactions every day. Now, there's no need to interact with managers or clerks of banks as the auto clearing system has removed all discretionary powers. The powerful bank managers now seek your appointment to visit your offices for more accounts and deposits.

Life of a driver was hell prior to the times of former Prime Minister Atal Bihari Vajpayee who brought in the focus over quality highways. The beginning had started in the end of last millennium, but the last nineteen years of this millennium has changed the complexion of the trade. Expressways have made driving a cake walk. The average

speed has gone up from 25 km per hour of last millennium to 50 km in the present millennium.

In the current fold, the scope of the transportation industry has expanded length and breadth. According to a recent Forbes Insights survey, conducted on more than 400 senior transportation executives, 65% believe the logistics, supply chain and transportation sector is experiencing nothing less than a tectonic shift. The report suggested that though there are many drivers behind this shift, one of the most impactful is the new age technology.

From artificial intelligence (AI) to machine learning (ML), Internet of Things (IOT) to blockchain, all cumulatively have enabled a small commuting market to a digitally connected market space.

Blockchain, on the other hand, brings a lot to the table. Most importantly – the trust factor! With multiple parties touching the freight - ranging from small, low-value shipments to larger, or very large and very high-value shipments - and yet know little about one another,

conducting business becomes difficult without trust. Fortunately, this is where the role of blockchain begins... Participants can have everything they need to know about their shipments and transactions in one place, and the security of the distributed ledgers ensures the information is 100 per cent reliable.

The Goods and Services Tax (GST) is another path-breaking step that's

helping the transport industry. The implementation of GST has enabled the flow of goods within India hassle-free. The rollout of 'One Nation, One Tax' also witnessed the withdrawal of 1,647 commercial tax check posts, which not only saved time but money too. Also, the tax incidence remains nearly the same regardless of the state one decides to operate from. And, this made businesses reconsider the need to maintain a number of warehouses across India.

The transport trade is a very big beneficiary of technology and development. Benefits are usurped by all without realizing how easy the life has become for the transporters of this millennium. A comparison with old days explain us the difference. And, this is not the end of progress! A lot more will come in future.



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has gone up from
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millennium***

x

Here Are The Colours Of Change That Have Brightened Up The World Of Transporters!

Dear friends,

Being the voice of transporters, Parivahan Pragati has always tried to highlight everything concerning them. And, this issue is no less. As we are bidding bye to the gloomy winters and preparing to embrace vibrant summers with Holi celebrations, it is time to mull over what all good things have come our way that has changed the transport and logistics landscape. Following is the list of 10 things that I think have impacted the logistics industry big-time.

1. To begin with, the introduction of Goods and Services Tax (GST) will remain as one of the major highlights of the millennium. Offering respite from the cascading tax regime, the new system immediately put commercial tax check posts, around 1,647, to rest. Thus, offering seamless movement of goods to transporters to some extent. Not just this, the Government of India believes that GST would reduce logistics cost by 10-12 per cent by facilitating the efficient inter-state flow of goods and

Offering respite from the cascading tax regime, the new system immediately put commercial tax check posts, around 1,647, to rest. Thus, offering seamless movement of goods to transporters to some extent

accelerating the demand. However, the dual system of FCM (forward charge mechanism) and RCM (reverse charge mechanism) has put the small truck operators on disadvantage triggering a big social change in the ownership pattern. It seems that the future will support big fleet owners under the FCM category.



Pradeep Singal

National President, AITWA

2. While talking about GST, the e-way bill system cannot be missed. As the replacement of Way Bill system, it has created a single unified compliance for the movement of goods across the country. Besides, it is helping the

In order to make it more effective, the government is also planning to integrate RFID tags with the e-way bill system.

This will help to improve compliance further by electronically verifying and tagging consignments

government to catch tax evaders. In order to make it more effective, the government is also planning to integrate RFID tags with the e-way bill system. This will help to improve compliance further by electronically verifying and tagging consignments. Notably, RFID tags or FASTags are currently being employed for electronic toll collection. Installed in a vehicle, this device helps to pass through toll plazas without waiting in the queue to make the payment. We need more changes in the e-way bill system in order to make it more practical.

3. Further, I would like to admit that digitization has proved to be a boon for all of us. Everything rests at the click of a mouse. From the comfort of your home or while traveling, nowadays, it is possible to make applications online by furnishing details in e-forms. Whether it is a request to extend the validity of an e-way bill or applying for a bid opportunity, things can be done without any

hassle online. Even, there is no need left to visit a bank branch to withdraw money or place a request to issue a new cheque book/ATM card. If a driver wants to send money to his family, he can easily transfer the amount through net banking in the desired account.

4. Not to forget, the role of smartphones in the lives of truckers... Be it storing the electronic copy of important documents required for the movement of goods when in transit or finding the correct route with the help of a GPS-enabled mobile app, the life has certainly become easier for drivers who spend most of their time away from home. Considering this, the manufacturers of big rigs these days are coming up with comfortable driver cabins in commercial vehicles; featuring air conditioners and offering more space.

Moreover, the fleet owners are trying to organize the business by embracing new technologies that are taking the industry by storm in other parts of the world. Across all modes of transport, more and more people are banking on the advanced transport management system (TMS), which helps

in planning and controlling, tracking and telematics, and invoicing and accounting, among other tasks. Also, comprehensive fleet management system (FMS) and warehouse management system (WMS) are increasingly gaining popularity among transporters in India. Different application for freight exchange has changed the market working scenario.

5. When talking about technology, it is important to mention about the introduction of new vehicles with more features such as automatic emergency braking (AEB) and the intelligent speed adaptation (ISA) system that are making roads safer not for a driver alone but other users as well. These days, transporters are also installing alcohol ignition interlocks in their vehicles in order to check drunken driving behaviour of the person behind the steering. Not only this, truckers are not hesitant in seeking help from apps like Google Maps to gain real-time traffic updates.

6. Alternative fuel like CNG, LNG, bio-diesel, ethanol, etc., is more in use and the government has the initiative for incentivizing electric vehicles. The future lies with

pollution-free vehicles. It is pertinent to mention that the use of drones in mobility may be the game changer ahead.

7. Recent years have seen tremendous road infrastructure development. With an ambitious target of 40 km/day, the Ministry of Road Transport and Highways is passionately working towards achieving this. Undoubtedly, good roads and highways mean less travel time and reduced costs. And, ensuring this becomes all the more important for a country where roads and highways witness 65 per cent of the freight movement.

8. The new highways alignment, new freight corridors, development of waterways, coastal shipping, and new warehouse infrastructure are a few of the developments that will define the new logistics scenario in India in the coming days.

9. The government has initiated changes in the Motor Vehicle Act, Carrier Act, various logistics-related policy decision like integrated logistics hub, etc. Besides, commerce ministry is working for the development of integrated multi-modal logistics on all fronts... We see the government



shifting its focus on logistics as the whole.

10. The advent of MNCs, new technology companies and start-ups in the logistics sphere has totally changed the goal post for all.

We have seen a dynamic and systematic change in how the logistics works in India. I may have missed few other changes but I sincerely hope that my all friends are able to adapt and cope with changes for better.

Dear friends, the election/selection for the new zonal/national team is already started and I take this opportunity to thank all my friends, members, colleagues, office bearers and government officials who made our present teamwork a success and gave all the support needed to do meaningful work. I wish the new team all the success and assure them of all the support from the outgoing team.

In the end, I pray that the changes in our lives continue to bring smiles on our faces like the colours of Holi... Wishing everyone happy and safe Holi!

Jai Hind!

x

Transport Industry Owes Much To Technologies And Government Policies For Its Success In This Millennium So Far!



Ashok Gupta, Hon. General Secretary, AITWA

71 years have passed since India became a republic state. During these building years, we witnessed many ups and downs along with transformation happening all across the country. The transport industry is also touched by the impacts of government policies and new technologies.

And, it has been able to not just empower businesses around it, but also leave a significant impression in the heart of the Indian society.

Further, the industry has found itself amidst most valuable industries (growing at a CAGR of 15 per cent) in India. Today, about 7 million goods vehicles carry a freight volume of 1,325 billion ton/km across the country. We all know that new policies and technologies are enabling this. The figure is supposed to get double by 2025 only if the policies and technologies keep impacting the industry furthermore positively. Technology, undoubtedly, has forever changed the way transport business is done... Thanks to smartphones, AI, electronic payments and social media among others that have influenced the transport industry in more ways than a few.

Here are some of the most significant technological changes that have boosted the transport business:

Transport business now is environment-friendly and less time-consuming - Gone are the days when upon booking, transporters had to give a receipt to the consigner in the form of a hard copy. Thanks to the Internet and mobile apps that are helping us to save a large amount of

paper. Also, we need not worry about carrying numerous documents around anymore. This is a win-win situation.

Technology improved navigation and congestion mitigation - Internet of things (IOT) is powering transporters to realize a seamless movement. What a transporter needs to do is to embed IOT-enabled devices in goods carriers and he/she can get desired information anywhere, anytime. From the shortest route to the congestion-free road, the secure halting point to the police station, all the information can be achieved with the help of efficient and user-friendly mobile apps. A vehicle can, thus, be rerouted if congestion or any other disruption takes place. Besides, any transport asset can be better

maintained through predictive analysis and reports from sensors.

Electronic payments made travelling safer and easier - From bank's own online payment modes to other modes of payment options, monetary transactions were never this

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secure and hassle-free. Now, one needs not to be physically present at a bank to withdraw or make a payment. The life of drivers is also safe as the robbers used to attack them with the intention to loot the cash they used to carry.

Technology builds a bridge of trust - There are multiple parties involved in a carriage business; ranging from small to large, light to heavy, and low-value to very high-value shipments. But, they hardly know one another or each other's businesses. Operating business in such a scenario



becomes difficult. Blockchain brings the much-needed trust factor here. Participants can have everything they need to know about their shipments and transactions in one place.

Besides technology, the role of government policies is further boosting the transport industry to scale inch after inch. Here are a few key policies that have made the industry one of the main catalysts to contribute to the Indian economy.

Improved condition of highways - The newly designed highways have not only reduced the number of road accidents but also have promoted a seamless movement of goods and passengers. The latest roadways system is set to make transporters free from road congestion; eventually attributing towards goods' delivery timing and fuel saving. Notably, improved highway conditions are a step towards greater prosperity of the nation.

The path-breaking Goods and Services Tax (GST) System - The rollout of 'One Nation, One Tax' has enabled a hassle-free goods flow within India. This led to the withdrawal of 1,647 commercial tax check posts that further helped to save time and money.

E-way bill system: Creation of single unified compliance - The implementation of the e-way bill system is acting as a single window for the movement of goods. The business houses use e-way bills to transport goods worth over Rs. 50,000 within and outside a state. Transporters need to abide by the rules under which the flow of goods should happen with an e-way bill. And, ignoring this may attract huge penalties. It is to be noted that the e-way bill system is primarily implemented to curtail the evasion of tax.

Avoid long queues and save time with FASTags - By rolling out radio frequency identification technology-enabled tags, transporters can pass toll plazas without waiting in the queue to make the payment. The toll charge is automatically deducted from the FASTag card. The National Highways Authority of India (NHAI) has made its 371 toll plazas across the country FASTag enabled from October 1, 2018.

Upgraded Vehicle Technology (Automatic emergency braking and intelligent speed adaptation) -

Automatic emergency braking (AEB) alerts a driver to an imminent crash; allowing him/her to use the maximum

In addition, an intelligent speed adaptation (ISA) system warns the driver (visibly and/or audibly) that the speed limit is being exceeded

braking capacity of the vehicle. In addition, an intelligent speed adaptation (ISA) system warns the driver (visibly and/or audibly) that the speed limit is being exceeded. No doubt that these technologies can help avoid accidents and save lives.

In the road transport and logistics landscape, the power of next-generation technologies is unparalleled. Technologies along with the government policies have changed the ecosystem of the transport business in this millennium, so far. As growth is all about moving on with time, as long as the industry will keep moving on with the latest technologies and policies, transport industry will always be the lifeline of the Indian economy. Let's hope for the best!

X

10 Things That Made The Transport Business Easy In This Millennium



Innovative and radical vision has been changing the needs of markets for long. And, the same holds true for the transport business. From advanced technological solutions to the change-for-better government approach, the transport and logistics industry is experiencing silently transformations for better. Let's read on to learn more about such changes that have made a difference!

Goods and Services Tax and E-way Bill

With the implementation of Goods and Services Tax (GST), the flow of goods between Indian states has become borderless. After the rollout of 'One Nation, One Tax' regime on July 1, 2017, 1,647 commercial tax check posts were removed that not only saved time but money too. Also, the tax incidence remains nearly the same regardless of the state

one decides to operate from. And, this made businesses reconsider the need to maintain a number of warehouses across India. Thus, the birth of integrated logistics arrangement took place.

*After
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commercial tax check
posts were removed
that not only
saved time but
money too*

Not just this, the government claimed GST 'to bring down the logistics cost to about 10-12 per cent by facilitating the efficient inter-state flow of goods and accelerating the demand for logistics services.' Further, Road Transport and Highways Minister Nitin Gadkari said that India's logistics sector would gain the most from GST as costs would fall by almost 20 per cent.

Further, the implementation of e-way bill system has led to the creation of single unified compliance for the movement of goods. Notably, an e-way bill is used by businesses to transport goods worth over Rs. 50,000 both within and outside a state.

One Organization Multiple Solutions

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



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Nowadays, any movement of goods without an e-way bill attracts huge penalties. And, this is acting as the much-needed push for those who used to dispatch goods without proper invoicing or documents with intentions to evade tax. Now, they fear action as the e-way bill can be checked by the relevant authorities of any state.

FASTags

FASTags, using radio frequency identification technology, allows vehicles to pass through toll plazas without waiting in the queue to make the payment. Fixed on the front windscreen of vehicles, the payment is made

A consumer can purchase or recharge FASTags on this app. Also, the app helps to keep track of transactions and provides for online grievance redressal. On the other hand, FASTag Partner is a merchant app. Agencies like Common Services Centre, banking partners and vehicle dealers can sell and enrol for FASTag through this app

electronically with a FASTag. Notably, these were made mandatory for four-wheelers from December 1, 2017, by the Government of India. Also, all the 371 toll plazas of National Highways Authority of India (NHAI) in the country have become FASTag enabled from October 1, 2018. One lane in every toll plaza is a dedicated FASTag lane where no other form of payment is accepted.

Further, NHAI launched two mobile apps, including MyFASTag and FASTag Partner, to facilitate the availability of FASTags for electronic toll collection. NHAI Chairman Deepak Kumar said that the

cumbersome method of purchase and recharge of FASTags has been one of the major challenges with the electronic toll collection (ETC) project. MyFASTag is a consumer app that can be downloaded from the app store for both Android and iOS systems. A consumer can purchase or recharge FASTags on this app. Also, the app helps to keep track of transactions and provides for online grievance redressal. On the other hand, FASTag Partner is a merchant app. Agencies like Common Services Centre, banking partners and vehicle dealers can sell and enrol for FASTag through this app. In addition to this, the app can be used to activate RFID tags that came built in with around 74 lakh cars in the country following the 2013 Gazette Notification in this regard. These RFID tags are already fixed on the cars but are dormant. Further, this app will convert these RFID tags into ETC Tag (FASTag).

Not just this, RFID tags can help to make the e-way bill system a hit show. These can help in the electronic verification and tagging of consignments, which will certainly improve compliance further. Not just reduction in the time taken at check posts, but the need to carry a number of documents in transit will be minimized too. Also, this will reduce the record keeping task of GST authorities across India.

e-Documents

When it comes to carrying the required documents during the movement of goods from one place to another,

Through the notification released on November 19, 2018, the government has offered a big respite to transporters by validating the e-documents and discarding the need to carry hard copies

businesses need to note that a digital copy of the e-way bill on phone is more than sufficient for verification by the



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authorities. Through the notification released on November 19, 2018, the government has offered a big respite to transporters by validating the e-documents and discarding the need to carry hard copies. Further, the government is looking into the possibilities to eliminate the need for carrying the invoice. Also, the authorities are working on the speedy introduction of a window for the generation of digital invoice.

Net Banking / Smartphones

These days, most banks offer online banking services that allow paying bills, transfer money and access a record of account transactions, all from the web browser. Certainly, this has come as a boon for transporters who are travelling for the most part of the month. In addition, fuel cards have come for the rescue to truckers. Offering a simple payment solution, drivers don't have to pay upfront for fuel or worry about keeping receipts as all the transactions are recorded online when using a fuel card.

Not just this, the contribution of smartphone technology cannot be ignored when it comes to easing the life of transporters. As these devices have become extremely popular, more and more people have started to integrate mobile apps into their business space. Across the world, transporters are using several mobile apps to track the freight sent, trucking miles driven, freight waiting to be sent, marketing leads, inbound orders and customer service interactions, among others. This not only

enhances the operational efficiency but helps take informed business decisions.

Digitisation

Nowadays, businesses lay emphasis on not just digitisation initiatives but processes and activities too. Whether it is capturing data through e-forms or scanning the physical copies of documents, digitisation has offered solutions to problems like maintaining transcripts and duplicate entry. These days, people prefer to file their income tax return (ITR) electronically. E-



In addition, fuel cards have come for the rescue to truckers. Offering a simple payment solution, drivers don't have to pay upfront for fuel or worry about keeping receipts as all the transactions are recorded online when using a fuel card

filing tax returns not only offers the prompt acknowledgement but it also paces up the process of claiming refunds. Not just this, digitisation has also changed the tendering process. Notably, e-Tendering has made the procurement of goods and services more efficient and effective. An online tender process not alone helps to streamline procurement but, more importantly, save money for all the parties involved.

Transport Software

From the Internet of Things (IoT) to artificial intelligence (AI), and transport management systems (TMS) to the blockchain technology, the latest technologies are driving growth for transporters across the world. Making business more organized, these technologies indeed ensure improved efficiency, better cost control and enhanced process visibility. Software solutions like advanced transport management system



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(TMS), help in planning and controlling, tracking and telematics, quoting, order management, invoicing and accounting, across all modes of transport. And, integrating a TMS with enterprise resource planning (ERP) software enables further growth and process improvements.



In addition, comprehensive fleet management system (FMS) and warehouse management system (WMS) have completely revamped the way transporters work across the world. To ease their lives further, transporters are employing global positioning system (GPS) and radio frequency identification (RFID) technologies to track, monitor and recover vehicles with goods, assets and drivers. AI-enabled solutions are further helping with enhancing a business' ability to save time and money by increasing productivity and operational efficiencies.

Improved Roads and Highways

The Government of India has understood that it is important to develop infrastructure, particularly roads and highways, if they want to promote economic growth. That's the reason, we have witnessed huge allocations for road infrastructure development in recent budget plans. Notably, better roads contribute to the overall quality of life of the citizens of a country. Besides ensuring the movement of goods and people, the construction of roads

could also provide a much-needed boost for employment in the country. Also, wayside amenities must be established at a distance of every 100 km on all the national highways. In addition, CCTV cameras must be installed on roads and highways to offer real-time data to traffic officials. These help monitor roads and traffic violations that include overspeeding vehicles, motorcyclists without helmets, etc.

Other than these, better roads and highways must have phone booths and health care centres to seek help from the quick response teams in case of accidents. Further, tax free zones/areas for transshipment hubs (transport logistics hubs) must be available at state borders to ease the movement of goods. Apart from this, primary health care centres must be constructed at 150 transport logistics centres across the country.

Upgraded Vehicle Technology

With technological advancements, attention is being also

From automatic emergency braking (AEB) to speed limiters, the government must pitch in to prevent needless deaths and injuries at the hands of big rigs by simply defining the top speed for certain class of vehicles

paid to making highways more safe and secure. From automatic emergency braking (AEB) to speed limiters, the government must pitch in to prevent needless deaths and



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injuries at the hands of big rigs by simply defining the top speed for certain class of vehicles. Besides, alerting a driver to an imminent crash, it allows using the maximum braking capacity of the vehicle. Further, an AEB system will independently brake if it doesn't get any human response and the situation grows critical.

Moreover, an intelligent speed adaptation (ISA) system, which warns the driver (visibly and/or audibly) that the speed limit is being exceeded, must be installed. Besides, alcohol ignition interlocks must be considered. The device measures alcohol in a person's system. And, if it exceeds a pre-programmed level, the device temporarily locks the vehicle's ignition. Not just this, drivers' comfort must be considered as a truck cabin acts as home to them during journey. Considering this, truck manufacturers are coming up with spacious, air-conditioned cabins.

Google Maps

Google Maps is a web mapping service developed by Google. It offers satellite imagery, street maps, 360°

It offers satellite imagery, street maps, 360° panoramic views of streets (Street View), real-time traffic conditions (Google Traffic), and route planning for travelling by foot, car, bicycle and air (in beta), or public transportation

panoramic views of streets (Street View), real-time traffic conditions (Google Traffic), and route planning for travelling by foot, car, bicycle and air (in beta), or public transportation. Also, it allows searching for a place using its latitude and longitude GPS coordinates.

Infrastructure Status

Granting infrastructure status to the logistics sector is considered as a big move to speed up development in the

transport and logistics sector in India. Aiming at attracting more funding at competitive rates, offering multiple instruments to raise the money, and accessing longer tenor funds from insurance companies and pension funds, the move is transforming India's logistics infrastructure, which is critical to country's economy, since November 2017.

Miscellaneous

Last year, the government went on a spree to offer relaxation to transporters. The Ministry of Road Transport and Highways (MoRTH) increased the maximum cap of

As per the order, gross vehicle weight (GVW) of a two-axle truck was increased to 18.5 tonne from 16.2 tonne and GVW for a three-axle truck was increased to 28.5 tonne from 25 tonne. For a five-axle truck, the vehicle weight was increased from 37 tonne to 43.5 tonne

axle load limit by 20 to 25 percent across various categories to keep the limit "at par with international standards". As per the order, gross vehicle weight (GVW) of a two-axle truck was increased to 18.5 tonne from 16.2 tonne and GVW for a three-axle truck was increased to 28.5 tonne from 25 tonne. For a five-axle truck, the vehicle weight was increased from 37 tonne to 43.5 tonne.

Further, the need to employ two drivers has been suspended. Certainly, this will offer some respite to transporters who have been struggling with the shortage of drivers. Not just this, rules related to fitness certificates have been relaxed too. Now, fitness certificates need to be generated annually only for the vehicles that are over 8-year-old.

x

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KEY FACTS

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\$600 Mn.
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Managed on Road



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असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)

PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित

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सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 12 जुलाई, 2018

सा.का.नि. 643(अ).—केंद्रीय मोटर यान नियम, 1989, जिनमें केंद्र सरकार मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 88 (14) के द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए संशोधन करने का प्रस्ताव करती है, में और अधिक संशोधन करते हुए निम्नलिखित प्रारूप कतिपय नियमों को इस अधिनियम की धारा 212 की उप-धारा (1) के द्वारा यथावश्यक इसके द्वारा प्रभावित होने की संभावना वाले सभी व्यक्तियों की जानकारी के लिए एतद्द्वारा प्रकाशित किया जाता है; और एतद्द्वारा नोटिस दिया जाता है कि प्रारूप नियमों को उस तारीख से तीस दिन की अवधि समाप्त होने के बाद विचारार्थ स्वीकार कर लिया जाएगा जिसको सरकारी राजपत्र में यथा प्रकाशित इस अधिसूचना की प्रतियां जनता के लिए उपलब्ध करायी जाती हैं।

2. इस प्रकार विनिर्दिष्ट अवधि समाप्त होने के भीतर उक्त प्रारूप नियमों के संबंध में किसी भी व्यक्ति से प्राप्त होने वाली किन्हीं आपत्तियों या सुझावों पर केंद्र सरकार द्वारा विचार किया जाएगा।

3. इन प्रारूप नियमों के प्रति आपत्तियों एवं सुझावों, यदि कोई हो, को संयुक्त सचिव (परिवहन), ईमेल: js-tpt@gov.in, सड़क परिवहन और राजमार्ग मंत्रालय, परिवहन भवन, संसद मार्ग, नई दिल्ली-110001 के पास उपर्युक्त विनिर्दिष्ट अवधि के भीतर भेजा जा सकता है।

प्रारूप नियम

- (1) इन नियमों को केन्द्रीय मोटर यान (संशोधन) नियम, 2018 कहा जाएगा।
(2) ये नियम सरकारी राजपत्र में उनके अंतिम प्रकाशन की तिथि को लागू होंगे।
- केंद्रीय मोटर यान नियम, 1989 (इसमें इसके पश्चात् उक्त नियम के रूप में उल्लिखित) में, नियम 90 को निम्नानुसार प्रतिस्थापित किया जाएगा:-

"नियम 90 राष्ट्रीय परमिट की अतिरिक्त शर्तें - धारा 88 की उप-धारा (12) के अधीन जारी किया गया राष्ट्रीय परमिट निम्नलिखित अतिरिक्त शर्तों के अधीन होगा, अर्थात:-

- (1) शब्दों "राष्ट्रीय परमिट एन/पी" को वाहनों के आगे और पीछे मोटे अक्षरों में अंकित किया जाएगा। ट्रेलरों के मामले में शब्दों "एन/पी" को वाहन के पीछे और बाईं ओर अंकित किया जाएगा।
- (2) खतरनाक या परिसंकटमय माल ले जाने वाले टेंकर की बाँड़ी को सफेद रंग में रंगा जाएगा और टेंकर के दोनों ओर और पीछे की ओर, नियम 137 में यथा विनिर्दिष्ट श्रेणी लेबल प्रदर्शित किया जाएगा।
- (3) यान में केंद्रीय मोटर यान नियम, 1989 के नियम 138क में यथा विनिर्दिष्ट, फास्टिंग लगाया जाएगा।
- (4) यान में नियम, 104 के अधीन यथा विनिर्दिष्ट अगले और पिछले भाग पर परावर्तक पट्टी (रिफ्लैक्टिव टेप्स) लगाई जाएंगी।
- (5) यान में एआइएस 140 के अनुसार वाहन ट्रैकिंग प्रणाली यंत्र लगाया जाएगा।

3. केंद्रीय मोटर यान नियम, 1989 में नियम 62 में, उप-नियम (1) में,

- (1) खंड (ख) में निम्नलिखित अंतःस्थापित किया जाएगा :

(ख) परिवहन यानों के संबंध में फिटनेस प्रमाण-पत्र का नवीकरण	आठ वर्षों तक पुराने वाहनों के लिए दो वर्ष तथा आठ वर्ष से अधिक पुराने वाहनों के लिए एक वर्ष
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- (2) खंड (ग) और (घ) का विलोपन किया जाएगा।
- (3) तालिका में क्रम सं. 17 के पश्चात् निम्नानुसार एक नई प्रविष्टि अंतःस्थापित की जाएगी:-

क्र. सं.	मद	फिटमेंट की जांच	मूल उपस्कर सिफारिशों के अनुसार माडेल/ टाइप/ रेटिंग/ इत्यादि की जांच	स्थिति की जांच	कार्य पद्धति की जांच	परीक्षण	टिप्पणियां
(18)	फास्टिंग	हां	नहीं	हां	नहीं	नहीं	विंड स्क्रीन के अगले भाग पर लगाया जाना

- (4) उप-नियम (1) में दूसरे परन्तुक की व्याख्या के पश्चात् एक नया परन्तुक जोड़ा जाएगा-

"परन्तु यह भी कि संपूर्ण रूप से निर्मित वाहन के रूप में विक्रय किए गए नए परिवहन वाहन के लिए पंजीकरण के समय किसी फिटनेस प्रमाण-पत्र की आवश्यकता नहीं होगी तथा उस वाहन को पंजीकरण की तारीख से दो वर्षों की अवधि के लिए फिटनेस के प्रमाण-पत्र से युक्त समझा जाएगा।"

4. केंद्रीय मोटर यान नियम, 1989 में नियम 138-क के पश्चात् निम्नलिखित नियम को प्रतिस्थापित किया जाएगा।

"138ख सभी भारी माल वाहनों द्वारा माल सामग्री को वाहन या कंटेनर की बंद बाँड़ी में ले जाया जाएगा।

परन्तु यह कि यदि माल सामग्री को खुली बाँड़ी में ले जाया जाना आवश्यक होता है तो माल को ट्रेपोलिन या किसी अन्य उपयुक्त कपड़े जैसे समुचित कवर का प्रयोग करके कवर किया जाएगा।

परन्तु यह भी कि अविभाज्य प्रकृति का माल जिसे प्रथम परन्तुक के अनुसार बंद बाँड़ी में ले जाया जाना संभव नहीं होता है या कवर नहीं किया जा सकता है उस माल को कवर के बिना ले जाया जा सकता है।"

5. केंद्रीय मोटर यान नियम, 1989 में, नियम 139 में शब्दों "डाइविंग लाइसेंस और" के पश्चात् शब्दों "भौतिक या इलेक्ट्रॉनिक रूप में, प्रदूषण नियंत्रण प्रमाण-पत्र (पीयूसी)" को अंतःस्थापित किया जाएगा।

[सं. आरटी-11017/13/2005-एमवीएल]

अभय दामले, संयुक्त सचिव

टिप्पण : मूल नियमों को भारत के राजपत्र, असाधारण, भाग-II, खंड 3, उप-खंड (i) में अधिसूचना संख्या सा.का.नि. 590(अ), दिनांकित 2 जून, 1989 द्वारा प्रकाशित किया गया था और पिछली बार संशोधन अधिसूचना संख्या सा.का.नि.(अ), दिनांकित द्वारा किया गया था।

X

Carriage By Road Cost Index (CRI) - November 2018

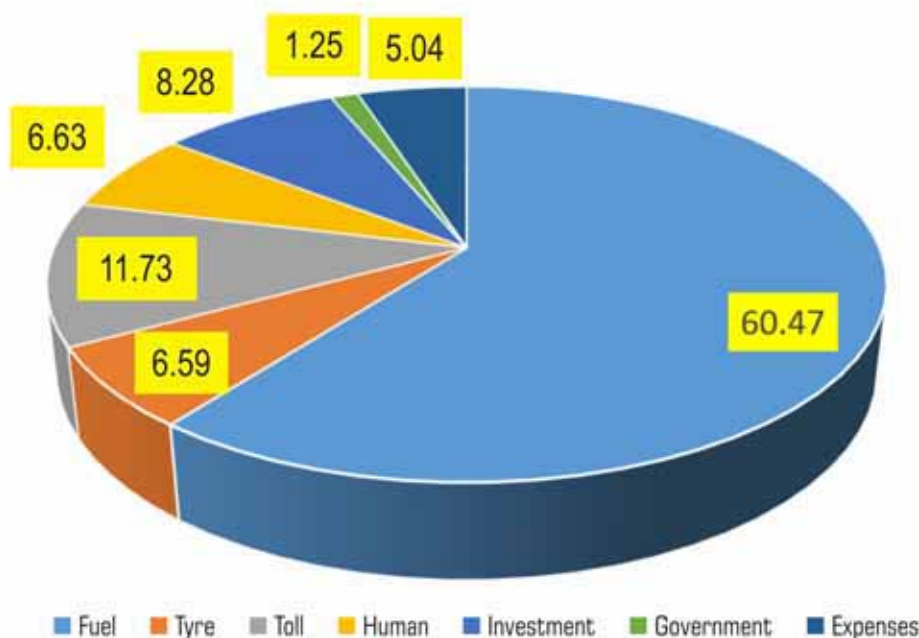
CRI November 2018 - **137.29**

Data Updated upto November 1, 2018

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

Cost Distribution Pie October 2018

CRI PIE Chart November 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

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Crude Oil Prices Increase 0.81 Per Cent On Global Cues



Crude oil prices rose 0.81 per cent to Rs 3,995 per barrel on March 18 as speculators created fresh positions amid positive cues from global markets. Traders told PTI that oil prices remained firm on the Organization of the Petroleum Exporting Countries' (OPEC) supply cuts, US sanctions against Venezuela coupled with healthy domestic demand.

At the Multi Commodity Exchange, crude for delivery in February was trading higher by Rs 32, or 0.81 per cent, at Rs 3,995 per barrel in a business turnover of 3,694 lots.

Meanwhile, West Texas Intermediate gained 0.69 per cent to USD 55.64 per barrel, while Brent crude, the international benchmark, recovered 0.96 per cent to USD 63.35 per barrel.

Despite slow economic growth across Asia, Europe and North America, potentially denting fuel consumption, oil prices this year have propped up by supply cuts by OPEC and non-affiliated allies such as Russia.

RBC Capital Markets said oil was "still below the fiscal breakeven level in a number of OPEC countries," reported Reuters. This implies that many producers have an interest in further propping up the market. Further, RBC stated, "We believe that OPEC is likely to extend the deal for the duration of 2019 when they next assemble in Vienna in June."

Notably, the investment bank believes that Russia though hesitant for supply cuts would "ultimately opt to preserve the arrangement and retain a leadership role of a 21-nation group that accounts for around 45 percent of global oil output".

Besides voluntary supply cuts, oil prices have been boosted by US sanctions against OPEC-members Iran and Venezuela. Notably, Venezuela's state-run oil firm PDVSA has declared a maritime emergency, citing trouble accessing tankers and personnel to export its oil amid the sanctions.

x



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Foundation Stone Laid For Highways

Project To Decongest Ashram-Badarpur-Faridabad-Ballabhgarh In Delhi

Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation Nitin Gadkari laid the foundation stone for yet another National Highways project to decongest Delhi and the NCR region. The proposed 59 km long, six-lane, access-controlled highway will connect the Ring Road-DND junction to the interchange of Delhi-Mumbai Expressway at KMP, passing through Kalindi bypass and Faridabad-Ballabhgarh bypass. It will bring down the traffic congestion that this area faces, and will also help to bring down pollution levels. The cost of this project is estimated at Rs 3580 crore.

Addressing a public gathering on the occasion, Gadkari assured that work on this highway will begin within two months and the entire project will be completed in two years' time. He thanked the state governments of UP, Haryana and Delhi for their cooperation in the project. Underlining the prospective development of the region, Gadkari called upon Haryana to consider developing new townships of Faridabad and Gurugram on the lines of Navi Mumbai. Reiterating the government's commitment for developing the capital city on international standards, providing world class transport amenities and reducing the high levels of pollution, Gadkari said that highways projects worth over Rs 5000 crore are underway to decongest NCR Delhi.

Minister of State for Planning (I/C) and Chemical and Fertilizers, Rao Indrajit Singh said, roads are key to economic development of any country. He said, the national highways projects that the government has implemented over these last five years will go a long way in bringing prosperity to the country.

Minister of State for Social Justice and Empowerment Krishna Pal Gurjar equated the work of the Ministry of

Road Transport & Highways with that of the Bullet Train, as highways construction work has gone up from 10 kms to over 30 kms per day.

The access-controlled highway project will have 3+3 lane service roads on either sides for about 29 km, 7.350 km of elevated section with two level crossings at four locations



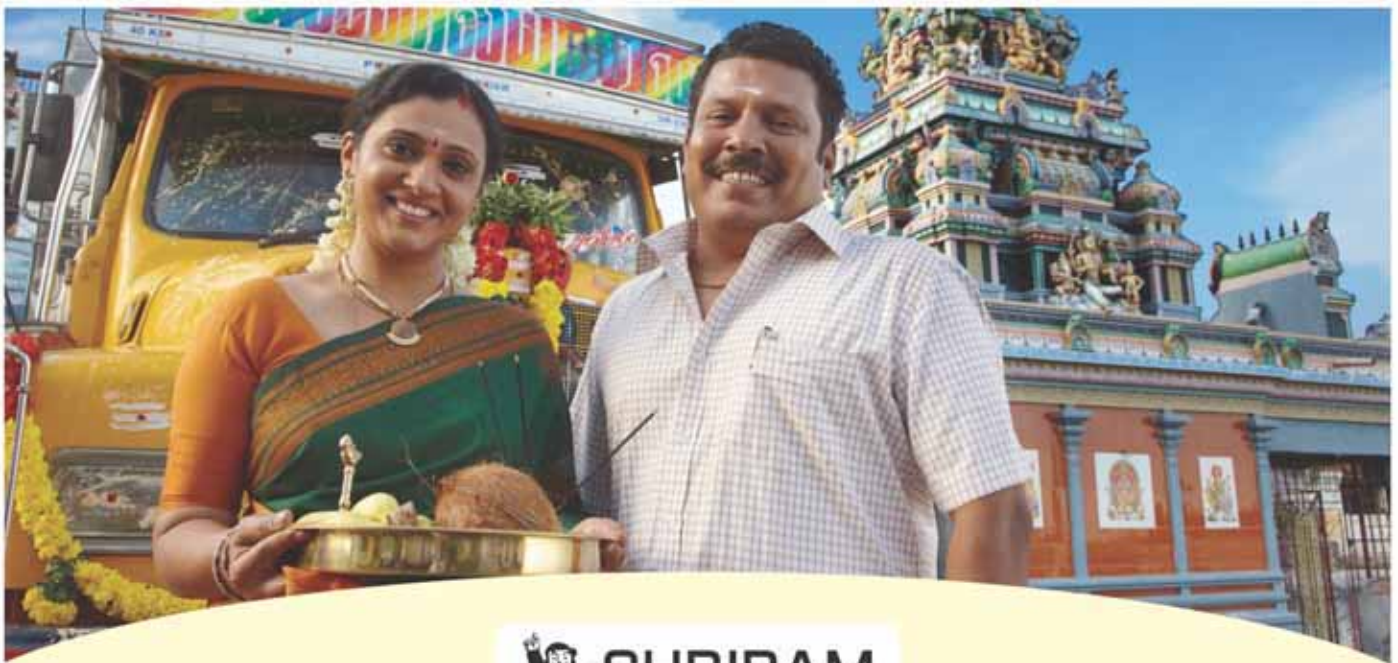
The project will decongest Delhi with reduction of traffic congestion in Ashram-Badarpur-Faridabad-Ballabhgarh region. This is expected to result in reduction of vehicular pollution

of Metro line, 18 new underpasses, and nine interchanges with improved junctions. The project will decongest Delhi with reduction of traffic congestion in Ashram-Badarpur-Faridabad-Ballabhgarh region. This is expected to result in reduction of vehicular pollution.

This project would be in addition to the nine other projects being implemented for decongesting NCR Delhi. These include the 3 km signal free corridor from Dhaura – Kuan to Airport at a cost of Rs 280 Crore, which is about 40 % completed; the 22 km, 6-lane elevated corridor on Gurugram-Sohna Road costing Rs 2000 Crore on which work has started; 8-lane Delhi-Panipat highway from Mukarba Chowk to Panipat on NH-1 being constructed at a cost of Rs 2300 and nearly 48 % done; the 29 km, 8 lane access controlled Dwarka Expressway costing about Rs 9500 crore on which work has started; package II, III and IV of Delhi-Meerut Expressway costing Rs 5900

Crore, where package II is 36 % done, package III in 76% done and package IV is 32 % done; 4 laning of 124 km Khekra – EPE junction to Shamli-Saharanpur (NH-709 B) at a cost of about Rs 1200 Crore; Rangpuri Bypass to connect Dwarka/NH-08 with Vasant Kunj-Nelson Mandela Road at a cost of Rs 1000 Crore, which is in DPR stage; 75 km Urban Extension Road (UER-2) third Ring Road for Delhi under Bharatmala to be developed at a cost of Rs 4000 Crore which is in DPR stage and the 31.3 km, 6-lane access controlled corridor from Akshardham NH24 Junction to EPE Junction on Baghpat Road at a cost of about Rs 2600 Crore.

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6 **ज्यादा मायलेज नहीं तो ट्रक वापस***

48 घंटों में अति रोक नहीं तो ₹1000 प्रति दिन पावें*

हमारी सर्विस आप तक 2 घंटों में पहुंचेगी नहीं तो हम आपको ₹500 प्रति घंटा देंगे*

हमारे सर्विसिंग पर गारंटी के साथ 30 घंटों का टर्नअराउंड पावें नहीं तो ₹3000 प्रति दिन पावें*

एकमादली परामर्श में 100 सबसे मुश्किल निदलन पावें की उपकरणों की गारंटी पावें नहीं तो वे आपको सुपर में दिए जाएंगे*

हमारी डीलरशिप पर आपका वापस 200 लिफ्टिंग लीमों पावें नहीं तो फिर 200 सुपर में जाएंगे*

Common Format Prescribed For Driving Licences And Registration Certificates Across The Country

The Ministry of Road Transport and Highways has prescribed a common standard format and design of the Driving Licence and the Certificate of Registration for the entire country. A notification to this effect was issued on 1st March 2019.

The option of providing a paper or booklet based driving licence or the registration certificate has been done away with. Now, such certificates can only be provided in two types of cards viz. a PVC based card or a Poly Carbonate one. Detailed specifications have been prescribed for these cards in the notification. The enriched specifications are of high standard and would enable durable and quality cards.

The State Governments have been given the option to



decide on the type of material of the card to be provided. Further, the optional features of providing a chip based smart card or a contact less features (NFC) has also been provided which the States can prescribe. A QR code has been prescribed on the cards. This would enable easy linking and access and validation of the information on the cards with the SARATHI or VAHAN database. As the Ministry had recently issued amendments of the Central Motor Vehicles Rules 1989 enabling transport related documents in an Electronic Form, the QR would facilitate the enforcement authorities.

Report On Hybrid Simulation For Easing Congestion Of Big Cities Presented To Road Transport And Highways Minister

Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation Nitin Gadkari received a report on Hybrid Simulation for Traffic Mapping and Modelling for easing traffic congestion in big cities. The objective of the study was to prepare Hybrid Model and utilize it for preparing and testing short term and long terms strategies/interventions to remove traffic congestion in Delhi. The scope of the model can be extended to the entire Delhi NCR region and similar models can be built for other major metropolitan cities of India. This model is also useful in understanding the impact assessments of various upcoming infrastructure projects like, roads, flyovers, underpasses and other rapid transit projects.

The report has been prepared by a JV between Medulla Soft Technologies Private Limited-Transport Simulation Systems, Spain. The study, aimed at creating one of the



most dynamic traffic models of the world with extremely high traffic density and more than 900 intersections, was awarded through Indian Academy of Highway Engineers - a subsidiary of Ministry of Road Transport and Highways. The University of New South Wales, Sydney Australia through its Transport and Innovation Hub (Research Centre for Integrated Transport Innovation) played an advisory role in completion of the project.

This model can help replace various traffic feasibility studies, demand assessments for individual projects etc. The model can be updated every two years with relevant traffic data so as to make it useful over the next coming years.



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Foundation Stone Laid For Development And Maintenance Of Inter-Modal Station In Nagpur

Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation Nitin Gadkari laid the foundation stone for development and maintenance of Inter-Modal Station - IMS at Ajni Railway Station in Nagpur. IMS is a passenger terminal infrastructure which integrates various transportation modes like rail, road, mass rapid transit system (MRTS), bus rapid transit (BRT) and other para-modal transportation modes. Inter-modal stations allow passengers to change transportation modes during transit without leaving the station premises.

Speaking on the occasion Gadkari stressed upon adopting new ideas for improving transport facilities in towns and cities. He also called upon planners to aim for reducing city congestion by aggregation of transportation nodes in the city, by effective city evacuation, and by eliminating traffic due to transit passengers. The Minister emphasised on providing better passenger convenience for various transport modes and to bring synergies into the available infrastructure.

The IMS facility will include world-class amenities like Integrated ticket counters, transit platforms, travelers, lifts, spacious waiting rooms, retail shops, food courts etc.



leading to improved convenience and comfort for transit passengers. The station has been designed for horizon year 2050 with the capacity to handle 3.24 lakh passengers every day. The capital cost of this project is Rs. 1588.81 crore out of which cost of development of IMS Nagpur including relocation of Railway Quarters, Structures is Rs. 1288.81 crore, while the cost of improvement of road connectivity to IMS Nagpur is Rs. 300 crore.

The project includes construction of an environment-friendly building – its roof will be designed so as to collect rain water for harvesting, and for installation of solar panels to reduce the overall energy consumption. The complex will provide world-class amenities like integrated ticket counters, Kiosks, transit platforms, travellers, escalators, lifts, spacious waiting rooms, retail shops, food courts etc. leading to improved convenience and comfort for transit passengers. It will have car parking for 1000 cars, 148 Bus Bays, Internal roads for circulation.

Cabinet Approves MOU Between India And Austria On Technology Cooperation For Road Infrastructure

The Union Cabinet, chaired by the Prime Minister Narendra Modi has approved the signing of the Memorandum of Understanding (MoU) between the Ministry of Road Transport and Highways, India and the Federal Ministry of Transport, Innovation and Technology, Austria on Technology Cooperation in the Road Infrastructure Sector.

Impact: The MoU aims to create an effective framework for bilateral cooperation in the field of Road Transportation, Roads/Highways infrastructure development, management and administration, Road safety and Intelligent Transport Systems between both countries.

The MoU will further strengthen ties, promote long standing bilateral relations and enhance trade and regional integration between Republic of India and the Republic of Austria.

Benefits: The Indo-Austrian bilateral cooperation in the road transport sector would be beneficial both from the



perspective of enhanced road safety as well as attractive financing possibilities for the sector, thus fostering and intensifying the already good relations between the two countries, through the proposed MoU in the Transport sector.

Background: India has had good diplomatic relations with Austria since the establishment of bilateral ties between the two countries in 1949. Both countries share a history of friendly economic and diplomatic relations. Austria has state of the art technologies for roads and highways, such as electronic toll systems, intelligent transportation systems, traffic management systems, tunnel monitoring systems, geo-mapping and landslide protection measures.

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Daimler India Plans To Launch 50 New Products In 2019



Daimler India Commercial Vehicles (DICV) shared plans to launch about 52 new products in 2019 in exports and domestic markets, reported ETAuto.

Satyakam Arya, MD & CEO, DICV, told, "We are working on our exports product portfolio and would launch 25 to 35 new products to fill the white spaces. In total (exports + domestic) we will launch 52 products this year."

Notably, the fully-owned, Indian subsidiary of Daimler AG, last year produced 30,000 units of which 7000 units were exported to over 50 countries. DICV exports trucks for Bharat-Benz, Mercedes-Benz, Freightliner and Fuso brands. In 2018, DICV clocked 35% growth in truck sales of 22,532 units in the domestic market and achieved break-even.

The German automaker sees Indian technology transition

as big boost and will give them edge over local players. "We were waiting for such opportunity. We have been already exporting BS-VI compliant vehicles in the overseas market, thus we can be front runner to bring products compliant with new safety and emission norms," the Daimler executive said.

The German automaker sees Indian technology transition as big boost and will give them edge over local players

He said, "We have about 180 touch points in India right now and will reach to 350 touch points in the next two years," adding that the company will enter new segment based on new axle norms, wheelbase and further expand product portfolio with BS-VI. Talking about EV Arya said the company will bring them at the right time.

Recently, DICV rolled out trucks to meet the new axle load regulations. DICV Bharat Benz trucks with upgraded axle - a 55-tonne tractor and a 28-tonne rigid truck - are now commercially available at its dealerships across India.

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Advanced Braking Systems Made Mandatory For Large Vehicles



Advanced braking systems have been made mandatory for vehicles with nine or more seats to curb accidents and improve road safety, the government said on March 6, reported PTI.

The existing vehicles will be required to adopt the new provisions with effect from April 2021, while all new vehicles rolling out from April 2022 will have these pre-fitted.

"The Ministry of Road Transport & Highways has decided to mandate advanced braking systems, technologies and performance requirements for improved road safety and reducing accidents," the ministry said in a statement.

The provision will be binding on all vehicles with nine seats and above, it said.

This includes mandatory fitment of anti-lock braking system, introduction of stringent braking performance, endurance braking requirements, intelligent braking system to assist drivers in managing braking force, and electronic stability for better stability and to reduce roll

over, the statement said.

With this, Indian braking regulations will be at par with European standards.

Notably, advanced braking systems include anti-lock braking and traction control systems. An anti-lock braking system (ABS) prevents skidding, reduces stopping distance and allows one to steer his/her vehicle around obstacles he/she would otherwise hit.

***With this,
Indian braking
regulations will
be at par with
European
standards***

The system engages when it detects a wheel has locked and starts to skid. It then 'pumps' the brake (applying and releasing it) much quicker than one can.

On the other hand, traction control systems offer the added feature of improving your vehicle's traction on slippery surfaces when accelerating. The pioneer of ABS technology, WABCO has come up with an electronic braking system (EBS) that provides high comfort braking, increases safety and improves brake stability. An EBS significantly reduces the total cost of ownership over vehicle lifetime.

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Ashok Leyland Launches New Variants Of Its Guru And Boss Range



Recently, commercial vehicle maker Ashok Leyland launched the latest variants of intermediate commercial vehicle (ICV), GURU 1010 and medium duty vehicles (MDV) variant of BOSS: 1616 and 1916. Before, we rest to see how far they go in the Golden Truck race, it is time to learn what makes them competent in this competition.

GURU 1010 offers fuel efficiency and highest actual payload in the segment; ensuring maximum returns per kilometre for its owners. Equipped with the latest 3-cylinder UPCR EXP engine, it has strong and stylish features including hydraulically tiltable day cabin, high sided deck, larger windshield for all-round visibility and 6 speed synchromesh GB with over drive, among others. It comes with four different loading spans to cater various applications.

Furthermore, BOSS is 16 and 18.5 ton truck designed for enhanced axle-load as per the new regulations. The new 160 HP engine delivers the best-in-class mileage and pickup. Also, it comes with 4 different loading spans considering various applications.

Anuj Kathuria, President, Global Trucks, Ashok Leyland said, "The new GURU 1010, BOSS 1616 and BOSS 1916 are a result of customer feedback and market requirements. We have... Added more features that our customers want delivering profitability & driver comfort," reported ETAuto. He further said that these

vehicles score highly on fuel efficiency, payload, productivity and uses the advanced diesel-engine technology, which corresponds to more savings compared to other vehicles in the segment.

Notably, Ashok Leyland has been awarded LEED v4.1 Buildings Operations & Maintenance certification at the Platinum level for its corporate office building in Chennai, reported ETAuto. With this, Ashok Leyland becomes the first office in India and fourth in the world to receive this recognition.

NV Balachandar, President - HR, Communication and CSR, Ashok Leyland said, "We are the only corporate office in India to have received this certification. We have been associated with LEED for a decade and have observed great improvement in our energy and water savings, waste management, carbon footprint and the health of our employees through the use of LEED."

Gopalakrishnan Padmanabhan, Managing Director - APAC and Middle East, Green Business Certificate Institute (GBCI) said, "As the first project in India to receive LEED v4.1 Platinum certification, the firm's Chennai office serves as an international model for sustainability excellence. Existing buildings have a great potential to improve their efficiency and performance through LEED. Ashok Leyland has set a benchmark in the industry by creating a sustainable workspace in the automobile sector."

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Conference on Draft Logistics Policy at FICCI, Federation House, New Delhi—19-20 Feb. 2019

It has been a long standing demand of the logistics industry to the government that an updated and integrated policy on logistics is formulated, taking into account the current scenario in the industry, globally.

In deference to the views of the industry, the government has, at long last, come out with their draft policy and have circulated it to the stakeholders, for their comments, inputs and suggestions, before finalising the New Logistics Policy.

This conference was organised by FICCI on Feb. 19-20, 2019, to deliberate in this regard. A number of experts in this field who had gathered, did come out with good insights on the subject, which is likely to help the new department of logistics in the Ministry of Commerce and Industry to formulate the final policy.

Opening Session: After the welcome address by Y K Modi, Past President and comments from Dilip Chenoy, Secretary General-FICCI, who was the moderator, in which he referred to Suresh Prabhu, the Hon'ble Minister of Commerce and Industry as not being satisfied with just GST implementation, but also wanted to take the logistics movement forward.

Suresh Prabhu, in his Keynote address, announced that a separate Logistics Division has been created in the Commerce & Industry Ministry and he was of the opinion that it is a great opportunity to not just revamp, but also recreate the logistics system in our country. The services offered by logistics operators will undergo a sea change and leap-frog into the international market. Many job opportunities will be created. The Prime Minister has increased the scope of the department of industrial policy. Logistics Framework will be expanded. The contracts for this were opened recently and TCI was awarded the work. The Air Cargo policy announcement made in January in Mumbai and there have been other Ministries which have Apex roles in Aviation, Ocean, Railways, Roads, Commerce. Now, all this will be compacted into Integrated Logistics and all the hitches caused by multiple focal points smoothened. Speed and Cost are the primary focus. The special address by Binoy Kumar, the first Special Secretary (Logistics), now moved to the Ministry of Steel, who actually started the process of outlining the draft on integrated logistics, said that 10 months back they started the development of the draft of the national logistics policy and this has reached a point where we will discuss the

modalities. The Government has been keenly aware that logistics plays a large part in most factors, even in Ease of Doing Business (EOBD). Many portals have to be brought on a platform to facilitate integrated transport, like ICES, ICEGATE, RMS, TRANSPORT, etc.

N. Sivasailam, the current Special Secretary (Logistics), came next and said that they would like feedback on the identified point of the draft policy and what further needs to be done. Duration in which the project needs to fructify, would also be of interest. Some overlap will likely happen but that can be expected and ironed out. The cost of Logistics @ 14% would need to be brought down, otherwise we would be uncompetitive in the market. We

should look at our policies on export and import, as in both cases we increase the cost heavily in our country to the extent that we cannot re-export what we import and in exports, the added cost may not even permit the product to get exported at all.

Anand Swarup, Joint Secretary (JS) in the Ministry of Commerce & Industry announced that "Safar" app has been launched today, primarily for Crowd sourcing of

ideas in the trucking industry. Eventually, this will enable us to create the final policy and to identify the actual logistics cost. There are 18 thrust areas and to bring down logistics cost is of prime importance:

Policy thrust areas

This policy defines the key thrust areas for logistics in India, which will be the focus of the relevant ministries as well as act as a guidance to the state governments. The prioritized focus areas for logistics are detailed below:

1. Focusing on critical projects to drive an optimal modal mix and to enable first mile and last mile connectivity.
2. Driving development of Multi Modal Logistics Parks (MMLPs).
3. Driving interventions to reduce logistics cost and promote logistics efficiency for movement of key commodities.
4. Creating a single window Logistics e-marketplace.
5. Setting up a Logistics Data and Analytics Center by the National Council for Logistics, chaired by the Prime Minister.
6. Creating a Center of Trade facilitation and Logistics excellence (CTFL) and leveraging expertise of multilateral agencies.
7. Creating an Integrated National Logistics Action Plan and align with respective state development plans.
8. Support strengthening of the warehousing sector.
9. Enhancing transport and rolling stock infrastructure.
10. Streamlining EXIM processes to promote trade





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competitiveness. 11. Reducing dwell time for interstate cargo movement by road. 12. Promoting standardization in the logistics sector. 13. Ensuring seamless movement of goods at Land Customs Stations (LCS) and Integrated Check Points (ICP). 14. Generating employment, enhancing skilling and encouraging gender diversity in the logistics sector. 15. Strengthening the MSME sector through efficient logistics. 16. Promoting cross regional trade on e-commerce platforms through seamless flow of goods. 17. Promoting Green & Sustainable Logistics. 18. Setting up a Start-up acceleration fund.

Session-I - Strengthening Infrastructure Development to Reduce Logistics Cost Sushma Vasudevan from Boston Consulting Group (BCG) said we have still not correlated reducing logistics cost to improving bottom lines. How do we go about ushering in Green Logistics?

Shantanu Bhadkamkar, President, AMTOI, reiterated the need to study logistics cost segments in detail, to get at all the aspects like transport + taxes + wastage + others that comprise all the standard components that are calculated. Logistics is a force multiplier on other industries. There are no best practices as we have to build according to our requirements - one shoe does not fit all. One more point which Bhadkamkar was keen on correcting was the definition of Multi-modal logistics – sending cargo by air and using trucks for the first mile and last mile movements is NOT the Multi-modal logistics we are striving to achieve. Ramakrishna, Chairman, FFFAI, said Aviation and Ports have a streamlined system for all their carriers. Can this be done for containers too? Evacuation of containers can be done smoothly. The present cabotage rules, need to be reviewed. AFS facilities are needed, but making new ones are very expensive, hence we should use the under-utilized CFS facilities.

RS Subramanian, Chairman, Express Industry Council of India, said GST is turning out well since it permits entry to Mumbai without octroi, etc. Some hiccups are still there, but these will eventually go away. Express clearance of shipments is robust and 60 lacs shipments cleared since 2017, are the same as that cleared by ICEGATE. Fantastic support to the trade. Much of the regulations are of 1960's vintage, which need to be modernized and simplified. Required policies need to keep evolving.

Arun Salvi of FICCI, said that roads have got better and distances travelled are much more and there is greater movement by Highways. Railways have to catch up and improve their infra, (rake availability is not enough). Ports also have to be linked with above, as interdependence between these is pretty high. Warehouses are also an important aspect of the infra required. Asset utilisation is an important aspect which is often missed out. Bhadkamkar said that we must develop our culture of tolerance to business failures which will give us a healthy attitude to innovations and experimentation. Many such initiatives fail but if you succeed, it will change the way business is done.

Sushma re-counted Key take-aways, which indicated that:

- GST has had a positive aspect.
- Logistics is a force multiplier.
- Take a look at warehouse space.
- Must have consistent policies at all levels and ministries.

Session -II Driving New Technology and Start-ups in Logistics. Saibal Chakraborty the session moderator stated that Blackbuck is the largest online service and Rivigo with their relay driver system, aims / interventions expected:

*single window marketplace *information of a planning tool for import movement of products-is rail cheaper or roads at that point in time? /*logistics is a largely disorganised sector, hence, big challenge in organising.

Amar More, Director, Kale Solutions, said that IATA tracks E-AWBs progress of India from # 117 to now, when it is at # 6, which a big jump. Telecom and transportation technology change was accepted much faster, but logistics is taking more time, though it needs it more. Marketplace will only give the details of prices, routes, etc., but in the linkup goes further. This integration goes on to give much more info like GPS, traceability of shipments, updates, etc. One such setup exists between India and The Netherlands.

Julian Michael Bevis, Senior Director, The Maersk Group, has worked in India for 17 and half years over 22 years, was of the opinion that The Draft policy is well documented and necessary, but we have not addressed Railways, Skilling, etc. Just putting everything in consolidated form and digitalizing it, is not the answer. We need to have a strong physical Infra aspect to the work involved. To encourage start-ups, there has to be money in it and clarity that would be to the benefit of all. Interaction with academics would also be a good thing. Logistics is a joined-up game, but a lot of people talk in pockets.

Arun Pandit, Head of B2B Sales, LoadShare Networks, said that they were E-Commerce, technology based, facilitators, with a lot of info-exchange, Blockchain type app. When a tender has to be filled, we are told to wait for 5 years as per rules, by which time we will not remain a start-up anymore.

Session III -Facilitating Efficient Logistics Processes: Samidha Gupta, Principal, BCG, spoke on streamlining Exim trade.

Prakash Balasubramanian, Head-Strategy, NTC Logistics India, said that everybody talks on ODC. Reminds us of the scientist who made a large opening on the door for his dog and when puppies were born, he made three more small openings for them. Truck turnaround time is a big challenge, hence, ODC need not be carried out on roads, as it is quite inconvenient.

Samir Shah said that India is not just one country, It is a very diverse place and the situation is different at different places, but there is no reference to the Trade Facilitation Agreement (TFA) which is a wonderful agreement. We also should not be worried about the number of documents required and the ways to reduce it. Just put everything on EDI and that is all you need to do. Logistics is a people Industry. It is a job creator but will not remain so for long if we do not have people to fill the jobs. Attrition of 22- 25% can be borne with. Mandatory training is essential, not only in the beginning, but also over periods of time. Ladies will be a big asset in logistics - you can see that in many countries they form around 50% of the work force. In India

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it is around 8%. Money is important to all, not only to start-ups.

Abhishek Prakash Rao, said that Varuna Integrated Logistics is a huge Containerized Transporter, with 2000 vehicles in the country. Drivers used to make a detour leaving toll booths, in order to make more money by saving from using on FastTAG. It was only after a new incentive policy was worked out, which approximately doubled their take that they accepted to go through the FastTAG route. Skilling is important but what about speeding up the process. Training has to be a continuous process. Standardisation should be done, not for its own sake, but at important points to help in our objectives.

Amit Punaini, Co-Founder, Truck Suvidha, who launched the app of the same name in 2014 found that ladies are good multitaskers and good workers. A couple of questions in the Q&A were keen on regulatory provisions, like if a taxi is detained for a while, there is a detention charge. Similarly, there should be detention charges for holding of goods by the Transporter. In the audience, Captain Ramanujam made a comment about Africa seeking support for skilling. We can develop a facility to train people, since we have the faculty and can really do this in 10 years or so and take the lead and beat China at this game.

Session – IV-Levers for Optimizing Agri-Logistics in India: Moderator DP Mohapatra, Advisor (Trade), Ministry of Agriculture and Farmers' Welfare, said that Agri-logistics is very important to reduce wastage. We do only 2-3% of the world trade in Agri-logistics market. Doubling of farmers' income can also come from reducing wastage.

Vikas Yadav, Director, Future Warehouse Solutions, said commercial warehousing space started in 2007 with warehouses in five states. Land is a state subject and a touchy sensitive point. We need a clear land policy in the country and palletised warehouse space would help to do proper warehousing and not godown management.

Manav Suri, VP, Cold-chain Operations, Suri Agro Fresh and Sr. Member, Federation of Cold Storage Associations of India, said that there were different kinds of storage - availability of reefer trucks though there is a challenge, especially for one-way trips. Palletized stock is not easy with the reefers, without real standardized sizes. Bringing non-palletized goods and then palletizing later can give a wastage of 20-25%, which is very high, against 10 to 15% normally, as specialised warehouses are not really available. An item costing rupees 200 per kg is packed in the same place in which material worth rupees 5 per kilo is stored.

Animesh Saxena, Executive Member, FISME, gave the MSME perspective that the costs are too high. If you want to airlift from Delhi to Mumbai, the cost is more than from Delhi to Tokyo. Containerization costs are very high @ INR 7000, which we are not allowed to do, without using unionised services which can go up three times. In the Q&A, while commenting on the Land Act, one person stated that when the government offered lands at low prices in many ways (but not for business), the

bureaucracy holds up work many times.

Another query on the Logistics Act was on the fact that GST can be paid after one month, so why not the same for payments due?

SL Ganapati mentioned that duty deferment is very little in our country, but AEOs have a lot of conditions as barriers.

Vikas Yadav, explained that one main reason palletized cargo is not yet in favour is the capex cost. Even MNCs find it cheaper to pack in non-palletized form, at present.

Arvind Agarwal, Sr. Manager, Celebi, said Reefers are not available in adequate quantities. Vipul Bhalla, Oman Air, commented that there is just a lone phyto-sanitary certifier in Goa and when he goes out of station on work, the perishable centre there closes down. The facilities at some of these airport is not okay.

Somebody else said that this issue happens at Chennai Airport too, why talk of Goa, etc. The Customs person leaves at 10:00 p.m. closing the department. We must look for solutions and privatise these functions by outsourcing to provide 24 hour service. When we can do this for issuing passports, we should not have any problem on this score. It is clear that Exports have to be 24/7, while Imports need not be.

Mohapatra, while rounding-up the session, said that one point missed was that some items we do not have, but need, have a huge duty and a huge tax slab, which has to be brought to the notice of the government authorities.

Sushma Vasudevan mentioned the keytake-aways from this session:

- *Specialised cold storage required

- *Palletizing of Cargo

- *Rationalise Air Cargo charges

Rationalise rules by updating of Acts to make it relevant for these times.

Concluding Session. SP Singh recalled that many years back the market share percentage split between Roads: Rail was 21: 79. Today, this is almost reversed. How do we plan to increase share of waterways to 25% and also Railways from 31 to 50%? This will help them to plan better for any advantage. Lower freight station railway charge for Wagon with goods, but on return trip the same charges were taken for empty Wagons. Now 5% rebate is offered till this year end. Another sore point is the two week wait in queue in Petropole. SL Ganapati said that DFIC must be linked with logistics policy. Another grouse pertained to the Railways as being very costly owing to time taken being too high - for around 200-300 kms trips it is slow taking 4 to 5 days. Road is preferred for transacting these distances. The main problem is that local unions for transport and labour raise costs unbearably. The question from the government is- do we need a regulator? Sivasailam asked if we need to regulate market failures? Ramakrishna said that we needed to bring discipline and price into rational space. Sivasailam assured that they would build power parity. It is definitely about time.

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द्वारका एक्सप्रेसवे और दिल्ली-मुंबई एक्सप्रेसवे की आधारशिला रखी

विदेश मंत्री सुषमा स्वराज, वित्त और कारपोरेट मामलों के मंत्री अरुण जेटली और सड़क परिवहन, राजमार्ग, शिपिंग, जल संसाधन, नदी विकास और गंगा संरक्षण मंत्री नितिन गडकरी ने दिल्ली में 8 लेन पहुंच नियंत्रित द्वारका एक्सप्रेसवे के विकास और दिल्ली-मुंबई एक्सप्रेसवे निर्माण की आधारशिला रखी। उन्होंने इस अवसर पर वीडियो लिंक के माध्यम से जयपुर रिंग रोड का भी उद्घाटन किया। सड़क परिवहन और राजमार्ग, शिपिंग, रसायन और उर्वरक राज्य मंत्री मनसुख मंडाविया, योजना (स्वतंत्र प्रभार), रसायन और उर्वरक राज्य मंत्री राव इंद्रीजीत सिंह तथा खेल (स्वतंत्र प्रभार), सूचना और प्रसारण राज्य मंत्री कर्नल राज्यवर्धन राठी तथा हरियाणा के मुख्यमंत्री मनोहर लाल भी इस अवसर पर उपस्थित थे।

इस अवसर पर सुषमा स्वराज ने कहा कि ये तीन परियोजनाएं हरियाणा और दिल्ली के लिए उपहार हैं। दिल्ली-मुंबई एक्सप्रेसवे मेवात क्षेत्र के भविष्य को बदलकर इसे देश के औद्योगिक मानचित्र में शामिल कर देगा। उन्होंने इस बात के लिए सराहना की कि इन नई सड़कों पर बीस लाख से अधिक नये पेड़ लगाए जाएंगे। ये सड़कें निकट भविष्य में पर्यटकों के आकर्षण को संभावना दर्शाती हैं।

अरुण जेटली ने कहा कि दिल्ली-मुंबई एक्सप्रेसवे देश के दो सबसे अधिक महत्वपूर्ण माल-भाड़ा केंद्रों को आपस में जोड़ देगा, जिससे आर्थिक गतिविधियों को बढ़ावा मिलेगा और रोजगार के अधिक अवसर पैदा होंगे। उन्होंने ने देश में राष्ट्रीय राजमार्गों का नेटवर्क विकसित करने के लिए गडकरी के प्रयासों की सराहना करते हुए कहा कि उन्होंने इस क्षेत्र को 29 किलोमीटर राजमार्गों का प्रतिदिन निर्माण करने के स्तर पर ला दिया है, जबकि इससे पहले केवल 7 किलोमीटर राजमार्ग ही बनाए जाते रहे हैं। उन्होंने बताया कि देश के लगभग 91 प्रतिशत गांव मुख्य सड़कों से जुड़ गए हैं।

गडकरी ने कहा कि एक्सप्रेसवे और राजमार्गों का विकास करते समय प्रदूषण स्तर को कम से कम करने के बारे में पूरा ध्यान दिया जाता है। दिल्ली-मेरठ एक्सप्रेसवे, धौला कुंआ फ्लाईओवर निश्चित रूप से यातायात जाम की समस्या को कम करके शहर में वायु की गुणवत्ता को सुधारने में मदद करेंगे। दिल्ली-मुंबई एक्सप्रेसवे



स्मार्ट शहरों के विकास को बढ़ावा देने के साथ-साथ स्थानीय लोगों के लिए रोजगार के व्यापक अवसर पैदा करेंगे। उन्होंने बताया कि मंत्रालय में 15 लाख करोड़ से अधिक लागत की परियोजनाओं पर कार्य किया जा रहा है और इन्हें भ्रष्टोचार मुक्त माहौल में पूरी पारदर्शिता से लागू किया जा रहा है। सभी परियोजनाएं समय सूची के अनुसार पूरी की जा रही हैं।

दिल्ली-बड़ोदरा-मुंबई एक्सप्रेसवे एक 1320 किलोमीटर लम्बी ग्रीन फील्ड परियोजना है, जिसकी अनुमानित लागत 90 हजार करोड़ रुपये है। मौजूदा दिल्ली-मुंबई राष्ट्रीय कॉरिडोर राष्ट्रीय राजमार्ग नेटवर्क का एक बहुत व्यस्त और महत्वपूर्ण मार्ग है। इस पर औसत यातायात 80 हजार पीसीयू प्रतिदिन से अधिक है। प्रस्तावित दिल्ली-बड़ोदरा-मुंबई रोड से दिल्ली मुंबई के बीच मौजूदा दूरी 150 किलोमीटर कम हो जाएगी। दिल्ली-बड़ोदरा एक्सप्रेसवे को 45,000 करोड़ रुपये की लागत से पांच चरणों में पूरा किया जा रहा है। 29 किलोमीटर लम्बे, द्वारका एक्सप्रेसवे (राष्ट्रीय राजमार्ग 248 बीबी) का निर्माण 9000 करोड़ की लागत से किया जा रहा है। यह शिवमूर्ति से शुरू होकर राष्ट्रीय राजमार्ग-8 पर खेडकी धौला तक जाएगा। राष्ट्रीय राजमार्ग 8 का यह खंड दिल्ली-जयपुर-अहमदाबाद-मुंबई का एक हिस्सा है। इस पर प्रतिदिन तीन लाख पीसीयू से अधिक का यातायात होता है। यह एक्सप्रेसवे द्वारका के सेक्टर 25 में निर्माणाधीन प्रदर्शनी एवं सम्मेलन केन्द्र तक सीधी पहुंच उपलब्ध कराएगा। 57 किलोमीटर लम्बी 6 लेन वाली जयपुर रिंग रोड को 1217 करोड़ रुपये की लागत से पूरा किया गया है। इससे जयपुर शहर में यातायात जाम और प्रदूषण को काफी कम करने में मदद मिलेगी।

कैबिनेट ने एनएच-127बी पर धुबरी और फूलवारी के बीच ब्रह्मपुत्र नदी पर चार लेन वाले पुल व पहुंच मार्ग के निर्माण को मंजूरी दी

प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में आर्थिक मामलों की मंत्रिमंडल समिति ने असम व मेघालय राज्य में एनएच-127बी पर धुबरी (उत्तरी तट, असम) और फूलवारी (दक्षिणी तट, मेघालय) के बीच ब्रह्मपुत्र नदी पर चार लेन वाले पुल व पहुंच मार्ग के निर्माण को मंजूरी दी। पुल की कुल लंबाई 19.282 किलोमीटर होगी।

पुल का निर्माण पूर्वोत्तर सड़क नेटवर्क कनेक्टिविटी परियोजना चरण-3 के अंतर्गत किया जाएगा। इस निर्माण के लिए जेआईसीए ऋण सहायता उपलब्ध कराएगी।

कुल निर्माण लागत 4997.04 करोड़ रुपये है। इसमें सिविल निर्माण लागत 3548 करोड़ रुपये है। इसमें 55.68 करोड़ रुपये की धनराशि शामिल है, जिसे जमीन अधिग्रहण, पुनर्वास और अन्य निर्माण गतिविधियों के लिए निर्धारित किया गया है। परियोजना लगभग 6 वर्षों में पूरी होगी।

परियोजना का रणनीतिक और सामाजिक-आर्थिक महत्व है। पूर्वोत्तर राज्यों के आर्थिक रूप से सर्वाधिक पिछड़े जिलों के विकास के लिए यह परियोजना बहुत उपयोगी सिद्ध होगी। पुल के निर्माण से यात्रा की दूरी 205.3 किलोमीटर से कम होकर सिर्फ 19.282 किलोमीटर रह जाएगी। असम के धुबरी और मेघालय के फूलवारी के बीच यात्रा अवधि 5 घंटे से कम होकर 20 मिनट रह जाएगी। पुल के निर्माण से मेघालय के पश्चिमी क्षेत्रों तथा असम के बराक घाटी क्षेत्र और पूर्वोत्तर के दक्षिणी राज्यों-मणिपुर, मिजोरम और त्रिपुरा तथा देश के अन्य भागों से दूरी कम हो जाएगी।



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भारत सरकार
सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय
राज्य सभा
अतारांकित प्रश्न सं. 1198
उत्तर देने की तारीख 13.02.2019

प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के तहत वित्तपोषित सूक्ष्म उद्योग

1198. श्री हुसैन दलिई:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत तीन वर्षों के दौरान प्रधानमंत्री रोजगार सृजन कार्यक्रम के तहत वित्तपोषित सूक्ष्म उद्योगों की संख्या क्या है तथा इसके लिए केन्द्र द्वारा राजसहायता प्रदान करने के लिए राज्य-वार और वर्ष-वार कितना खर्च किया गया;
- (ख) इस अवधि के दौरान इन परियोजनाओं का कितना प्रतिशत महिलाओं, अनुसूचित जाति/अनुसूचित जनजाति अल्पसंख्यकों और शारीरिक रूप से विकलांग उद्यमियों का है तत्संबंधी राज्य-वार और वर्ष-वार ब्यौरा क्या है;
- (ग) इस योजना के तहत वित्तपोषित परियोजनाओं की संख्या का क्षेत्र-वार अलग-अलग ब्यौरा क्या है;
- (घ) इस योजना के तहत ऋण स्वीकृत करने में विलंब क्यों हो रहा है; और
- (ङ) इन विलंबों का समाधान करने के लिए कौन-कौन से कदम उठाए गए हैं ?

उत्तर

सूक्ष्म, लघु और मध्यम उद्यम राज्य मंत्री (स्वतंत्र प्रभार)

(श्री गिरिराज सिंह)

- (क) वर्ष 2015-16 से 2017-18 तक प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत स्थापित परियोजनाओं/उद्यमों की राज्यवार संख्या और संवितरित मार्जिन मनी अनुबंध-I में दी गई है।
 - (ख) वर्ष 2015-16 से 2017-18 तक प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत महिला उद्यमियों, अनु.जाति/अनु. जनजाति, अल्पसंख्यकों और दिव्यांगजनों द्वारा परियोजनाओं का राज्यवार प्रतिशत अनुबंध-II में दिया गया है।
 - (ग) वर्ष 2015-16 से 2017-18 तक प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत कित्त-पोषित परियोजनाओं की संख्या का उद्योग समूह वार ब्यौरा अनुबंध-III (ग, ख, क) में कदया गया है।
 - (घ) और (ङ) आवेदन प्रवाह और निधि प्रवाह की प्रक्रिया को सरल और कारगर बनाने तथा पारदर्शिता और बेहतर प्रबंधन लाने और नोडल बैंक स्तर पर निधियों की पार्किंग रोकने के लिए एक ऑनलाइन पीएमईजीपी-एमआईएस वेब पोर्टल आरंभ किया गया है। सभी आवेदनों और निधि प्रवाह की निर्धारित समय सीमा में ऑनलाइन कार्यवाही की जाती है।
- पीएमईजीपी के अंतर्गत ऋण आवेदन की जांच की जाती है और जिला स्तरीय कार्यबल समिति (डीएलटीएफसी) में कार्यवाही की जाती है। (डीएलटीएफसी) द्वारा सिफारिश किए गए आवेदनों को बैंकों को अग्रोषित किया जाता है। पीएमईजीपी के अंतर्गत ऋण की स्वीकृत के लिए प्रत्येक परियोजना की व्यवहार्यता के आधार पर अपना ऋण निर्णय लेने के लिए बैंक सशक्त होते हैं।
- डीएलटीएफसी को 45 दिनों के भीतर आवेदन क्लियर करने पड़ते हैं। डीएलटीएफसी स्तर पर विलंब की स्थिति में, बैंक सीधे आवेदन ले सकते हैं। भारतीय रिजर्व बैंक के अनुदेश अनुसार, बैंक ऋण आवेदन की प्राप्ति की तारीख से 30 दिनों के भीतर सूक्ष्म क्षेत्र के ऋणों की स्वीकृत के लिए अधिदेशित हैं। तथापि, संतोषजनक जांच करने के लिए बैंक प्रायः आवेदन पर कार्यवाही करने के लिए 30 दिन से अधिक समय लेते हैं।

CJ Darcl Logistics is one of the India's leading transportation and logistics company with annual group turnover of ₹1898.27 Crores (2016-17) catering to nation's leading private and public sector corporates through a pan India network of nearly 200 branches with a strong and experience team of over 3000 human resource capital covering all major port cities and industrial town in the country. Company's growth genesis can be traced back to more than four decades.

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

GST pushes logistics, warehousing space take up to all-time high in 2018

The implementation of the Goods & Services Tax has propelled India's logistics and warehousing absorption to an all-time high of over 24 million sq ft in 2018, recording a growth rate of over 40% compared to 2017, showed data from CBRE South Asia.

Overall in 2018, Mumbai, followed by NCR, Bangalore and Chennai dominated leasing, accounting for more than 70% of the space take-up.

The second half of 2018 has witnessed robust leasing activity with about 14.3 million sq ft of space take up, a 46% increase on a half-yearly basis. Mumbai dominated leasing activity with a share of about 21%, followed by Delhi-NCR's 20% and Chennai's 16% share.

As expected, GST has resulted in the abolition of state-level VAT check-posts which in turn has reduced transit time. Corporates are now gradually consolidating into larger warehouses to reduce their total numbers of facilities, which in turn reduces operational cost and improves efficiency.

"With technology permeating the logistics sector, coupled with the government's push to the sector, corporates will be driven to opt for large, modern warehouses as they would seek to leverage the new GST regime as well as consolidate and expand their operations. This demand we feel, would further be boosted by the entry of various private equity firms and foreign players in the Indian logistics market," Anshuman Magazine, Chairman and CEO, India, South East Asia, Middle East and Africa, CBRE.

The count of large sized deals with size of over 1 lakh sq ft almost doubled in 2018 compared to 2017. The implementation of GST coupled with quality supply from developers has resulted in average size of deals increasing to around 90,000 sq ft in 2018 from 75,000 sq ft in 2017. Similarly, the second half of 2018 witnessed around 28% of the leasing in such large sized transactions.

*We foresee Indian e-commerce companies, 3PL

players and online grocery chains to increasingly use innovative tech solutions to improve inventory management. The sector is also likely to observe increased levels of institutional funding and more formal sources of capital as private equity firms and developers are already indicating interest to acquire land parcels across various locations," said Jasmine Singh, Senior Executive Director - Advisory & Transaction Services, India, CBRE.

Sectors that contributed to the growth of leasing activity in the second half of 2018 was majorly led by third-party logistics (3PL) service providers with a share of about 40%, followed by engineering and manufacturing with 22%, e-commerce 21%. Sectors such as retail, fast moving consumer goods FMCG, electronics also contributed to the overall leasing activity during the period.

Rentals continued to appreciate for several micro-markets across cities. The Western corridor in Hyderabad observed the highest rental appreciation at 20% on a half-yearly basis followed by the Western and Northern belts in Chennai; with rental increments of 8-11% on half-yearly basis.

Meanwhile, other micro-markets such as NH-8 in Delhi-NCR, the Northern Corridor in Hyderabad, and NH-24 in Ghaziabad, reported a rental appreciation of 1-3% on a half-yearly basis. The increase could be attributed to sustained demand and regular enquiries from various occupiers. Rentals in other micro-markets across cities remained stable during the review period, CBRE said in a report.

Rental values for warehousing spaces across various micro-markets are anticipated to appreciate in short to medium term. Considering persistent demand levels coupled with expected advanced developments by organized players is likely to enhance rental values across various micro-markets. Also, the growing demand for industrial spaces in various cities is also likely to fuel rental appreciation in forthcoming quarters.

सरकार की स्क्रेप नीति से त्रस्त एनसीआरवासी

वाहनों की उम्र बढ़वाने के लिए एनसीआर के बाहर के जिलों में रजिस्ट्रेशन करवाने लगे हरियाणा के ट्रांसपोर्ट

चण्डीगढ़, 1 मार्च।

एनसीआर में आने से यहां के लोग अपने वाहनों की उम्र बढ़वाने के लिए एनसीआर के बाहर के जिलों में रजिस्ट्रेशन करवाने में लगे हैं। इससे वह पांच साल तक और अपने वाहन को रखने का तरीका निकाला है। क्योंकि एनसीआर में पेट्रोल के वाहन 15 साल और डीजल के वाहन 10 साल ही मान्य हैं। इसके बाद रेकिंग में पकड़े गए तो इनको जब्त कर लिया जाएगा। जबकि एनसीआर के बाहर पेट्रोल के वाहन 20 साल और डीजल के 15 साल तक चल सकते हैं। इसलिए वाहन संचालक अपने रिस्तेदार, दोस्त और अन्य विश्वासदार लोगों के नाम वाहन कराकर अपने पास रख रहे हैं।

कॉमर्शियल व्हीकलों की हर महीने औसतन 100 एनओसी, जबकि पर्सनल वाहनों की 300 एनओसी करनाल से कैथल, कुरुक्षेत्र, यमुनानगर में जा रही है। इस स्थिति में पांच साल तक और पब्लिक ठुलें वाहन को रख पाएंगी, लेकिन जिस डेडलैक्स से वह फैसला लिया गया था, वह पूरा नहीं होगा। डेडलैक्स था कि प्रदूषण का स्तर कम रहे। करनाल के एनसीआर में आते ही पेट्रोल के 15 साल के नजदीक 1.30 लाख वाहन पहुंच रहे हैं, जबकि डीजल के 70 हजार हैं। इन वाहनों के संचालक अपनी गाड़ियों की मियाद रखने के लिए एनओसी ट्रांसफर कर दूसरे जिले

के एड्रेस प्ररख रहे हैं।

एनओसी लेने वाले आवेदकों का कहना है कि उनके वाहन सही हैं और पांच के बजाए 10 साल भी उनके पास चल सकते हैं। इस फैसले में संशोधन की जरूरत है। इसके लिए वाहनों की फिटनेस चेक करनी चाहिए। सभली गांव के हैम्पी ने बताया कि उन्होंने टपपना गांव से 2002 मॉडल कार ली है। करनाल में इसकी मियाद दो साल पहले ही पूरी हो चुकी है। कुरुक्षेत्र में किसी के नाम कार करवाकर तीन साल और चला सकते हैं। जबकि सभली गांव करनाल में ही है। करनाल में रजिस्ट्रेशन नहीं हुआ है।

ट्रक यूनियन विरोध में, क्रिस्तमी पुरी नहीं होती

इस फैसले से ट्रक यूनियन विरोध में आ चुकी है। यूनियन के प्रतिनिधि राजू, करतार सिंह सहित अन्य मुख्यमंत्री से मांग कर चुके हैं कि उनको गाड़ियों की फिटनेस के आधार पर रजिस्ट्रेशन किया जाए। 10 साल में उनके ट्रकों को क्रिस्त भी पूरी नहीं होती। इससे उन्हें काफी नुकसान होगा।

**अण्डरलोड
भरिये
शान से चलिए**

Boost to road transport! Foundation stone for Delhi-Mumbai Greenfield Expressway laid down.

External affairs minister Sushma Swaraj, finance minister Arun Jaitley and transport minister Nitin Gadkari laid the foundation stones for development of 8-lane access controlled Dwarka Expressway and Delhi-Mumbai Expressway in Delhi on Friday. The Delhi-Mumbai Expressway will link two of the most important freight centres of the country.

The Delhi-Vadodara-Mumbai Expressway is conceived as a 1,320 Km greenfield project with an estimated cost of Rs 90,000 crore. It may be noted that the existing Delhi-Mumbai National Corridor is one the busiest and most critical routes of the national highways network, witnessing average traffic of more than 80,000 PCUs per day. Considering the present traffic scenario, it was decided to develop an alternative alignment connecting Delhi with Vadodara, on linking up with the proposed Vadodara-Mumbai Expressway, would create seamless connectivity between Delhi and Mumbai.

The proposed Delhi-Vadodara-Mumbai Expressway will result in an overall reduction of about 150 km in the present distance between Delhi and Mumbai. In addition, Delhi-Vadodara expressway would also act as an expressway to Jaipur via the already developed Jaipur-Dausa NH-

11. The expressway will also reduce the distance to other important economic centres of Kota, Bhopal and Indore from Delhi by about 100 Km. People will be able to travel between Delhi and Mumbai within 12 hours with this proposed highway.

Finance minister Jaitley said on the occasion that the expressway will boost economic activity and generate great employment opportunities.

Worth mentioning here is that foundation stone for 8-lane access controlled Dwarka Expressway was also laid down. The 29 Km Dwarka Expressway is being built at a cost of Rs 9,000 crore and it will start from Shiv Murti and will terminate near Kherki Daula on NH-8. This section is a part of Delhi-Jaipur-Ahmedabad-Mumbai arm of Golden Quadrilateral and Delhi-Gurgaon section is presently carrying traffic of over 3 lakhs PCUs, much beyond the designed capacity of this highway, leading to severe congestion.

Dwarka Expressway has been conceived as a bypass of Gurgaon. This Expressway stretches 18.9 Kms in Haryana and 10.1 Kms in Delhi. It is also proposed to provide western connectivity to Indira Gandhi International Airport from Dwarka side from this expressway, providing alternate connectivity to the airport for west Delhi and Haryana.

हाटा सेक्टर के 'ए' पिकप ट्रक को छोटा हावी और गाज दुलाई के पुनर्गठन को बैलगाड़ी कहा जाता है। इसमें सड़की बंद हो गई है कि सड़क पर दोपरी गए जाते हैं और ट्रैफिक के आंकड़ों के संघर्ष में दोनों शामिल हैं। तमन गजनी में से एक गजह यह भी है कि सरकार की सड़क विकास एजेंसी को जेस महावाहक राज्य सड़क विकास निगम (एनएसआरडीसी) से लिए गए आंकड़े भारतीय राष्ट्रीय राजमार्ग अधिकांश (एनएचएआई) के डेटा के आंकड़ों से अलग हो सकते हैं।

नॉबल महीने में एनएसआरडीसी ने टोल ऑडिट कर्मी के लिए बोली आमंत्रित की थी। इन कर्मी ने ट्रैफिक का आकलन करने में एनएसआरडीसी की मदद की और इस तरह से एनएसआरडीसी का इन खर्चों पर कर संघर्ष का आंकड़ा आएगा, जिनके टोल संघर्ष का टेसा निजी ठेकेदारी को दिया गया है।

एनएसआरडीसी ने नॉबल में जारी निविदा में मांग की है कि वाहनों की संख्या के मामले में 95 प्रतिशत और वाहनों की गतिशीलता के मामले में 90 प्रतिशत सटीक आंकड़े देने चाहिए। यह एनएसआरडीसी के बोली दस्तावेजों में की मांग की तुलना में कम है। एनएसआरडीसी की डिविजन हाइवेज मैनेजमेंट कंपनी (आईएनएससीएम) ने मार्च 2018 में गतिशीलता में 95 प्रतिशत से ज्यादा और गलना में 98 प्रतिशत से ज्यादा सटीक होने की मांग की थी। 90 प्रतिशत सटीक होने का मान्य यह है कि अगर एनएसआरडीसी क्लॉक ऑडिट या ठेकेदार द्वारा रिपोर्ट किए गए आंकड़ों के निराल में 10 प्रतिशत तक का अंतर आता है तो परकीय प्रेक्षा की जाएगी।

कुछ ठेके में यह निगम है कि अगर टोल ऑडिट कर्मी के आंकड़े में 10 प्रतिशत से ज्यादा का अंतर आता है तो टोल कर्मी दंडित

की जाएगी। अगर टोल ऑडिट कर्मी ज्यादा वाहन और टोल संघर्ष करने वाला कम वाहन दिखाता है तो इस अंतर को जापने के लिए जांच की जाएगी है। अगर ऑडिट कर्मी कम वाहन दिखाती है और टोल संघर्ष कम कमाया दिखाती है तो टोल ऑडिट कर्मी पर जुर्माना का प्रावधान है।

आंकड़े सटीक न होने की वजह कुछ लोग भारत की सड़कों की जटिलता को बताते हैं वहीं अन्य कहते हैं कि ज्यादा सटीक आंकड़े देने की अभी संभावना है।

महाराष्ट्र की 2018-19 की आर्थिक राशियां के दस्तावेजों के मुताबिक एनएसआरडीसी का आर्थिक और पूरी तरह से तैयार परिचालन का कुल कर संघर्ष अक्टूबर 2017 तक 7,636 करोड़ रुपये का था।

भारत की सड़क परिवहनमंत्री पर काम करने वाले एक निजी डिविजन कर्मी के सीईओ अधिकारी ने इसकी अलग गजह बताया है। उन्होंने कहा, 'आंकड़ों के सटीक न होने की एक वजह सड़कों पर वातावरण के माध्यम को लेकर भी है। राज्य की सड़कों पर लगभग सड़क के वाहन चलते हैं। उदाहरण के लिए छोटा हावी को गतिशीलता करवा कठिन है। राष्ट्रीय राजमार्ग पर ज्यादा संगठित वातावरण हो सकता है, जिसका गतिशीलता आसान है।'



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AIR FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2019	Jan. 2018	% Change	2018-19	2017-18	% Change
(A) 20 International Airports							
1	Chennai	29541	32252	-8.4	345341	346735	-0.4
2	Kolkata	11323	12553	-9.8	131978	138604	-4.8
3	Ahmedabad	7550	6879	9.8	85997	76876	11.9
4	Goa	327	250	30.8	3842	3814	0.7
5	Jaipur	1272	1415	-10.1	14986	13223	13.3
6	Lucknow	516	533	-3.2	5760	5476	5.2
7	Guwahati	1994	1532	30.2	19783	19018	4.0
8	Trivandrum	1924	2262	-14.9	19834	24197	-18.0
9	Bhubaneswar	858	586	46.4	7752	6467	19.9
10	Calicut	1763	1391	26.7	13312	15814	-15.8
11	Srinagar	574	545	5.3	6753	6242	8.2
12	Coimbatore	953	760	25.4	10802	8640	25.0
13	Amritsar	101	93	8.6	1368	1388	-1.4
14	Mangalore	175	173	1.2	2836	2156	31.5
15	Varanasi	284	95	198.9	2259	1024	120.6
16	Port Blair	689	675	2.1	5007	4641	7.9
17	Trichy	608	593	2.5	5628	5377	4.7
18	Imphal	528	349	51.3	5196	3500	48.5
19	Vijayawada	0	0	-	382	0	-
20	Tirupati	0	0	-	0	0	-
Total		60980	62936	-3.1	688816	683192	0.8
(B) 7 JV International Airports							
21	Delhi (DIAL)	86340	77412	11.5	871519	807949	7.9
22	Mumbai (MIAL)	76034	76347	-0.4	804915	746401	7.8
23	Bangalore (BIAL)	29148	27252	7.0	325010	288292	12.7
24	Hyderabad (GHIAL)	11429	10853	5.3	120217	111273	8.0
25	Cochin (CIAL)	6107	4601	32.7	57767	62054	-6.9
26	Nagpur (MIPL)	748	604	23.8	8048	6607	21.8
27	Kannur (KIAL)	0	0	-	0	0	-
Total		209806	197069	6.5	2187476	2022576	8.2
(C) 8 Custom Airports							
28	Pune	2877	3272	-12.1	41266	34002	21.4
29	Patna	899	460	95.4	9599	5879	63.3
30	Visakhapatnam	0	279	-	3513	3541	-0.8
31	Bagdogra	561	346	62.1	5461	4313	26.6
32	Chandigarh	306	336	-8.9	4423	5263	-16.0
33	Madurai	317	164	93.3	4241	1930	119.7
34	Aurangabad	132	98	34.7	1780	1504	18.4
35	Gaya	0	0	-	0	0	-
Total		5092	4955	2.8	70283	56432	24.5
(D) 60 Domestic Airports							
36	Indore	896	853	5.0	10025	9082	10.4
37	Ranchi	347	349	-0.6	4476	3959	13.1
38	Raipur	462	321	43.9	4111	3423	20.1
39	Jammu	159	168	-5.4	1667	1543	8.0
40	Agartala	411	429	-4.2	4515	4589	-1.6
41	Udaipur	0	3	-	2	12	-83.3
42	Dehradun	26	12	116.7	186	195	-4.6
43	Vadodara	217	223	-2.7	2502	1881	33.0
44	Bhopal	171	98	74.5	1550	966	60.5
45	Leh	220	227	-3.1	1373	1263	8.7
46	Surat	51	0	-	830	212	291.5
47	Jodhpur	0	1	-	6	9	-33.3
48	Silchar	86	31	177.4	738	448	64.7
49	Rajkot	15	24	-37.5	206	246	-16.3
50	Dibrugarh	58	52	11.5	717	533	34.5
51	Rajahmundry	0	5	-	51	16	218.8

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Jan.		
		Jan. 2019	Jan. 2018	% Change	2018-19	2017-18	% Change
(D) 60 Domestic Airports							
52	Jabalpur	0	5	-	1	47	-97.9
53	Dimapur	23	32	-28.1	408	483	-15.5
54	Bhuj	2	3	-33.3	28	26	7.7
55	Juhu	30	31	-3.2	287	326	-12.0
56	Belgaum	0	0	-	0	0	-
57	Guggal(kangra)	0	0	-	0	0	-
58	Gorkhpur	0	0	-	0	0	-
59	Tuticorin	2	4	-50.0	31	17	82.4
60	Jorhat	2	4	-50.0	34	43	-20.9
61	Jamnagar	1	0	-	4	3	33.3
62	Khajuraho	0	0	-	0	0	-
63	Hubli	12	0	-	12	0	-
64	Allahabad	0	0	-	0	0	-
65	Cuddapah	0	0	-	0	0	-
66	Porbandar	0	0	-	0	5	-
67	Agatti	3	1	200.0	24	11	118.2
68	Kandla	0	0	-	0	0	-
69	Jaisalmer	0	0	-	0	0	-
70	Bhavnagar	0	0	-	0	0	-
71	Pondicherry	0	0	-	0	0	-
72	Bhunar	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	-	0	0	-
78	Pantnagar	0	0	-	0	0	-
79	Agra	0	0	-	0	0	-
80	Lakhimpur (lilabari)	0	0	-	0	0	-
81	Barapani (shillong)	0	0	-	0	0	-
82	Ludhiana						
83	Shimla	0	0	-	0	0	-
84	Tezpur	0	0	-	0	0	-
85	Kanpur(chakeri)	0	0	-	0	0	-
86	Kota	0	0	-	0	0	-
87	Salem	0	0	-	0	0	-
88	Jalgaon	0	0	-	0	0	-
89	Kishangarh	0	0	-	0	0	-
90	Sholapur	0	0	-	0	0	-
91	Kolhapur	0	0	-	0	0	-
92	Adampur (Jalandhar)	0	0	-	0	0	-
93	Pathankot						
94	Pakyong	0	0	-	0	0	-
95	Jagdalpur	0	0	-	0	0	-
(D) 60 Domestic Airports		3194	2876	11.1	33784	29338	15.2
(E) 7 St.Govt. / Pvt Airports							
96	Lengpui(aizwal)	47	54	-13.0	449	666	-32.6
97	Nanded	0	0	-	0	0	-
98	Shirdi	0	0	-	0	0	-
99	Vijayanagar	0	0	-	0	0	-
100	Durgapur	0	0	-	0	0	-
101	Nasik(Hal ozar)	14	0	-	181	0	-
102	Mundra	0	0	-	0	0	-
(E) 7 St.Govt. / Pvt Airports		61	54	13.0	630	666	-5.4
(F) Other Airports							
Grand Total (A+B+C+D+E+F)		279133	267890	4.2	2980989	2792204	6.8

Source: A.A.I.

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

(*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2017-18
KOLKATA												
Kolkata Dock System	TRF APRIL-FEB.'2019	761	504	7	150	25	2938	9033	596	3375	16802	
	TRF APRIL-FEB.'2018	725	701	-	197	22	709	8915	583	4478	15754	6.65
Haldia Dock Complex	TRF APRIL-FEB.'2019	7933	4379	377	214	349	15307	2833	163	7085	40782	
	TRF APRIL-FEB.'2018	7204	4599	1489	365	296	10960	2455	141	7006	36341	12.22
TOTAL: KOLKATA	TRF APRIL-FEB.'2019	8694	4883	384	364	374	18245	11866	759	10460	57584	
	TRF APRIL-FEB.'2018	7929	5300	1489	562	318	11669	11370	724	11484	52095	10.54
PARADIP	TRF APRIL-FEB.'2019	34542	1517	10738	114	4020	29317	173	11	6769	98729	
	TRF APRIL-FEB.'2018	31519	1398	11056	4	4024	26185	86	6	7149	93154	5.98
VISAKHAPATNAM	TRF APRIL-FEB.'2019	14697	1798	8993	1982	816	10112	7227	410	7917	59193	
	TRF APRIL-FEB.'2018	14589	1941	9366	1905	874	8022	6212	355	9015	57698	2.59
KAMARAJAR(ENNORE)	TRF APRIL-FEB.'2019	4255	106	-	42	-	21938	1028	906	47	3151	31426
	TRF APRIL-FEB.'2018	3922	93	-	-	-	20819	-	52	2356	27242	15.36
CHENNAI	TRF APRIL-FEB.'2019	12051	1427	-	26	222	-	28700	1487	6061	48487	
	TRF APRIL-FEB.'2018	12387	1439	-	27	148	-	27374	1418	6211	47586	1.89
V.O.CHIDAMBARANAR	TRF APRIL-FEB.'2019	533	899	160	248	410	8114	13542	670	3184	31261	
	TRF APRIL-FEB.'2018	595	782	-	295	1036	8530	12698	628	6426	33043	-5.39
COCHIN	TRF APRIL-FEB.'2019	19984	455	-	15	218	43	7343	538	1041	29099	
	TRF APRIL-FEB.'2018	17914	355	-	15	188	44	6958	503	1098	26572	9.51
NEW MANGALORE	TRF APRIL-FEB.'2019	23389	1888	4115	348	111	4642	1508	1721	765	38487	
	TRF APRIL-FEB.'2018	22572	1861	4473	472	114	3958	1932	1565	1230	38177	0.81
MORMUGAO	TRF APRIL-FEB.'2019	543	516	3972	235	-	1435	5748	436	3393	16278	
	TRF APRIL-FEB.'2018	553	519	8161	182	-	1919	8514	398	3691	23937	-32.00
MUMBAI	TRF APRIL-FEB.'2019	34019	1765	6544	272	83	2189	3580	314	26	54980	
	TRF APRIL-FEB.'2018	34480	1792	6988	191	63	2232	3260	527	40	57401	-4.22
J.N.P.T.	TRF APRIL-FEB.'2019	4370	2536	-	-	-	-	56332	4662	937	64175	
	TRF APRIL-FEB.'2018	4067	2356	-	-	-	-	52607	4401	867	59897	7.14
DEENDAYAL	TRF APRIL-FEB.'2019	54170	8903	1267	3912	30	14638	762	212	17029	104172	
	TRF APRIL-FEB.'2018	56425	9204	1027	3332	142	11967	425	94	15821	99875	4.30
ALL PORTS	TRF APRIL-FEB.'2019	211247	26693	36173	7558	6284	94742	52232	8973	66921	633871	
	TRF APRIL-FEB.'2018	206952	27040	42560	6985	6907	85650	45988	121379	8302	73216	2.79
% Variation from previous year		2.08	-1.28	-15.01	8.20	-9.02	10.62	13.58	8.77	-8.60	2.79	

Source: I.P.A.

MASS HR MOBILISER



Mr. Amit Shankhdhar
Founder and MD - Million Minds

Amit Shankhdhar has over 20 years of experience in Courier and Logistics Industry. In his last job, he worked with DTDC as Asst. Vice-President, North India, handling all their SBUs, before leaving to start his own venture. He is highly networked in the Logistics Industry and has made serious efforts to institutionalise Logistics achievers' awards and talent hunt in India.

Million Minds Management Services (initially the name was T2P Consultants, which was later changed) was started

in 2007. It is an integrated HR services company providing Contract Staffing, HR Consulting, Technology based Attendance Management and Smart Sourcing services to help clients achieve their objectives, through deployment of trained work force. They focus on recruitment services to sectors such as – Logistics Service providers, E Commerce, Start-ups, Supply Chain Management, Couriers, IT, Non IT (Automobile, BFSI, Real Estate/Infrastructure, Consumer Durables, Engineering, FMCG, Healthcare, Retail, Telecom, etc.)

Products/Services:

*Contractual / Off Roll Hiring. *Permanent / On Roll Hiring.
*RPO: Manage recruitment service *HRMS based pay rolling, Compliance Management & Attendance Management.
*Training Panel for controlling the attrition and increasing the productivity at clients end.

QUESTIONNAIRE

(1) How long have you been in operation?

Million Minds Management Services was founded in the year 2007, hence, we have been in operation for around 12 years.

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

Million Minds works on the model of source-train-deploy-manage, with a mission to enhance skills and providing sophisticated services that would cater to the enhancement of productivity in logistics industry and ensure smooth running of operations, Million Minds is an ISO 9001:15000 certified company, changing the Indian professional landscape by its state-of-the-art techniques in skills and staffing business.

It has Pan-India presence with 5 dedicated offices & 5 skills development centers and further extending aggressively. With a manpower of 320 specialized experienced people, who are ensuring enhanced productivity at client-side through 8000 skilled people, Million Minds specializes in the domains of Supply Chain Management & Logistics, Retail and Manufacturing.

(3) Who are your present clients?

Avvashya CCI Logistics, Amaze Logistics, Amazon Transportation Services, Amazon Seller Services, Aramex India, Innovative Retail Concept (Big Basket), Busy Bee Solutions, Mountain Trail Foods (Chai Point), CMS Computers,

Dexa Diagnostics, DHL Ecommerce (India), DTDC 3PL & Fulfillment, DTDC Express Ltd, ECOM Express, Expeditors International, First Flight Couriers, Flyjac Logistics, Pisces E-Services (Food Panda), Ginnar Food & Beverages, Grofers India, Inner Chef, Jarvis, Karvy Data Management Services, Dr. Lal Pathlabs, LUGG Cargo, Mayur Uniquoters, ITC, Swiggy, Mswipe Technology, Myntra, Paramount Instruments Services, Patanjali Ayurved, Pathkind Diagnostics, SAAR Coal Trading Co., Chikazo Technologies (Trapigo), Vulcan Express and many more...

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

Logistics industry, in recent years, has grown by leaps and bounds. Owing to fast development of ecommerce industry and the generation of new smart phones, today a customer can find the exact location of his shipment just by one touch on the mobile phone. He/ She can even change the location, time of delivery, and provide special instructions and pay through technology supported payment gateways, faster and more efficiently than ever before.

We are positioned very well with an inside view of this tech enabled space. Our tech solution has successfully covered most of the last mile challenges (photo id proof, address picture can be captured and proof of delivery can be confirmed) and is capable to fulfill the customer's versatile requirements.

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

MMM LogySmart (subsidiary of Million Minds) is working on customized solutions for business entities. Our specialty is on supply chain solutions, offering end to end warehouse management, last mile delivery solution and project management.

To elaborate, in case a business entity wants to outsource its warehousing and control its logistics budget, then LogySmart is the solution of choice. We regularly review with the customer to maximize output of the employees and plan for cost optimization. Our endeavor is to make our customer profitable for long term association.

Million Minds skill division has worked with Ministry of Rural Development and respective State governments for setting up skill development centers, which are currently functional in UP, Rajasthan, Jharkhand and Haryana, with a mandate of providing jobs to 5000 rural youths from BPL families.

Millionriders.com is a biker's fleet management service, where complete solutions on last mile delivery are provided.

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

India is in neonatal stage, as far as supply chain industry is concerned. Recent development of GST has given a boost to the industry and peripheral highways will add more value to it.

It is observed that new technology base organizations (Start-ups) have shown interest in logistical sectors. Foreign investors are showing interest in India and major logistics players are joining our industry to give it additional impetus. It is estimated that by 2022 about 3 million new jobs will be created. The time is ripe for both, opportunity and development to shake hands.

Vinod Kaul

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