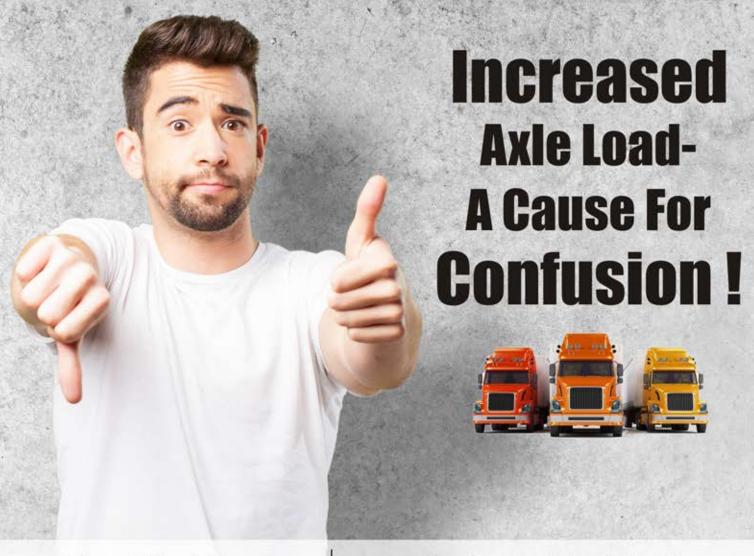


Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

Voice Of The Logistics Industry

Multi-modal Logistics / Supply Chain / Industry / Trade



Change Of Guard At AITWA

Page 16

List of New Governing Body of AITWA (2019-2021)

Page 30

Renew Motor Insurance Before Expiry Or Lose Registration, Warns Madhya Pradesh Government

Page 24

Beyond Self-driving Trucks: What Future Beholds For The Trucking Industry

Page 38

Plus Other Features: Corporate Profile, Statistics (Air Data; Ocean Data), CRI Index And More



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contents

- 04 Editorial
 - Increase In The Axle Weight: Which Way Will It Swing?
- 06 Outlook
 - My Fellow Transporters And Readers!
 - Soon Load Increase Will Have A Better Impact On The Trucking Industry
- 10 Cover Story
 - Increased Axle Load- A Cause For Confusion!
- 16 New Team At AITWA
 - ▶ Change Of Guard At AITWA
- Freight Index
- 24 Issue
 - Renew Motor Insurance Before Expiry Or Lose Registration, Warns Madhya Pradesh Government
 - Is Government Ready To Face The Vehicle Scrappage Challenge?
- 30 National Council -AITWA 2019-21
 - List of New Governing Body of AITWA (2019-2021)
- 36 Government Policies & Initiatives
 - Government: All Issues Facing Salem-Chennai Expressway Project Will Be Resolved
 - Gaps In E-Way Bill Reporting Mechanism May Be Closed

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- 38 Technology
 - Beyond Self-driving Trucks: What Future Beholds For The Trucking Industry



- 40 Golden Truck
 - How Far This Truckers' Welfare Programme Can Help Tata Motors Win The Golden Truck Race?
- 42 Industry
 - Rising Crude Prices To Roil CAD, Rupee, Inflation Metrics: Care
- 44 Transporters Event
 - LEAD THE ROAD
 Event held at Double Tree by Hilton, Gurugram, on 14-03-2019
- 48 Government Policies & Initiatives
 - अब ई-वे बिल में पिन कोड से तय होगी माल ढुलाई की दूरी
 - वर्ष 2017-18 के लिए जीएसटी संबंधी वार्षिक रिटर्न भरने की अंतिम तिथि बढ़ाकर 30 जुन, 2019 कर दी गई है
- 50 Newspaper Cutting
- 52 Statistics Air Freight
- 53 Statistics Ocean Freight
- **54** Corporate Profile
 - Master Of The Supply Chain

Increase In The Axle Weight: Which Way Will It Swing?

S. N. Arya, Editor-in-Chief

hile the Lok Sabha election has put the entire nation to the halt, the trucking industry is also experiencing a state of bewilderment. A state of uncertainty is almost everywhere. If the most talked about topic is 'who will come to power in the 2019 general election' then the next important question is, will the newly formed government create enough opportunity to grow businesses? We need not wait for long and by the end of May, we shall have a fair idea about this. But, the same cannot be said about the trucking industry as the industry is in a state of confusion after the increase in the axle weight and has been looking for a few clarifications from the Government, which are awaited.

The Ministry of Road Transport and Highways (MoRTH) decision to permit trucks to carry up to 25 per cent more weight is a planned idea which is supposed to have a positive impact on commodity prices, road traffic and safety and truck sales and freight rates. The government

The Ministry of Road Transport and Highways (MoRTH) decision to permit trucks to carry up to 25 per cent more weight is a planned idea which is supposed to have a positive impact on commodity prices, road traffic and safety and truck sales and freight rates

claimed that the new norms will reduce logistics costs by 2 per cent, as the gross vehicle weight (GVW) for a two-axle truck (two wheels in the front axle and four wheels in the



rear) has been raised from 16.2 tonnes to 18.5 tonnes; for three-axle trucks from 25 tonnes to 28.5 tonnes; and for five-axle trucks from 37 tonnes to 43.5 tonnes. Further, the notification stated that GVW will not exceed the total permissible safe axle weight as above and in no case shall exceed 49 tonnes (rigid vehicles) and 55 tonnes (semi-articulated trailers and truck-trailers except for modular hydraulic trailers).

Besides, the government believes that increasing the axle load bar will help it control the menace of overloading

This move is also helping transporters reap benefits of extra freight earned on each vehicle. Certainly, the cost per ton per km for dense materials has decreased to some extent. And, this coupled with higher capacity has led to a shift in demand and supply

further. This move is also helping transporters reap benefits of extra freight earned on each vehicle. Certainly, the cost per ton per km for dense materials has decreased to some extent. And, this coupled with higher capacity has led to a shift in demand and supply. Therefore, it is causing a decrease in prices for customers. Moreover, the government said that the initiative will help in checking corruption and reducing transporters' woes, including strict fines at tolls and while in transit.

No doubt that automobile technology and road construction quality has

improved greatly over the recent years but because of the axle loads have remained the same since 1983, there is a need to revisit the axle load and harmonise it with international standards as well. For both consignees and consigners, this looks like a welcome move, especially,

For both consignees and consigners, this looks like a welcome move, especially, considering the fact that no change has been made in the last 35 years

considering the fact that no change has been made in the last 35 years. Not just this, the Society of Indian Automobile Manufacturers (SIAM), the apex industry body, also welcomed the new notification as a move that will help improve the efficiency of commercial transport in India.

But this has also created some new confusion in the minds of carriers and freight brokers. Some consigners are willing to pay as per volume of the order and others want to pay on a weight basis. But the consigners will have to understand that comparing the volume and weight of cotton and steel is impractical and unreasonable. While a truck may get full with some kilograms of cotton the same



is not the case with a truck carrying steel. The consigners should be happy that the axle load is being increased _ 2.5 tonnes for a two-axle truck; 3.5 tonnes for three-axle trucks and 6.5 tonnes for five-axle trucks and no charges will be levied for overloading up to the mentioned cap. Further, the notification stated that GVW will not exceed the total permissible safe axle weight as above and in no case shall exceed 49 tonnes (rigid vehicles) and 55 tonnes (semi-articulated trailers and truck-trailers except for modular hydraulic trailers). The government plans to strictly follow this and also have informed the states to implement this.

Today, if the government is able to increase the loads on vehicles, it is because of the carriers! The trucks of this generation have upgraded tyres and new specifications of the axles and have enabled the government to take a decision that meets international standards.

We all know, to implement and get acceptance of something new to require time, and with time only the impact of axle load increase will get clearer. Moreover, it is not easy to please one and all in society, some will be extremely delighted while a few will be left with utmost disappointment. However, a major percentage of the community believe that it is a perfect move at a perfect time and that the government to-be-elected will take this step a fold high by increasing the height and length of truckers. All we can hope for the best!

My Fellow Transporters And Readers!

It gives me a great pleasure to address you as the President of our association AITWA. I had never dreamt to be in such a coveted position. The gravity of this role on one hand exhilarates me but on another hand it makes me apprehensive about my capability to do justice with such a responsible position: that too when one is to follow a predecessor like Pradeep Singhal. Pradeepji has set the bar very high for all future presidents of AITWA. However, it is an advantage to have him as my predecessor; as now he

The gravity of this role on one hand exhilarates me but on another hand it makes me apprehensive about my capability to do justice with such a responsible position: that too when one is to follow a predecessor like Pradeep Singal

will be serving as the Chairman of this organization. I have accepted this position only because of his inspiration and encouragement. We worked together during his regime; we shall be working same way during this tenure also.

AITWA has a history of about 20 years. My first exposure to AITWA was when I was conducting a debate show in Mumbai in 2002, as the General Secretary of BGTA. I was the anchor of the debate. My chief guest and Key note speaker was Mr. Shiv Khera. That meeting was attended by respected babuji Late RD Bansal ji and Late OP Agarwal ji. After the meeting they met me and said you have to play a significant role in our new association AITWA. My uncle SN Arya ji was also actively involved



Mahendra Arya National President, AITWA

in the formation of AITWA. We have been fortunate to have people like them followed by Ramesh Agarwal ji and PradeepSingal ji. No need to mention, AITWA enjoys a galaxy of luminaries from Indian Logistics trade. This has given a strong foundation to AITWA.

On the day 13th April, 2019 of installation of our newly elected team on the day of Ramnavami, I presented my plans and policies for the forthcoming tenure. The main highlights are as follows-

OUTREACH INDIA- This is our theme. As the title suggests, we plan to grow in all directions systematically. We are not hankering after a huge membership number; but want to involve the right type of transport companies in our scope of membership. Success of any association depends upon the quality and enthusiasm of its

As the title suggests, we plan to grow in all directions systematically. We are not hankering after a huge membership number; but want to involve the right type of transport companies in our scope of membership

members, We have decided to start AITWA chapters in 100 new cities with the help of our Zonal team; each zone is

given a target to start AITWA chapter in 25 cities/towns in their zone. The work has been initiated already.



MANTHAN – We have decided to hold four full day workshops in 4 zones, one every quarter. The objective of these workshops will be to discuss various issues of

We have decided to hold four full day workshops in 4 zones, one every quarter. The objective of these workshops will be to discuss various issues of transport industry in an organized and monitored

manner

transport industry in an organized and monitored manner. As per our past experience, such workshops generate many new solutions to our problems. In each workshop we expect the participation about 50 members of that zone. Details are being worked out.

FLAGSHIP PROJECT- "HIGHWAY HEROES" -

This is our ambitious project for this tenure. AITWA has decided to take up the cause of highway drivers in a big way. The project has two dimensions. First phase is to plan a massive nationwide campaign to tell Government, industries, transporters and all concerned about the role of a truck driver in nation building vis a vis his plight today. A

> driver is the very root of our National GDP but yet is always at the receiving end from everyone. As a result the ratio of driver to trucks is on decline very sharp.

> The second phase is about our taking up the subject to Government asking for various benefits for road transport drivers. We are highly hopeful of success. We can save the transport industry only if we get satisfied drivers for our truck in plenty; and that is

only possible if we get them a respectable and comfortable life.

We are happy to inform that we have appointed Mr. Ramesh Agarwal of M/s Agarwal Packers & Movers Ltd—the chairman of the committee along with Mr. Ashok Goyal of BLR Logistiks Ltd as the Vice Chairman. They will be joined by a selected group of members as a committee in seeing the project through. The success of this project will take AITWA to the highest level of respect which it deserves.

As I have assumed a larger assignment, I have decided to quit the post of Chief Editor of our house journal-ParivahanPragati; which will be handled by an experienced, highly educated Patron Mr. S.N.Arya as Chief Editor along with another dynamic person Mr. Ashok Gupta, who served AITWA as Honorary General Secretary in last two years.

Through my desk, I will be writing on all relevant issues and also will update my readers about our achievements from time to time. Country is in the Parliament Election mode at present. In the last week of May the new Government will take over. We hope for a bright future for our country after that.

Jaihind!

Soon Load Increase Will Have A Better Impact On The Trucking Industry



S. D. Goyal, General Secretary, AITWA

n July 2018, the government had increased the permissible gross vehicle weight (GVW) of heavy trucks by about 12-25 per cent. Though the prime idea behind this implication was to witness effective

Though the prime idea behind this implication was to witness effective measures on commodity prices, road traffic and safety and truck sales and freight rates but the new axle load norms proved to be one of the main reasons behind the poor performance of commercial vehicles during the past few months

measures on commodity prices, road traffic and safety and truck sales and freight rates but the new axle load norms proved to be one of the main reasons behind the poor performance of commercial vehicles during the past few months. Also, the government claimed that the new norms will reduce logistics costs by 2 per cent but the real equation is yet to be calculated.

There is this a great saying that 'every segment has its own way of responding to the situation' so then how the commercial vehicle owners and the end users were to respond to the new norms of load increase? The notification clearly stated that GVW for a two-axle truck was increased to 18.5 tonnes from 16.2 tonnes. And, for a three-axle truck, it is pushed to 28.5 tonnes from 25 tonnes. Further, the vehicle weight was increased from 37 tonnes to 43.5 tonne for a five-axle truck. Also, it was documented that GVW in no case shall exceed 49 tonnes for rigid vehicles and 55 tonnes for semi-articulated trailers and truck-trailers except modular hydraulic trailers. The notification also stated that these rules are applicable to the new fleet that would be manufactured after July 16 when amendments to the three-decade-old rule come into effect. But still, there was confusion all over the place.

There was a directive given to the RTO (Regional Transport Office) that older vehicles can also be certified

Buying a new truck was out of the question if the existing truck can carry that extra load. But even then the doubt of uncertainty blocked the minds of carrier owners, they were unsure of the need to add fresh vehicles or sweat the existing lot

for the new load which means a 37-tonne vehicle can be certified to carry 42 tonnes. Buying a new truck was out of the question if the existing truck can carry that extra load. But even then the doubt of uncertainty blocked the minds

of carrier owners, they were unsure of the need to add fresh vehicles or sweat the existing lot. On the other hand, the end consumers, having higher bargaining power,

began to demand the benefit of increased a x l e l o a d. As a result of all this, sentiment started to dip.

However, the carrier transporters know that the load increase is a positive step which will bring the industry an inch closer to the international freight norms for transport. The move is also expected to offer a

reduction of about 2 per cent in transportation cost, which will consequently lower the commodity prices. In addition, this boost in the volume capacity of existing vehicles is helping meet the consumption demand, including industrial or consumer. Though there is a section of people who hold the view that legalizing overloading in this way may prove harmful to the health of Indian roads that are already in not-sogood condition. But, this looks a baseless point as over the years the condition of Indian roads has

improved in leaps and bounds. The budget for the last 5 years will be enough to give a clue to the people with such apprehensions.

But there is a whole lot of issues related to the trucking industry in India. Firstly, the unorganized status has been its major loophole. As the industry is filled with 70 per cent of the truck operators who own only 1-5 trucks, most always look out to cut the fierce competition amongst operators by resorting to overloading to recover

CARDINAL CAR

The load increase is a move which is praised from every section of the society, especially the trucking industry after all this was long due. No change in load increase for 35 years means a lot and despite India's progress, this looks even shocking

investments. This call for overload is implemented owing to the insistence of the consignee, who by doing so tries to save the transportation cost.

Besides this, there are numerous issues that need to be addressed. The load increase is a move which is praised from every section of the society, especially the trucking industry

after all this was long due. No change in load increase for 35 years means a lot and despite India's progress, this looks even shocking. But the confusion that it has created in the minds of carriers and the freight bookers cannot be ignored. While the consigners are not willing to pay as per volume of the order and wants to pay on a weight basis, only time will tell where this proposal will take the industry to. However, in short, volume and weight cannot be the same and they need to be dealt with differently. A truck may get

full with some kilograms of cotton while some tones may not be enough to full a truck carrying steel. Perhaps that is why the West Bengal and Tripura government have not implemented it till date.

Let's hope this trivial issue to get shorted at earliest and the load increase impacts the industry for better.

Increased Axle LoadA Cause For Confusion!

ast year on July 16, the Ministry of Road Transport and Highways issued a notification that brought a smile on transporters' faces. Revising Axle load limits for the first time in 35 years, it increased the official maximum load carrying capacity of heavy vehicles, including trucks, by 20-25 per cent besides scrapping the mandatory annual renewal of fitness certificates for freight carriers. Also, the GVW of a two-axle truck (two wheels in the front axle and four wheels at the back) was increased to 18.5 tonnes, from the existing 16.2 tonnes. For a three-axle truck, to 28.5 tonnes from 25 tonnes; for a five-axle one, to years, it is 43.5 tonnes from 37 tonnes. Further, it stated that the higher limit would

apply to the trucks, tractors, and

trailers, if their gross value weight

was approved under the Central

Motor Vehicles Rules.

The amendment lays down that the gross vehicle weight (GVW) will not exceed the total permissible safe axle weight as above and in no case shall exceed 49 tonnes in case of rigid vehicles; and 55 tonnes in case of semi-articulated trailers and truck-trailers except modular hydraulic trailers. It further lays down that Modular hydraulic trailers can carry goods of indivisible nature of any load subject to the regulatory approvals as may be required.

Further, Nitin Gadkari, Minister of Road Transport & Highways, said that the decision to increase axle load was taken with a view to help in increasing the carrying capacity of goods transport vehicles and bring down logistics cost. He said the amendment will increase the carrying capacity of goods vehicles by about 20-25 per cent and lower logistics costs by about 2 per cent. The minister further said that while automobile technology and road construction quality have improved greatly over the years, the axle loads have remained the same since 1983 when they were last notified. There was a felt need to harmonize the axle load with international standards. Further, he said that overloading rules will be implemented very strictly.

While welcoming the step as one in the right direction for commercial transport, the Society of Indian Automobile Manufacturers' president Abhay Firodia said, "However, in the absence of adequate enforcement of rated load compliance in the field, prevalent practices of rampant overload could pose serious road safety threats," reported Business Standard.

Let's find out what people from the industry have to say about it.

S.P. Singh, senior fellow, Indian Foundation of Transport

Revising Axle load limits for the first time in 35 years, it increased the official maximum load carrying capacity of heavy vehicles, including trucks, by 20-25 per cent besides scrapping the mandatory annual renewal of fitness certificates for freight carriers

Research and Training (IFTRT), an autonomous research body, said, "Overloading is done to the extent of 15-20 tonne... So any relaxation of two to three tonne will not stop overloading... It's just that the person will have to pay a varied fine amount now...," reported MoneyControl, adding, "It's not a revolutionary step... There are a lot of factors affecting freight tariffs like fuel prices, vehicular demand, axle load, toll amount etc." Further, he stated, "Truck is not the only source of logistics... It's one of the components... Making trucks as the face of logistics sector is not correct... There are a number of things that have to be taken into account... Change in one component

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will not affect the sector."

Areef Patel, executive vice chairman, Patel Integrated Logistics, said, "The areas of hard core transportation segment like iron and steel, coal, cement and

agriculture... All these industries can earn very good benefit and their profit margin will increase substantially... In addition, select transport segments that operate on a volumetric basis like consumer durables, car carriers et cetera would not be impacted by the increased axle load as their load carrying capability is constrained by loading deck... They were already facing capacity

constraints on current axle weight." Further, he shared, "Along with 25 percent axle weight increase, if the government grants permission to extend the chaise or container size to 26 feet from current 24 and 36 feet from 32 feet, it may help parcel operator to get some benefit out of the move... As per our working experience, we hope that the additional 25 percent capacity may lead to negligible impact on diesel consumption and lead to a marginal increase in the area of tyre consumptions, minimum of 7 to 8 percent additional."

Harpreet Singh Malhotra, chairman and managing director, Tiger Logistics India, said, "The freight tariff rates will definitely get affected but in positive manner. This may result in a big boost to logistics and transportation industry and likely to reduce cost of goods transportation," adding, "This will have

> implications for commodity prices, road traffic and safety, besides truck sales and freight rates as per industry stakeholders... Freight rates will also come down, although not immediately, but subsequently in a short period of time." Further, he said, "I think it's a positive sign for road transportation industry and every trucker should take this in a positive way.

Truck overloading has been a menace in India resulting in deterioration of roads and increasing number of accidents. Freight overloading up to 100 percent is a common thing, various transporters are doing the same from last too many years."

Soon after the government announcement of a 25 per cent increase in the permitted load capacity of trucks and trailers, it has extended the same benefit to existing or in-use heavy vehicles. Later, the government announced two amendments in the new axle load norms, giving a relief to industry players as

they will not have to re-engineer the existing models. As per the notification issued by the Road Transport and



Further, he said, "I think it's a positive sign for road transportation industry and every trucker should take this in a positive way. Truck overloading has been a menace in India resulting in deterioration of roads and increasing number of accidents. Freight overloading up to 100 percent is a common thing, various transporters are doing the same from last too many years."

Highways Ministry, the maximum safe axle weight in the vehicle of single axle with two tyres has been changed from 7.5 tonnes to 7 tonnes. Besides, the notification

As per the notification issued by the Road Transport and Highways Ministry, the maximum safe axle weight in the vehicle of single axle with two tyres has been changed from 7.5 tonnes to 7 tonnes

clarified that vehicles which got Automotive Research Association of India (ARAI) approval before July 16 will not need any new changes and they can move to the new Gross Vehicle Weight (GVW).

Though the road transport minister has boosted the volume capacity of existing fleets through the decision, this could potentially mean a loss of Rs. 9,000 crore for the

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commercial vehicle industry over the next three years and a loss of Rs 2,500 crore for the exchequer. Well, what good it does to the industry is yet to be seen. Before concluding this cover story let's also shed some light on what is load axle and how it is calculated...

Vehicles can have many axles that distribute the load into different axles, and in turn to the pavement through the wheels. A standard truck has two axles, front axle with two wheels and rear axle with four wheels. But to carry large loads multiple axles are provided. Notably, the axle load of a wheeled vehicle is the total weight felt by the roadway for all wheels connected to a given axle. Viewed another way, it is the fraction of total vehicle weight resting on a given axle.

Further, an estimate for the total axle weight of load can be derived by three simple steps. Firstly, add the total weight of the load to be carried to the total truck weight. Secondly, divide the total weight of the load and truck by the total number of tandem axles. Thirdly, take into account the

Notably, 70 per cent of GVW is the weight of the steering axle. And, divide the remaining 30 per cent of your GVW by the number of axles used in the second step. Then, add the weight of the load and truck per axle to the weight of truck per axle together. The sum will give the total estimated axle weight. In order to make this task easier, automated software is available these days to perform precise calculations

gross vehicle weight (GVW) prescribed the vehicle manufacturer. Notably, 70 per cent of GVW is the weight of the steering axle. And, divide the remaining 30 per cent of your GVW by the number of axles used in the second step. Then, add the weight of the load and truck per axle to the weight of truck per axle together. The sum will give the total estimated axle weight. In order to make this task easier, automated software is available these days to perform precise calculations.

No. RT11028/11/2017-MVL Government of India Ministry of Road Transport & Highways (Transport Division)

Transport Bhawan, 1, Parliament Street, New Delhi - 110001

The gist of the notification dated 16th July, 2018, as amended by notification dated 6th August, 2018

The Ministry of Road Transport and Highways issued S.O. 3467 (E) dated 16th July 2018 in supersession of the earlier notification of the Government of India in the erstwhile Ministry of Surface Transport (Transport Wing), S.O. 728 (E), dated the 18th October, 1996, notifying the maximum safe axle weight of each axle type in relation to the transport vehicles (other than motor cabs), having regard to the size, nature and number of tyres. The Ministry further issued a notification S.O. 3881 (E) dated 6th August 2018 making some amendments in the notification issued on 16th of July 2018. Briefly the resultant effect of the two amendments, dated 16th July 2018 and 6th August 2018 is as under:

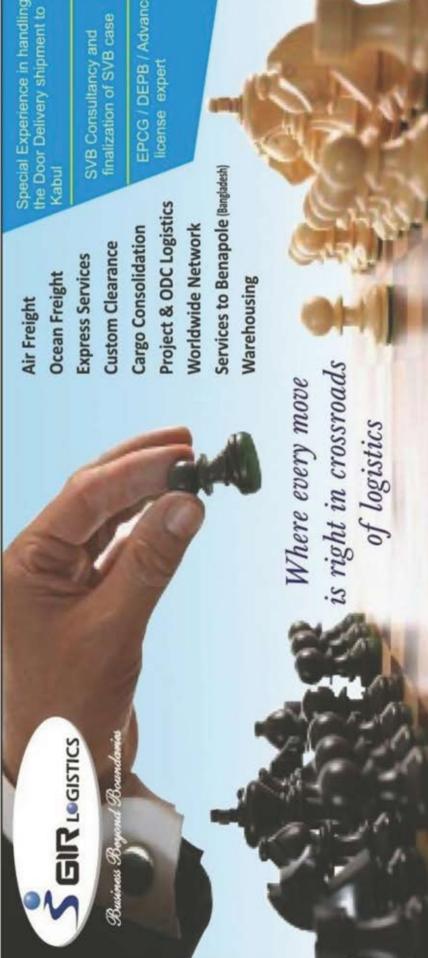
Maximum Safe Axle Weight				
Sr. No.	Axle Type	Maximum Safe Axle Weight		
1.	Single Axle			
1.1	Single Axle with single Tyre	3.0 tonnes		
1.2	Single Axle with two Tyres	7.0 tonnes**		
1.3	Single axle with four Tyres	11.5* tonnes		
2.	Tandem axles (Two axles) (where the distance between two axles is less than 1.8 m)			
2.1	Tandem axle for rigid vehicles, trailers and semi-trailers	21 tonnes*		
2.2	Tandem axle for Puller tractors for hydraulic and pneumatic trailers	28.5 tonnes		
3.	Tri - axles (Three axles) (where the distance between outer axles is less than 3 m)			
3.1	Tri-axle for rigid vehicles, trailers and semi-trailers:	27 tonnes*		
4.	Axle Row (two axles with four tyres each) in Modular Hydraulic Trailers (9 tonnes load shall be permissible for single axle)	18 tonnes		

^{*} Note: If the vehicle is fitted with pneumatic suspension, 1 tonne extra load is permitted for each axle.

- The gross vehicle weight (GVW) shall not exceed the total permissible safe axle weight as above and in no case shall exceed
 - (i) 49 tonnes in case of rigid vehicles and
 - (ii) 55 tonnes in case of semi articulated trailers and truck-trailers, except modular hydraulic trailers.
- Modular hydraulic trailers can carry goods of indivisible nature of any load subject to the regulatory approvals as may be required.
- **4. The above maximum safe axle weight shall be considered for revising the Gross Vehicle Weight of the vehicles, subject to overall limits specified in paragraph 2 for the <u>existing vehicle models</u>, that are manufactured in accordance with the type approval certificate granted prior to 16th July, 2018.

Explanation- For the purposes of this notification, tolerance up to five percent in the gross vehicle weight shall be allowed for the purpose of compliance to sub-section (3) of Section 113 of the Motor Vehicle Act, 1988(59 of 1988).

^{**} As modified by S.O. 3881 (E) dt. 6th August, 2018.



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Change Of Guard At



New Leaders Ushered In An Impressive Ceremony



In accordance with scheduled dates announced, AITWA installed its newly elected leaders to take it into the new term. The outgoing team of Mr. Ramesh Agarwal, Chairman, Mr. Pradeep Singal, President, Mr. Ashok Gupta, General Secretary, Mr. SD Goyal, Treasurer, etc. were given a standing ovation for the hard work during their tenure.

Achievements highlighted of the old team were the liaising with the authorities on formulation and implementation of GST, E-way bill (work in progress), the Motor Vehicles Act (Section 90), Carrier Act (stopped by the Law Ministry), and Parivahan Pragati improvement. Programs undertaken during the year were: Aids Awareness, Blood Donation Camp, Educational assistance to children of drivers, Road Safety, etc.

The new team was announced and sworn in

Chairman Mr. Pradeep Singal
President Mr. Mahendra Arya
Genl. Secretary Mr. SD Goyal
Treasurer Mr. SK Kedia

In a bravura performance, the incoming President outlined the objectives and priorities with three presentations: (1) AITWA redefined was the first presentation. A new logo was unveiled, which was indicative of the multi-coloured traffic lights.

He reminded the members that Welfare is an integral part of our name and means helping transporters in all possible ways. The new acronym was defined as:

A --- ADVICE; I--- INFORM; T--- TROUBLE-SHOOT, W--- WELFARE; A --- AGITATE.

AITWA's plans over the next term are as follows: -

- *City-wise chapters to be formed-Target 100 Cities.
- *Target 50 associations and 500 Transport Companies
- *Define Membership Categories Life, Honorary, Active, Passive, etc.
- *Business Portal for Freight exchange, etc.

Four Manthan workshops in a year, Zone wise.

Statistical strength definition.

Finance Planning

These functions are in addition to the regular responsibilities and functioning of AITWA.

(2) OUTREACH India 2019 was the next presentation, which recorded the phases in the development of AITWA, from its inception in the year 2000 to the current 2019-21 AITWA OUTREACH INDIA

The AITWA Outreach plan is to strengthen zones. By







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Adding-on Cities /Towns as AITWA Chapters, categorise levels of membership and also increase membership. There will be regular engagement with members, by organising Manthan workshops in the four zones. The purpose is to ensure participation and involvement of all the members in organisation building.

(3) HIGHWAY HEROES was the final presentation from the newly installed President. He has made it the Flagship Project of his term in this office.

He made a reference to our slogans of Jai Jawaan and Jai Kisaan mentioning that though Jawaans and Kisaans performed tough and important tasks in the service of the nation; they were compensated to a good extent and also considered for further improvement, from time to time. In













contrast, the plight of our drivers is pitiful. Unsung and unrewarded, they perform a vital task of keeping our lines of supply and demand functional, day and night. He proposed that we honour our drivers with the title of Saarathi.

Role of Truck Drivers is critical as they move whatever is produced, mined or manufactured in the country. The Driver lives away from his family, on the road most of the time, without facilities and is often a target of highway criminals. Neither Jawaan nor Kisaan can be effective without transportation.

In return, what does our society give them?

Unsecured jobs, without proper medical facilities, no protection plan for family, neither PF nor ESI, no welfare schemes and the unkindest cut of all, no respect from employers. Harassment by Police & Tax inspectors and treated with contempt at Police station in case of theft or accident, is their lot.

The fallout is that no driver wants his son to be a driver and thus the driver to truck ratio, keeps reducing every year. This will ultimately be fatal for our economy and country's GDP

Objective of the Campaign - Highway Heroes

- 1. To highlight:
- (a) Role of a driver in Nation Building
- (b) Plight of a driver vis-a-vis a soldier and a farmer.
- (c) Neglect faced by a driver
- 2. To Demand from Government-various welfare schemes
- 3. To Demand from Transporters-proper respect to drivers















- To Police & Tax departments—to deal with Drivers humanely.
- 5. To Society–treat them as Highway Heroes Major demands of Drivers:

Floating **PF** and **ESI** accounts coupled to their driving license numbers. Provide highways shelters, security and Insurance based, on driving license Provide free medical help in case of accidents and emergencies.

Plots at every 100 kms for providing rest-house facility centers make all such projects allowable under CSR.

All present hoped, with a wing and a prayer, which would usher in better days for our unsung heroes.

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KEY FACTS

Group Turnover



(in 2017-18)

Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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Carriage By Road Cost Index (CRI) - November 2018

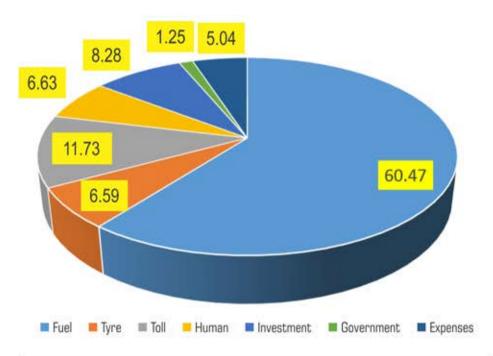
CRI November 2018 - 137.29

Data Updated upto November 1, 2018

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

Cost Distribution Pie October 2018





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

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

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Renew Motor Insurance Before Expiry Or Lose Registration,

Warns Madhya Pradesh Government



he Madhya Pradesh state transport department has directed the transport commissioner to cancel the registration number of a vehicle if its insurance policy is not renewed before its expiry, reported Times of India. comes after

The circular referring to a July 20, 2018, judgement of Supreme Court states that any new car and two-wheeler would be registered under transport vehicle category in Madhya Pradesh on their existing insurance scheme of one year subject to the condition that an undertaking is given by the applicant that he/she would renew it before party insurance expiry of the policy for a period of two years. Any failure will invite cancellation of vehicle registration.

The order comes after the apex court's decision making it

mandatory for three-year third-party insurance policy. But, presently the insurance companies offer only oneyear insurance policies that are renewable and it may take The order some time for them to come out with a new three-

year product. Till then, the state transport department has come out with this solution to enforce the SC decision. the apex court's

Transport commission, Shailendra decision making it Shrivastava told TOI the fresh order has been issued to abide with SC directives. "As per the Supreme Court and high court three-year thirddirective, the order has been issued. However, three-year insurance package is not being offered by the insurers right now. Therefore, it was decided an undertaking be taken from the applicant that he would renew the insurance cover for next two years after completion of one year

insurance period," said Shrivastava.

mandatory for

policy



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Is Government Ready To Face The Vehicle Scrappage Challenge?



oving towards cleaner mobility, India is gearing up to leapfrogging BS-V to BS-VI norms by 2020. Not just this, adoption of

other cleaner mobility solutions like EVs has also been beefed up. The sense of urgency has prevailed as 22 of the top 30 most polluted cities in the world are in India while 7 of the top 10 are also from India. And, the transport sector is considered to be the second largest contributor to air pollution in India at 28 per cent.

To deal with this, India is soon going to take up the most challenging job of having a

comprehensive Automotive End of Life Policy (ELV) to deal with older fleet that contributes hugely to vehicular pollution, reported ETAuto.

Notably, India has over 35 million vehicles that are more

than 15-year-old and need to be scrapped. As we leap ahead to take on this mammoth task, the most important challenge is to bring a modern and compliant

Notably, India has over 35 million vehicles that are more than 15-year-old and need to be scrapped. As we leap ahead to take on this mammoth task, the most important challenge is to bring a modern and compliant infrastructure to dismantle

the vehicles

26

infrastructure to dismantle the vehicles. And, some organised players have started taking collaborative efforts in this direction.

Mahindra & Mahindra has set up a joint venture and is planning to set up at least half a dozen such dismantling facilities in cities like Kolkata, Delhi, Chennai and the like. TVS also has a pilot centre running in Chennai.

The other cue India can take

from the world is to enforce a strict recyclable material code. Globally, it's mandated to have 85-95 per cent of recyclable content and India should go for something similar.

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MP and Nagpur

Gurgaon: 8053619267

NCR, HP, Haryana, J&K and Punjab

Jaipur: 9371199759

Rajasthan

Rudrapur: 8218281251

UP and Uttarkhand

Kolkata: 8608358842

Kolkatta & Rest of East

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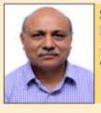
List of New Governing Body of AITWA (2019-2021)



Sh. Pradeep Singal Chairman M/s GIR Movers (P) Ltd.



Sh. Ajay Singhal Co- Chairman M/s Om Logistics Ltd.



Sh. Ramesh Agarwal Patron M/s Agarwal Packers & Movers (P) Ltd.



Sh. D.P. Agarwal Patron M/s Transport Corporation Of India Ltd.



Sh. S.N Arya Patron M/s Translogistics India



Sh. K.K Agarwal Patron M/s CJ DARCL Logistics Ltd.



Sh. Roshan Lal Agarwal Patron M/s CJ DARCL Logistics Ltd.



Sh. Pawan Jain Patron M/s. Safexpress Pvt. Ltd.



Sh. Sunil Kumar Jain Patron M/s North Eastern Carrying Corporation Ltd.



Sh. M.K Goyal Patron M/s Associated Road Carriers Ltd.



Sh. Mahendra Arya National President M/s Sri Srinivasa Roadlines



Sh. S. D Goyal General Secretary M/s Air Transport Corporation (Assam) Pvt. Ltd.



Sh. Ashok Gupta Sr. Vice President M/s IRC (INDIA) LTD.



Sh. Ashok Goel Sr. Vice President M/s BLR Logistiks (I) Ltd.



Sh. K. K Bansal Sr. Vice President M/s DHTC India Ltd.



Sh. Pradeep Agarwal Finance Controller M/s. Jet Roadlines Corporation



Sh. S. K Kedia National Treasurer M/s K.K Road Cargo Movers



Sh. Deepak Sachdeva Vice President-NC-(NZ) M/s. Sachdeva Roadline (P) Ltd.



Sh. Ishawr Singh Sigar Vice President-NC-(NZ) M/s. TCI Freight (TCI Ltd)



Sh. Ishwar Chand Goel Vice President-NC-(WZ) M/s Pancsheel Transport Corporation



Sh. Vinod Arya Vice President-(NC)-(SZ) M/s Transwell Express Logistics P. Ltd



Sh. Sunil Agarwal Vice President-(NC)-(EZ) M/s CTI Logistics Pvt. Ltd.



Sh. Vinod Gupta Vice President-(NC)-(EZ) M/s Surat Goods Transport



Sh. R. K Jain Joint. General Secretary (NC) M/s Mahaveera Transport Pvt. Ltd.



Sh. Abhishek A Gupta Joint. General Secretary (NC) M/s. Prakash Parcel Services Ltd.



Sh. Arun Gupta Joint. General Secretary (NC) M/s South Eastern Carriers (p) Ltd.



Sh. Aradhya Gupta **Exective Member** M/s IRC INDIA LTD.



Sh. Dushyant Arya **Exective Member** M/s Indo Arya Logistics



Sh. Jitin Goel **Exective Member** M/s Goel Road Carrier Pvt. Ltd.



Sh.Puneet Agarwal **Exective Member** M/s CJ DARCL Logistics Ltd.



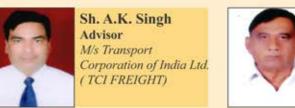
Sh. Pranav Arva **Exective Member** M/s Translogistics India



Sh. Kaustubh Mittal **Exective Member** M/s. Sugam Parivahan Ltd.



Sh. Amarjit Singh Sehgal **Exective Member** M/s. Sehgal Tourist (R)





Sh. N.L Gupta Advisor M/s Sudhir Road Carriers



Sh. Hari Goyal Advisor M/s Motika Roadways (P) Ltd.



Sh. Ram Rattan Agarwal Advisor M/s. Globe Ecologistics Pvt. Ltd.



Sh. K.K Gupta Advisor M/s Best Raodways Ltd.



Sh. Mukesh Haritash Advisor M/s Chetak Logistics Ltd



Sh. N.L Gupta Advisor Ms Caravan Roadways Ltd.



Sh. Y.P. Jain Special Invitee Ex-Co-Chairman



Sh. Charan Singh Lohara Special Invitee M/s. Calcutta Freight Carriers



Sh. Y.P. Singh Special Invitee M/s. Narain Transport Service



Sh. Gurmeet Singh Baweja Special Invitee M/s. Rajasthan Golden Tpt Co. Pvt. Ltd



Sh. Satish Dhingra Special Invitee M/s. Delhi Gujrat Fleet Carriers



Sh. S.K. Mittal Special Invitee M/s. Solution Infotech (India) Pvt. Ltd



Sh. Harsh Sabharwal Special Invitee M/s. Sabharwal Tpt Corp



Sh. Vipul Nanda Special Invitee M/s, Mercurio Pallia Logistics Pvt. Ltd.



Sh. Kultran Singh Atwal Special Invitee M/s Bombay Road Carrier

North Zone



Sh. Anil Kumar Gupta President Ms. Ankur Roadlines



Sh. K.K Nareda General Secretry M/s Shree Vrindavan Logistics Pvt. Ltd.



Sh. Ashok Gupta Vice President M/s RCI Logistics Pvt. Ltd.



Sh. Suresh Bansal Treasurer M/s DHTC Logistics Ltd.



Sh. Manish Gupta Joint Secretry M/s RCPL Logistics Pvt, Ltd



Sh. S.K. Bansal Executive Member M/s. Prakash Parcel Services Ltd.



Sh. Ashish Tekriwal Executive Member M/s Azad Transport Company Pvt. Ltd.



Sh. Subir Agarwal Executive Member M/s Haryana Freight Carriers (P) Ltd.



Sh. Sumit Banga Executive Member M/s. Vijay Lakshmi Transolutions Pvt. Ltd.



Sh. Anshul Arora Executive Member M/s. AC Services Pvt. Ltd.



Sh. Sunil Sharma Executive Member M/s. Axpress Logistics India Pvt. Ltd.



Sh. Ranbir Singh Narang Executive Member M/s. Kanpur Delhi Goods Carriers Ltd.



Sh. Sachin Bagai Executive Member M/s. Nagpur Golden Transport Co.



Sh. Sajjan Jindal Advisor M/s Shree Babosa Logistic



Sh. Subhash Malik Advisor M/s. Citizen Carriers



Sh. Bijendra Karhana Advisor M/s Suraj Transport Roadways (P) Ltd.



Sh. Anil Hawelia Advisor M/s ESSEL Transport Pvt. Ltd.

East Zone



Sh. Prabhat Kumar Mittal Patron M/s Super Sonic Carriers (P) Ltd.



Sh. Santosh Km. Saraf Ptron M/s Road Cargo Movers (P) Ltd.



Sh. Jatin Agarwal Patron M/s. Agarwal Group of Company



Sh. Ramesh Kumar Lakhotia President M/s Lakhotia Tpt, Co. (P) Ltd.



Mr. Amarjeet Singh Baweja General Secretary M/s NGT Freight Carriers (P) Ltd.



Sh. Ganesh Kandoi Vice- President M/s Kandoi Transport Ltd.



Sh. Pramod Kumar Gupta Vice- President M/s EFC Logistics India Pvt. Ltd



Sh. Niranjan Kumar Agarwala Vice- President M/s. North Bengal Carrying Corporation



Sh. Niranjan Praharaj Vice- President M/s Bhubaneswar Roadlines



Mr. Surendra Khetawat Treasurer M/s Bharat Roadways Transport Ltd



Sh. Arun Kumar Goel Joint Secretry M/s. Goel Roadways



Sh. Sohan Singh Executive Member M/s. Aitiana Travels



Mr. Satish Sharma Executive Member M/s Carrying Corporation of India



Sh. A.K Hawalia Executive Member M/s All India Road Transport Agency

West Zone



Mr. Jai Kumar Gupta President M/s. Best Roadways Ltd.



Sh. Girish Agarwal General Secretry M/s Rahul Transport



Sh. Praveen Somani Treasurer M/s. Inland World Logistics Pvt. Ltd.



Sh. Madanlal A Bansal Vice President M/s Economic Cargo Movers



Sh. Vipul Tejram Bansal Vice President Ms. Best Parivahan Pvt. Ltd



Sh. Tapan R. Sharma Executive Member M/s Raj Carrying Corporation



Sh. Rajender Agarwal Executive Member M/s Agarwal Packers & Movers Ltd.



Mr.Parikshit Arya Executive Member M/s. Rhenus Logistics India Pvt. Ltd.



Sh. Anirudh Gupta Executive Member M/s. OTS Logistics Ltd



Sh. Ashwani Agarwal Executive Member M/s Safe & Secure Logistics Pvt. Ltd.



Sh. Manoj Jindal Executive Member M/s Navrang Roadlines Pvt. Ltd.



Sh. Jayantilal Executive Member M/s Asha Golden Transport Company



Shri. Nihal Singh Yadav Executive Member M/s Star Roadways



Sh. Brahma Nand Gupta Executive Member M/s. Drutgamee Road Carriers Pvt. Ltd.



Sh. Vijay Kumar Goyal Advisor M/s Shree Roadways Ltd.



Sh. Kanubhai Agarwal Advisor M/s Vinayak Road Carriers



Sh. Ravi Agarwal Advisor M/S. Indian Road Freight Carrier



Sh. S.C Kataria Advisor M/s Kataria Transport Company Ltd.



Sh. Rishi Singla Advisor M/s Jhami Logistics Ltd

South Zone



Sh. Anjani Kumar Agarwal President M/s DRS Shipping and Air Cargo (P) Ltd.



Sh. Sandeep Gupta Secretary M/s. Network Carrying Company P. Ltd.



Sh. P.K. Agarwal Vice President M/s Union Roadways Ltd.



Sh. Madan Lal Agarwal Vice President M/s. Amij Cargo Movers



Sh. V.V. Suksan Vice President M/s Central Transport Service



Sh. S. Sarvanan Vice President M/s Varun Logistics



Sh. N.R.R. Choudhary Vice President M/s Bihar Andhra Roadways



Sh. B. Satyanarayana Vice President M/s. New Vijay Laxmi Transport



Sh. Ajay Bansal Committee Member M/s. Associated Roadways Pvt Ltd.



Sh. B.N. Sharma Committee Member



Sh. Prakash Pandey Committee Member M/s. Prakash Parcel Services Ltd.



Sh. R.R. Menon Committee Member M/s. Aar Aar Roadlines Newsliaison Services



Sh. K. Karthiguyene Committee Member M/s. Pondichery Goods Transporters Association



Sh. S.L. Srinivas Rao Committee Member M/s. Gajanan Roadways



Sh. G.S. Bhagvan Committee Member M/s Rajkamal Transport

Government: All Issues Facing Salem-Chennai Expressway Project Will Be Resolved

Union Minister of Road Transport and Highways Nitin Gadkari expressed confidence that the Chennai-Salem expressway project will be implemented after discussions with farmers who are opposing acquisition of their land for it.

Addressing an election rally in support of the AIADMKled alliance, Gadkari said that the project, land acquisition process for which has been stayed by the Madras High Court recently, was important for the development of the region.

The minister said, "Today the matter is in the court and the Madras High Court has given a stay. But I am assuring you, whatever the rates for land acquisition we are giving, they are more. We have increased the rate, compared to today's value, our rates are high," reported PTI.

On April 8, a special bench of the High Court passing orders on a batch of petitions, quashed the land acquisition process for the Rs 10,000 crore greenfield project, holding it required a mega realignment as the proposed route would have an adverse effect on the environment.

The 277.3-km-long eight-lane project under the Centre's 'Bharatmala Pariyojana' scheme aims to cut travel time between the Salem and Chennai by half to about two hours and 15 minutes. However, the project, proposed through reserve forest and water bodies, has been facing



opposition from a section of locals, including farmers, over fears of losing their land, besides environmentalists up in arms against felling trees.

Gadkari said the project was very important for the development of the area. "The Chief Minister (K Palaniswami) is constantly pursuing it...I am expecting in due course of time, with discussion with farmers, we will resolve the issues and fulfil your dream of constructing the green expressway," he said.

Urging the voters to give a thumping victory to the AIADMK-led alliance which also comprises the BJP in the state, Gadkari, who is also in-charge of Water Resources, vowed to end the water crisis in Tamil Nadu. "I have a credibility... I always do all the things that I declare. I know water issue is crucial in the state. I am assuring you please elect NDA and candidates, immediately we will resolve water problem," he said.

Gaps In E-Way Bill Reporting Mechanism May Be Closed

After detecting mismatches in some e-way bill submissions, the Centre is now examining more GST Network (GSTN) data to see if such evasions are increasing sufficiently enough to consider withdrawing the facility of generating multiple e-way bills on a single invoice, an official source told IANS.

The Goods and Services Tax (GST) authorities are now sifting through GSTN data retrieved through return filings and e-way bills to match these with the summary reconciliation statements of estimated tax liability, thereby, forcing businesses to explain discrepancies like under-reporting distances, the official said.

He, however, said the officials are yet to come across any pattern of deliberate evasion by transporters during the exercise which is still at its early stages.

The reconciliation issues can also be due to typo errors, discontinued supply and the expiry of e-way bills before



delivery, and not just owing to tax evasion, he said.

"We will seek clarification once we come across differences between the taxes paid and the liability which the tax officer has ascertained after analysing the sales return GSTR-3B and the e-way bill data for the period in question, and the assessee will be given time and opportunity to make his or her case," he added.

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

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Beyond Self-driving Trucks: What Future Beholds For The Trucking Industry



The core idea behind any business is to be economically sound and create an environment where growth seems a process. The journey of the trucking industry has become interesting and accelerating. The implementation of GST, E-way Bill and now Fastags has brought the required restructuring in industry, successfully changing the end user's behaviour towards the necessity for technology adoption in the near future.

Over the years scheduling issues, inefficient route planning, long warehouse load times, and a lack of collaboration between various carriers and their drivers have made the trucking industry look unorganized. But despite having these issues, the industry is carrying the burden of the entire nation, reaching the unreachable areas – from plain to hills, rural to metro areas.

40% of trucks drive empty - here's what tech companies are doing about it

On average, a truck moves a mere eight hours a day, which means it spends 16 hours waiting for loads, drivers sleep or eat, or simply taking the day off until a freight request comes through. To boot, trucks run empty 40% of the time when drivers return home or drive to a loading dock, which is a colossal waste of resources — both in terms of fuel and in terms of driver time.

These inefficiencies have been a major point of concern for VCs and tech giants and players like Uber has recently launched Uber Freight - an app that matches carriers with shippers to reduce cost efficiencies and eliminate deadhead miles.

However, most companies are focused less on automating trucks and more on automating the process of matching trucks/drivers with loads. Leading companies like Convoy and OnTruck are doing something on a similar front. uShip also helps carriers who have empty space in their trucks connect not only with businesses but with consumers who may need to ship furniture or other personal items from point A to point B.

How the technology works and how the trucking companies can take benefit

As most companies are trying to revolutionize the trucking industry with an algorithm that matches drivers with goods, the efficacy of this algorithm and the companies' abilities to onboard drivers and shippers is what will ultimately determine the success of the companies. Indeed, what spelt Uber's success was its matching algorithm and its ability to attract drivers to the platform. However, Uber is currently facing a shortage of drivers and it will not be easy to formulate the program into a successful journey. Recently the company had to launch an incentive program offering discounts on fuel, tires, and financing for new and used vehicles. A large market of small truck and fleet business owners can benefit from the cost savings that Uber Freight and its competitors offer.

Not just optimizing the trucking industry

The leading company - Convoy's mission is not just optimizing the trucking industry, but also optimizing fuel consumption to reduce environmental impact. Every 1% improvement in truck routes equals 400M gallons of fuel from being consumed and 3B miles from being driven each year. By reducing the carbon footprint of trucks while also improving the bottom lines of shippers and carriers Convoy has a significant competitive edge and others should take a leaf out of it.



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How Far This Truckers' Welfare Programme Can Help Tata Motors Win The Golden Truck Race?



Golden Truck is not just about the perfect commercial vehicle equipped with all the latest technologies but it is also about empowering the ones behind the wheels... Means, truck drivers! Moving ahead in this race, recently, Tata Motors launched Samarth, a first-of-its-kind programme that is dedicated to acknowledging and promoting the driving profession in the trucking space.

The initiative will endeavour to address four critical areas for the drivers' well-being, including Swasthya (wellness), Sampatti (finance), Siksha (education) and Surakshit Samarth (insurance). Notably, Tata Motors as one the largest commercial vehicle manufacturers in India plans to launch this programme across the country. Simultaneously, it will attempt to reach out to more than 500,000 drivers every year.

Tata Motors along with Oriental Insurance Company has introduced Surakshit Samarth in order to extend the benefits to the driver's family and secure their future. It will provide an accidental death or disability cover of up to Rs. 1,000,000 per year, per vehicle for drivers and owner drivers linked to the Chassis, since 2011.

Further, the Swasthya Samarth programme in association with Tata AIG General Insurance Company aims to provide health insurance products including two comprehensive health check-ups covering 6 health profiles/57 tests and Rs. 50,000 hospitalisation coverage, with an option to upgrade to family cover. Also, the programme will be linked to new vehicle sales and the policy will be issued by Tata AIG. And, the insurance company will also set up free medical camps at Tata

Motors defined locations.

Commenting on the launch of Tata Motors Samarth program, Girish Wagh, president, CVBU, Tata Motors said, "True to the philosophy of connecting aspirations, we at Tata Motors are driving our efforts towards driver empowerment and welfare. Our Samarth program is tailored to make the entire trucking profession dignified. We intend to cement our long-lasting relationship with our customers and their drivers to safeguard their health, ensuring overall wellbeing of their families and in the process uplift the quality of life for them," reported AutoCar Professional.

Besides, Sampatti Samarth plans to encourage investment habits among drivers through its SIP offering by ICICI Prudential and Tata Mutual Funds, with a lock-in period of 3 years. Not just this, it also plans to conduct financial literacy camps for drivers and owner drivers across India.

Furthermore, Tata Motors has joined hands with Toppr and introduced Siksha Samarth. Toppr is a learning app for classes 5th to 12th that helps students prepare for every board, competitive and scholastic exam. It personalises learning by creating a unique path for each student based on their strengths and weaknesses. Meritorious students of customers, owner-drivers and drivers in Class 8 to Class 10 who are eligible under the scholarship scheme of Tata Motors will receive one-year free subscription of Toppr for the relevant academic year.

Certainly, this initiative by Tata Motors is designed to positively impact the CV community and work towards improving society's perception of this profession.



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Rising Crude Prices To Roil CAD, Rupee, Inflation Metrics: Care



possible increase in fuel prices due to the US sanctions on Iranian crude exports can have adverse impacts on the current account deficit (CAD), the rupee and inflation, warns a report.

The country meets a tenth of its crude demand from Iranmaking it the third largest customer for the Persian country - and the "immediate challenge" is to find alternate suppliers who will be able to deliver it at competitive prices as Tehran offers after May 2, said Care Ratings reported PTI.

It can be noted that the US had on Monday decided to do away with exceptions on sanctions to countries like India who are importing oil from Iran from May 2. Following this, the government said it will stop shipments from that Gulf nation which has the one of the largest crude reserves in the world. China, Japan and India are the biggest three customers for Iran.

A 10 percent spike in crude prices can result in a 0.40 percent widening of the CAD, which can consequently play out into a 3-4 percent depreciation in the rupee and also push up inflation by 0.24 percent, the ratings agency said.

Crude prices jumped to the highest level at USD 74 a barrel since November following the US announcement and equities also tumbled the worst in 2019 Monday.

The rating agency report said if the crude prices remain around USD 75 a barrel for one more month, the Reserve Bank's rate setting panel may postpone a rate cut which it is widely expected to announce in June.

Rising crude prices can have a two-way impact on the domestic economy, which will play out on both the revenue and expenditure fronts, it said.

While higher oil prices will mean more revenue for the states as tax is ad valorem, but for the Centre, it may not matter as the rates are fixed, it said.

Oil marketing companies would earn higher profits if there is a pass-through which can be beneficial for the government too unless the subsidy on kerosene comes in the way, it said.

"With the US-directed sanctions kicking off from May 2, it would be interesting to see how the various macroeconomic indicators of the domestic economy change course owing to increase in crude prices," it said.

Meanwhile, its peer ICRA said a USD 10 a barrel increase in oil prices will lead to a 0.10 percent increase in the headline inflation.

The discontinuation of Iranian oil imports is a credit negative for domestic refineries, it said, adding there will be an impact of about USD 350 million on annual operating profit of the domestic refiners.







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LEAD THE ROAD

Event held at Double Tree by Hilton, Gurugram, on 14-03-2019

he above Transporters Meet, was presented by Indian Oil and crafted by The Hindu Business Line. The objective of the event as visualised by them, was to generate awareness, while analysing latest Industry thinking, innovation, best practices, news and ideas mixed with a wide social program.

Opening Session:

Raghavan Srinivasan, Editor – Business Line, (BL), started the proceedings promisingly, in chaste Hindi, stating that BL is now 25 years old, with 18 editions. They focus on various issues important to the country, like on Agriculture, Logistics, etc. One noteworthy comment made was that GST, for all the issues, did not stop functioning at all during the year. All issues are highlighted which are of interest to policy makers, as they recognise the importance of this sector to the National economy.

Rahul Agarwal, Key Accounts Manager (KAM), IndianOil Corpn. Ltd. (IOCL), spoke of IOCL's Fleet Card, as the largest Loyalty Card in the country. Till last year, it was applicable in 10,000 outlets and has grown to include all the 25,000 outlets of IOCL, including SARAI outlets, meant for Truckers' off-road use. They are trying to enter all spaces in Logistics—e.g., Telematics.

Anil Menon, President & National Sales Manager-Retail Banking, YES Bank, said that they were teenagers in the banking industry, having been founded only in 2002, by two professionals.

Panel Discussion: The Road Ahead

Participants:

Ramesh Agarwal, Chairman (then) -AITWA

SK Mittal, (SKM) Chairman - AIMTC

Shridhar Sharma, GM-Retail Sales, IOCL

Nipun Jain, Group President & National Head (MIB), Commercial Retail Lending, YES Bank

Moderator: Shishir Sinha, Sr. Dy. Editor, Business Line

Shishir stated that this conference is the 10th and final event in this line, which commenced in June, 2018.

SKM was of the opinion that Transporters do not introduce themselves as such, preferring to call themselves Logistics Service Providers, owing possibly to esteem issues.

Freight rates are fixed between the parties based on Supply: Demand factors. BlackBuck had a Topline (TL) of Rs. 500 crores, with a Bottom Line (BL) of – 84 crores. Future projection is TL Rs. 1000 crores and BL Rs. – 136 crores. SKM said that normal, conventional, transporters cannot afford this. We work on transactional profit. To resolve this, he emphasized that the government must work out the per km. cost.

Shridhar said that State governments get their revenues from VAT, etc., hence they cannot give up their turf easily.

Ramesh said that GST is primarily Excise converted for which the government has given a free run for three years. He added that benefits upto 8% are available for implementing GST regime. However, our people are unable to use this owing to the difficult in implementing GST norms. Implementation of GST in petroleum products will help in easing our functioning.

Nipun opined that interest rates are falling at a steady pace. Shishir was curious about the large number of Trucks being registered in North Eastern (NE) states of the country, esp., Nagaland, with around one lac registrations per year, which is more than in Delhi. It appears that bribery levels are low there and registration is possible in just one day.

Shridhar stated that SARAI outlets offer all reasonable services to Truckers for rest and relaxing, while on the road.

Nipun said that we are ready to give home loans to Drivers without collateral.

SKM felt that OEMs, Tankers, CSR should provide benefits for Drivers. He also insisted that toll collection without DPR Certificate (completion certificate) is illegal.

Shishir said that fuel wastage is a criminal waste of money. He asked about air-conditioned cabins for drivers-Does it cost too much?

Ramesh responded that this is not really true, as they then work with greater productivity making it worthwhile.

Bikramjeet Singh Chadha, VP, Supreme Logistics, from the audience wondered if it would be possible to add an R.O. filter for clean drinking water.

SKM put things in clear perspective, when he pointed out



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that we hand over an asset worth Rs. Fifty lacs (Truck and the load), whereas we crib about giving benefit of Rs. 500/=. Approx. Rs. 22,000/= crores is transacted on our roads. He again insisted that the government declare the cost per kilometre of plying on the roads, so that anyone offering a lesser price can be investigated. He said that it is still a corruption based system.

Ramesh cited that not even CBI can go to Drivers' homes to do a search without a "reason to believe" certificate, but Home guards do this regularly under the GST regime. SKM repeated the oft quoted remark of JFK on American roads making their country rich. He also rued that drivers were reluctant to encourage their children to follow their profession, owing to poor facilities.

Shishir mentioned that loyalty cards are not that convenient as per what has been learnt.

Shridhar disagreed, saying that any problem brought to the notice of the Fleet Management Manager, gets sorted out, otherwise, it can be escalated to people / contact numbers notified in each Petrol Pump and it gets cleared.

Ramesh said that we should give more respect to the drivers' profession and address them as "Saarathi", which would be an improvement over Pilot, etc.

Shishir enquired about the Eway bill system.

SKM said that Toll collections should be around Rs.1,27,000 crores per year, estimating with 1,27,000 lakh truck trucks on the roads for 80,000 kms per year.

Ramesh said that small errors (C written as B or D) were being charged as major errors for tax evasion, which is unfair.

Nipun mentioned that they held 113 events at the time of GST implementation to educate the industry, MSME, etc.

Bikramjeet from the audience said that GST is not uniform throughout the country. RCM is not popular if the operator is small, as Forward movement becomes a big loss.

The Masterclass

The crème de la crème of the evening was the one to one between the indefatigable R. Srinivasan (RS) and the suave Anand Swarup, (AS), Jt. Secretary, Ministry of Commerce & Industry (MoCI), filling in for Abhay Damle, Jt. Secretary, MoRTH.

RS: What are the steps the Centre is taking with feedback received from all stakeholders, to address the challenges?

AS: There is new Department of Logistics in the MoCI. There are big issues in service conditions of Drivers. The esteem issues need support of the Industry – the government alone cannot solve it.

SAFAR app was launched on Feb. 19, 2019, for crowd sourcing of data. This is to encourage people to give information, since evidence is meagre regarding problems faced.

People who get skilled and join an organisation with a certificate, get the same salary as a candidate from the apprenticeship route – hence, there is no incentive for Certification. One solution is to take only certified people.

There are 90 reasons for a truck to be stopped on the road. TIR Carnet is one solution. RTO people say – what if the Truck is over-weight or the Driver is drunk – how do we not stop it to check?. They are also looking at solutions. More on this shortly.

Ramesh remarked that if a truck is parked at a Dhaba /
Hotel and the Eway bill gets expired these can be issues.
RTO people in Rajasthan have collection targets for
violations. In Gurgaon, the target is for number of
challans. These are incorrect and no targets should be set
in this regard.

Bikramjeet: from the audience, wanted to know how they could pay drivers more, even if we want to, when we do not have better margins.

AS: The government cannot get involved in regulating the prices in the Industry. It is a Supply: Demand market situation and small truckers do not have the negotiating power of large companies. SAFAR will provide any opportunity details to all registered people.

SKM: insisted, again, that government should come out with the cost per km.

Bikramjeet: Illiteracy is high in this sector, hence, they cannot factor in costs like accidents, tyre wear & tear, etc.

Ramesh: Predatory pricing, where burning of money is done by start-ups.

RS: This is a federal set-up, where states have a big say, but it is not yet a fully digital set-up.

The halcyon days

This program brought forth memories of School / College /start of professional career, when the day would start with a filter coffee and The Hindu, the newspaper advised by our school teachers "to improve our quality of English usage", along with authors Enid Blyton, PG Wodehouse, etc. This was long before the current wave of terrorism, low integrity in public life, cynical political discourse, etc., made the quality of life much the poorer.

Vinod Kaul

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अब ई-वे बिल में पिन कोड से तय होगी माल ढुलाई की दूरी



टैक्स चोरी पर लगाम कसते हुए अब जीएसटीएन ने ई-वे बिल सिस्टम में कई नए बदलाव किये हैं। जीएसटीएन की ओर से जारी नई फैंसिलिटीज के मुताबिक सिस्टम अब रूट डिस्टेंस को ऑटो कैलकुलेट करेगा, जिसका आधार माल भेजने वाले और रिसीव करने वाले के स्थान का पिन कोड होगा। अब सिस्टम माल ढुलाई की दूरी पिन कोड के आधार पर खुद ही तर्ज करेगा और डीलर की ओर से दर्ज की जाने वाली वास्तविक दूरी सिस्टम में दर्ज दूरी से 10% से ज्यादा नहीं हो सकेगी। कंसाइनर और कंसाइनी की ओर से एक ही इनवाँइस पर मिल्टपल ई-वे बिल जेनरेट करने की शिकायतों के मद्देनजर अब सिस्टम में ऐसी व्यवस्था की गई है कि एक बार बिल जेनरेट हो जाने के बाद उस इनवाँइस पर कंसाइनर, कंसाइनी और

ट्रांसपोर्टर में से कोई भी दूसरा ई-वे बिल जेनरेट नहीं कर सकता। ट्रांसपोर्टर्स की ओर से शिकायतें मिल रही थी कि उनके कंसाइनर या कंसाइनी की ओर से इस तरह की अवैध गतिविधियां होती हैं, जिसके लिए उन्हें भी परेशान किया जाता है। इसके अतिरिक्त कंपोजिशन डीलर अब ई-वे बिल जेनरेट नहीं कर पाएंगे। साथ ही

ट्रांजिट के दौरान ई-वे बिल के एक्सटेंशन की सुविधा भी दी जा रही है। इसके लिए सिस्टम में दो ऑप्शन जोड़े गए हैं। यूजर को एक्सटेंशन के लिए अप्लाई करते समय बताना होगा कि माल रोड पर है या गोदाम में। माल गोदाम में होने पर उसका पता और रास्ते में होने पर गाड़ी की लोकेशन दर्ज करानी होगी।

वर्ष 2017-18 के लिए जीएसटी संबंधी वार्षिक रिटर्न भरने की अंतिम तिथि बढ़ाकर 30 जून, 2019 कर दी गई है

जीएसटी (वस्तु एवं सेवा कर) कानून में फॉर्म 'जीएसटीआर-9' और फॉर्म 'जीएसटीआर-9ए' में वार्षिक रिटर्न भरना अनिवार्य किया गया है। इसके लिए दिनांक 31 दिसंबर, 2018 को जारी ऑर्डर संख्या 3/2018- केंद्रीय कर देखें। वित्त वर्ष 2017-18 के लिए वार्षिक रिटर्न भरने की अंतिम तिथि बढ़ाकर 30 जून, 2019 कर दी गई है।

व्यापार एवं उद्योग जगत को यह सूचित किया जाता है कि रिटर्न भरने के लिए

संबंधित फॉर्म अब सार्वजनिक अथवा कॉमन पोर्टल पर उपलब्ध है और करदाताओं से यह अनुरोध किया जाता है कि वे जल्द-से-जल्द अपने-अपने रिटर्न भर दें।

करदाता कृपया यह रिटर्न भरते वक्त पूरी सावधानी बरतें क्योंकि फॉर्म 'जीएसटीआर-9' और फॉर्म 'जीएसटीआर-9ए' को संशोधित करने की सुविधा उपलब्ध नहीं है।



Changes planned in e-way bill system to contain GST evasion

E-way bill system will be enabled to auto calculate the distance for movement of goods based on the postal PIN codes of source and destination locations while allowing a variation of only 10%.

ndia is eyeing several changes to the electronicway bill system, ranging from auto calculation of distance for movement of goods to barring businesses from generating multiple e-way bills based on one invoice, as it cracks down on evasion in the goods and services tax (GST) framework.

E-way bill system will be enabled to auto calculate the distance for movement of goods based on the postal PIN codes of source and destination locations while allowing a variation of only 10%. That is if the system has displayed the distance between Place A and B, based on the PIN codes, as 655 km; sthen the user will be able to enter the actual distance up to 720 KM (655KMs + 65KM), according to the new conditions.

Tax experts reckon that tax evasion continues to be a major concern for the government, and it is increasingly relying on technology to plug the gaps.

The recent changes are another example of how the government is relying more on technology to ensure compliances—case in point being auto population of actual distance between supplier and recipient based on PIN codes and automatic blocking of interstate transaction for small composition dealers," said Harpreet Singh, partner, indirect taxes, KPMG.

The proposed system will also bar generation of eway bill for interstate movement by composition taxpayer. This is being done to plug a loophole in the system as the GST Act does not allow the composition tax payers to do Inter-state transactions.

With some of these changes such as automatic calculation of distance between two locations via PIN codes and one e-way bill for one invoice, coupled with greater focus on RFIDenabled vehicles, tracking the consignments might be easier for the government," said Pratik Jain, national leader, indirect taxes, PwC.

However, it needs to be ensured that flexibility is built in the system to take care of exceptional situations such as diversion of vehicles due to road blockage, etc., where the actual distance travelled may be more than 10% of the distance calculated by the system, asid Jain.

The new rules envisage not allowing generation of multiple e-way bills based on one invoice by any party — consignor, consignee and transporter. That is, once e-way bill is generated with an invoice number, then none of the parties — consignor, consignee or transporter — can generate the e-Way bill with the same invoice number.

This has been done following representations from

An e-way bill is required for movement of goods worth more than Rs 50,000 across state borders. Trucks caught without e-way bills can be levied a penalty of up to Rs 10,000. Besides, the cargo itself can be inspected to ascertain tax evasion. A penalty to the tune of 200% of the tax being evaded can be levied along with the tax itself if evasion is proven and both the vehicle and goods can be impounded.

The e-way bill mechanism is an integral part of the GST regime that's aimed at plugging evasion, which was one of the reasons cited by the government for subdued GST revenues prompting the GST Council and government to take steps to counter it.

The government has estimated Rs 6.43 lakh crore from GST in 2018-19. India rolled out GST from July 1, 2017, to replace multiple state and central levies.

परिवहन विभाग की पहल, अब कैश नहीं, क्रेडिट और डेबिट से होगी पेमेंट

शिमला, टी.टी.एन.। परिवहन विभाग के कार्यालय में अब वाहनों के हर तरह के शुल्कों की पेमेंट एटीएम कार्ड, क्रेडिट और डेबिट कार्ड से होगी। परिवहन विभाग में लोगों को दलालों से छुटकारा दिलाने के लिए यह व्यवस्था की गई है। हिमाचल के क्षेत्रीय कार्यालय में यह सेवा 2 अप्रैल से मिलनी शुरू हो जाएगी। अगर किसी के पास कार्ड नहीं होगा तो व्यक्ति आरटीओ से अनुमति लेकर कैश जमा करा सकेगा। परिवहन विभाग कार्यालय में हुई बैठक में यह फैसला लिया गया है। बैठक की अध्यक्षता निदेशंक कैप्टन जेएम पठानिया ने की। राज्य परिवहन प्राधिकरण व अतिरिक्त आयुक्त सुनील शर्मा अतिरिक्त आयुक्त परिवहन हेमिस नेगी भी उपस्थित थे। अभी तक गाड़ी की आरसी फीस. पंजीकरण शुल्क, चालान आदि की फीस कैश देकर चुकाई जाती थी। लोग यह काम दलालों से कराते थे, इसके एवज में दलाल वाहन मालिकों



से कमीशन वसूल करते थे। निदेशक के ध्यान में यह मामला आने पर परिवहन विभाग और क्षेत्रीय कार्यालय को कैशलैस कर दिया गया है। विभाग के निदेशक जेएम पठानिया ने बताया कि सिस्टम ऑनलाइन किए जाने से लोगों को फायदा होगा। लूटखसोट की संभावनाएं नहीं होगी। उन्होंने वाहन मालिकों से भी अपील की है कि अगर इस तरह का कोई मामला सामना आता है तो वह शिकायत कर सकते हैं।

Preparing integrated logistics plan to cut transactions cost for industry: Suresh Prabhu

The minister said there were disruptions happening in the global supply chain due to the rising trade tensions between countries such as the US and China, creating huge opportunities for Indian logistics players.



the government is preparing an integrated logistics plan to fast-track movement of goods and cut transactions cost of businesses, Commerce and Industry Minister Suresh Prabhu said Thursday. He said that the plan would integrate all sectors—rail, road, ship and air.

"We are preparing an integrated logistics plan and also a portal to make logistics efficient and costeffective in the country," he said here at the CILT

Promoting trade and manufacturing are linked with logistics, and improvement in its efficiency would help boost economic development, he added.

The minister said there were disruptions happening in the global supply chain due to the rising trade tensions between countries such as the US and China, creating huge opportunities for Indian logistics players.

Formulation of an integrated plan is important as the cost of logistics for India is about 14 per cent of its gross domestic product (GDP). On the other hand, it is only 7-8 per cent in developed countries.

Indian logistics industry is estimated at around USD 215 billion, which is growing at over 10 per cent annually.

Speaking at the event, Railway Board Chairman

Ashwani Lohani said the railways ministry is working on several projects including construction of dedicated freight corridors to cut logistics time and cost of industry.

To improve efficiency, the ministry is working on bridging infrastructure gap, doubling rail tracks, electrification of tracks, and construction of separate corridors for freight, he said.

Lohani said that railways is looking to increase track-related work to 9,000 km this fiscal and 12,000 km in 2019-20, as compared to 5,300 km carried out in 2019-17.

"We are on our track to do this work," he said adding the work on eastern and western freight corridors would be completed by March 2020; and electrification of entire railways would be done by 2022.

Talking about station development programme, he said work on Gandhinagar and Bhopal stations would be over in the next 2-3 months.

To improve service delivery, he said the ministry is looking at simplifying processes and making it more consumer friendly.

"We are working on three components — cultural transformation, large-scale process reforms, and changing the structure of organisation," he added.

बनाया सबसे बड़ा ऑफरोड टायर

 इस टायर को खासतौर पर देश के सबसे बड़े रिगि डंप ट्रक के लिए बनाया गया है जिसकी क्षमता 240 टन वजन ढोने की है

नई दिल्ली, टी.टी.एन.। जेके टायर ने हाल ही में लिम्का बुक ऑफ रिकॉर्ड में अपना नाम दर्ज किया है, कंपनी ने यह रिकॉर्ड भारत का सबसे बड़ा ऑफरोड टायर बनाकर कायम किया है।40.00-57 वीईएम045 को 2014 में लॉन्च किया गया था और यह टायर 12 फीट लंबा होने के साथ 3.4 टन का है। इस टायर को खासतौर पर देश के सबसे बड़े रिगि डंप ट्रक के लिए बनाया गया है जिसकी क्षमता 240 टन वजन ढोने की है।

इस मौके पर बात करते हुए जेके टायर एंड इंडस्ट्रीज लिमिटेड मार्केटिंग डायरेक्टर विक्रम मल्होन्ना ने बताया कि टायर्स को और बेहतर बनाने के लिए भारतीय टायर इंडस्ट्री में जेके टायर काफी आगे हैं और लिम्का बुकं ऑफ रिकार्म में नाम आना हमारी मेहनत के उसी दिशा में होने का प्रमाण है। बीते सालों में मजबूती और उपयोग के लिए वीईएम 045 की काफी सराहना की गई है। भविष्य में विशेष श्रेणी के ऐसे ही कई उत्पाद बनाने के लिए हम रोमांचित और प्रोत्साहित महसूस कर रहे हैं। जेके टायर वीईएम 045 बाकी टायर्स के साथ



बाजार में टायर्स की ये रेन्ज काफी बड़ी है। भारत में रेडियल टायर, बनाने और उसे बेहतर करने का पायोनियर जेके टायर को माना जाता है और कंपनी ने पिछले साल ही कर्नाटक के मैसूर में विशाल रिसर्च और डेवेलपमेंट सेंटर की शुरूआत की है। इस रिसर्च सेंटर में नए उत्पाद बनाने के लिए कंपनी द्वारा वैश्विक रूप से किए जाने वाले प्रयासों को सम्मिलत किया जाएगा। पैसेंजर वाहनों के लिए टायर बनाने के साथ-साथ जेके टायर इंडस्ट्रियल और माइनिंग सैगमेंट के लिए भी टायर बनाती है।



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	Airport		The Mo		For The	Period Ap	
no.		Feb.	Feb.	%	2018-19	2017-18	%
		2019	2018	Change			Change
(A)	20 International	Airports					
1	Chennai	29485	32267	-8.6	374826	379002	-1.1
2	Kolkata	11121	11705	-5.0	143099	150309	-4.8
3.	Ahmedabad	7162	6874	4.2	93159	83750	11.2
4	Goa	342	214	59.8	4184	4028	3.9
5	Jaipur	1074	1337	-19.7	16060	14560	10.3
6	Lucknow	350	487	-28.1	6110	5963	2.5
7	Guwahati	1954	1447	35.0	21737	20465	6.2
8	Trivandrum	2947	2044	44.2	22781	26241	-13.2
9	Bhubaneswar	892	612	45.8	8644	7079	22.1
10	Calicut	1741	1459	19.3	15053	17273	-12.9
11	Srinagar	553	458	20.7	7306	6700	9.0
12	Coimbatore	962	853	12.8	11764	9493	23.9
13	Amritsar	10	114	-91.2	1378	1502	-8.3
14	Mangalore	191	170	12.4	3027	2326	30.1
15	Varanasi	226	75	201.3	2485	1099	126.1
16	Portblair	582	536	8.6	5589	5177	8.0
17	Trichy	601	569	5.6	6229	5946	4.8
18	Imphal	504	389	29.6	5700	3889	46.6
19	Vijayawada	0	0	29.0	382	3009	40.0
20	Tirupati	0	0	-	0	0	-
_				1.7			0.7
l ota		60697	61610	-1.5	749513	744802	0.6
(B)	7 JV Internation	al Airpor	ts				
21	Delhi (DIAL)	81002	73504	10.2	952521	881453	8.1
22	Mumbai (MIAL)	74491	73765	1.0	879406		
23	Bangalore	28777	28115	2.4	353787	316407	11.8
43		20/1/	20113	2.4	222101	310407	11.0
24	(BIAL) Hyderabad (GHIAL)	10928	10372	5.4	131145	121645	7.8
25	Cochin(CIAL)	6175	6842	-9.7	63942	68896	-7.2
26	Nagpur (MIPL)	655	590	11.0	8703	7197	20.9
27	Kannur (KIAL)	033	0	11.0	0 0	0	20.5
Tota							7.0
	8 Custom Airpor	202028 rts	193188	4.0	2369304	2215764	7.8
28	Pune	3029	3395	-10.8	44295	37397	18.4
29	Patna	803	467	71.9	10402	6346	63.9
30	Visakhapatnam	0	529	- 14.2	3513	4070	-13.7
31	Bagdogra	442	324	36.4	5903	4637	27.3
	Chandigarh	10.000		2707	2000		
37			100		4733		
		310	109	184.4	4733	5372	-11.9
33	Madurai	333	247	184.4 34.8	4574	5372 2177	-11.9 110.1
33 34	Madurai Aurangabad	333 103	247 98	184.4	4574 1883	5372 2177 1602	-11.9 110.1
33 34 35	Madurai Aurangabad Gaya	333 103 0	247 98 0	184.4 34.8 5.1	4574 1883 0	5372 2177 1602 0	-11.9 110.1 17.5
33 34 35 Fota	Madurai Aurangabad Gaya	333 103 0 5020	247 98	184.4 34.8	4574 1883	5372 2177 1602	-11.9 110.1 17.5
33 34 35 Fota (D)	Madurai Aurangabad Gaya il 60 Domestic Air	333 103 0 5020 ports	247 98 0 5169	184.4 34.8 5.1 	4574 1883 0 75303	5372 2177 1602 0 61601	-11.9 110.1 17.5 22.2
33 34 35 Fota (D) 36	Madurai Aurangabad Gaya il 60 Domestic Air Indore	333 103 0 5020 ports 821	247 98 0 5169	184.4 34.8 5.1 2.9	4574 1883 0 75303	5372 2177 1602 0 61601	-11.9 110.1 17.5 22.2
33 34 35 Fota (D) 36 37	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi	333 103 0 5020 ports 821 310	247 98 0 5169 800 356	184.4 34.8 5.1 -2.9 2.6 -12.9	4574 1883 0 75303 10846 4786	5372 2177 1602 0 61601 9882 4315	-11.9 110.1 17.5 22.2 9.8 10.9
33 34 35 Fota (D) 36 37 38	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur	333 103 0 5020 ports 821 310 427	247 98 0 5169 800 356 305	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0	4574 1883 0 75303 10846 4786 4538	5372 2177 1602 0 61601 9882 4315 3728	-11.9 110.1 17.5 22.2 9.8 10.9 21.7
33 34 35 Fota (D) 36 37 38 39	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu	333 103 0 5020 ports 821 310 427 147	247 98 0 5169 800 356 305 138	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5	4574 1883 0 75303 10846 4786 4538 1814	5372 2177 1602 0 61601 9882 4315 3728 1681	-11.9 110.1 17.5 22.2 9.8 10.9 21.7
33 34 35 Fota (D) 36 37 38 39 40	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala	333 103 0 5020 ports 821 310 427 147 375	247 98 0 5169 800 356 305	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0	4574 1883 0 75303 10846 4786 4538 1814 4890	5372 2177 1602 0 61601 9882 4315 3728 1681 4958	9.8 10.9 22.2 9.8 10.9 21.7 7.9 -1.4
33 34 35 Tota (D) 36 37 38 39 40	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur	333 103 0 5020 ports 821 310 427 147 375	247 98 0 5169 800 356 305 138 369	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2	5372 2177 1602 0 61601 9882 4315 3728 1681 4958	-11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4
33 34 35 Tota (D) 36 37 38 39 40 41 42	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala	333 103 0 5020 ports 821 310 427 147 375 0 26	247 98 0 5169 800 356 305 138 369 1	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2 212	5372 2177 1602 0 61601 9882 4315 3728 1681 4958 13 206	-11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.9
33 34 35 Tota (D) 36 37 38 39 40 41 42 43	Madurai Aurangabad Gaya il 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur	333 103 0 5020 ports 821 310 427 147 375	247 98 0 5169 800 356 305 138 369 1 11 178	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2	5372 2177 1602 0 61601 9882 4315 3728 1681 4958	-11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.3
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33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44	Madurai Aurangabad Gaya ll 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh	333 103 0 5020 ports 821 310 427 147 375 0 26 171	247 98 0 5169 800 356 305 138 369 1 11 178 91	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6 -136.4 -3.9	4574 1883 0 75303 10846 4786 4538 1814 4890 2 212 2673 1661	5372 2177 1602 0 61601 9882 4315 3728 1681 4958 13 206 2059 1057 1424	-11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.9 29.8 57.1
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33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47	Madurai Aurangabad Gaya 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur	333 103 0 5020 ports 821 310 427 147 375 0 26 171 111 152 58	247 98 0 5169 800 356 305 138 369 1 11 178 91 161 0	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6 -3.9 22.0 -5.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2 212 2673 1661 1525 888	5372 2177 1602 0 61601 9882 4315 3728 1681 4958 13 206 2059 1057 1424 212	-11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.9 29.8 57.1 7.1 318.9
33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47 48	Madurai Aurangabad Gaya l 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur Silchar	333 103 0 5020 ports 821 310 427 147 375 0 26 171 111 152 58 0 81	247 98 0 5169 800 356 305 138 369 1 11 178 91 161 0 1	184.4 34.8 5.1 -2.9 -2.9 40.0 6.5 1.6 -3.9 22.0 -5.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2 212 2673 1661 1525 888 6 819	5372 2177 1602 0 61601 9882 4315 3728 1681 4958 13 206 2059 1057 1424 212 10	9.8 10.9 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.9 29.8 57.1 318.9 -40.0
32 33 34 35 Tota (D) 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50	Madurai Aurangabad Gaya 60 Domestic Air Indore Ranchi Raipur Jammu Agartala Udaipur Dehradun Vadodara Bhopal Leh Surat Jodhpur	333 103 0 5020 ports 821 310 427 147 375 0 26 171 111 152 58	247 98 0 5169 800 356 305 138 369 1 11 178 91 161 0	184.4 34.8 5.1 -2.9 2.6 -12.9 40.0 6.5 1.6 -3.9 22.0 -5.6	4574 1883 0 75303 10846 4786 4538 1814 4890 2 212 2673 1661 1525 888	5372 2177 1602 0 61601 9882 4315 3728 1681 4958 13 206 2059 1057 1424 212	27.3 -11.9 110.1 17.5 22.2 9.8 10.9 21.7 7.9 -1.4 -84.6 2.9 29.8 57.1 318.9 -40.0 67.8 -17.6 30.2

Freight	(in	M	$\Gamma \lambda$
LICISIII	ш	IVE	

S.	Airport	For	The Mo	Freight (nth	For The	Period Ap	ril To Feb
no.	8500 .6 82000 n.	Feb.	Feb.	%	2018-19	2017-18	%
		2019	2018	Change			Change
(D)	60 Domestic Air	ports					
52	Jabalpur	0	4		1	51	-98.0
53	Dimapur	27	38	-28.9	435	521	-16.5
54	Bhuj	2	1	100.0	30	27	11.1
55	Juhu	26	25	4.0	313	351	-10.8
56	Belgaum	0	0	75.0	0	0	-10.0
57	Guggal(kangra)	0	0		0	0	
58	Gorkhpur	0	0		0	0	
59	Tuticorin	2	4	-50.0	33	21	57.1
60	Jorhat	0	4	20.0	34	47	-27.7
61	Jamnagar	0	1	- 1	4	4	0.0
62	Khajuraho	0	0	- 2	0	0	0.0
63	Hubli	9	0		21	0	
64	Allahabad	0	0	-	0	0	
65	Cuddapah	0	0	2	0	0	
66	Porbandar	0	0		0	5	
67	Agatti	2	1	100.0	26	12	116.7
68	Kandla	0	0	100.0	0	0	110.
69	Jaisalmer	0	0	-	0	0	
70	Bhavnagar	0	0	-	0	0	
71	Pondicherry	0	0		0	0	
72	Bhuntar	0	0		0	0	
73	Gwalior	0	0		0	0	
74	Bikaner	0	0	-	0	0	
75	Diu	0	0	-	0	0	
76	Mysore	0	0		0	0	
77	Bhatinda	0	0	-	0	0	
78	Pantnagar	0	0	-	0	0	
79	Agra	0	0	-	0	0	
80	Lakhimpur	0	0	1	0	0	
ou	(lilabari)	0	0		0	0	
81	Barapani	- 0	- 0	-	- 0	- 0	-
01	(shillong)	0	0	2	0	0	
82	Ludhiana	- 0	- 0.	-	- 0	- 0	-
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	0	0	-	0	0	
12	(Jalandhar)	0	0	2	ő	0	
93	Pathankot	- 0	- 0	-	- 0	- 0	
94	Pakyong	0	0		0	0	
95	Jagdalpur	0	0		0	0	
	0 Domestic Airports	2811	2607	7.8	36595	31945	147
			2007	7.8	30393	31943	14.6
(E)	7 St.Govt. / Pvt	Airports					1
96	Lengpui(aizwal)	42	37	13.5	491	703	-30.2
97	Nanded	0	0	-	0	0	
98	Shirdi	0.	0	- 2	0	0	3
99	Vijayanagar	0	0	-	0	0	
	Durgapur	0	0	-	0	0	
	Nasik(Hal ozar)	24	0	-	205	0	
	Mundra	0	0	-	0	0	- 5
	St.Govt. / Pvt Airports	66	37	78.4	696	703	-1.0
200	Other Airports	0	0	-	0	0	
(F)							
	nd Total						

Source: A.A.I.

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

*) TENTATIVE

Source: LP.A.

Master Of The Supply Chain



Mr. APR (Abhishek)
Director Group Sales & Marketing

APR as he is called, at Group Varuna is Director – Group Sales & Marketing. He is driving Integrated Services and Standalone services of the Group and is responsible for taking Group Varuna to next level, building on the foundation and momentum to achieve organization goals.

APR has been part of an ongoing journey of experience throughout the Supply & Demand Chain in Service and User roles across sectors such as Automotive, Technology,

Food & Beverage, Hospitality, Telecom, Oil & Gas, FMCG & Healthcare. During his experience of more than 21 years including multinationals and Indian conglomerates such as General Electric, Indian Express, Exel Plc, DHL Supply Chain, Casby Geometra, GATI and Godrej, with stints in Middle East and Asia. He was with the **Godrej Group** prior to joining Group Varuna. At Godrej, as a Business Head-ecommerce and more so into operations by way of Logistics, e Delivery (Technology), Customer Delight & Home Delivery for Godrej Nature's Basket, a Godrej Industries Initiative.

Post his Graduation he studied Business Management from the prestigious NUS Business School, Singapore 2004-05. This is a globally ranked TOP Business School.

QUESTIONNAIRE

Varuna was incorporated in the year 1996, with two trucks and a long-term vision to address key challenges in the transport industry. From the initial days of operating as a small regional trucking setup, today we are a full-fledged Transport Management & 3PL business that serves customers across a wide array of industries, around the country.

We primarily operate with a large owned fleet of containerized dry-bed trucks and manage over a million square feet of warehousing space. The organization is driven by a team of skilled professionals, a wide office network spread across 27 states and union territories, best-in-class technology, and a key management team — which together holds 150+ years of experience. Our belief in service excellence has enabled us to be mentioned as one of the leading Transport Management & 3PL companies in India.

Varuna Integrated Logistics Pvt. Ltd. – Provides primary transportation (FTL) services

Contract Logistics Pvt. Ltd. – Provides integrated services of Transportation & Warehousing (including secondary distribution)

Athena Supply Chain Lab Pvt. Ltd. – Provides consulting on your supply chain.

(1) How long have you been in operation?

Our Journey began in the year 1996, with two trucks and a vision to "exceed customer expectations through service excellence". We consistently bring best Industry practices & processes to the people-centric business of logistics in order to deliver resourcefully tailor-made, quick & lucrative solutions.

Since 2012 we have entered into warehousing & currently manage over 1 million sq ft space.

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

- (i) Cost reduction through Integrated approach
- (ii) Transport model is efficiency based & tech enabled
- (iii) We own 1600 + 32" mxl,32" 3xl; 40" containers
- (iv) Control Tower monitoring & Circular Geo fencing
- (v) CLPL model is efficiency based with innovation& Continuous improvement
- (vi) We have 55 branches & 24 different warehouses and an employee strength of 1500 employees

On end to end logistics solution, we have the capability to share cost reduction of 5%-10%.

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

As they say - Even winning or losing a war is determined by data. Technology harnesses data for analytics provides complete visibility & transparency about material in transit & helps eliminate the wastages at all points. We, at Group Varuna are highly invested in technology with every process digitized. The philosophy is to be Lean & Efficient.

In warehouses we have implemented in house Warehouse Management System (WMS); which is designed to support & optimize warehouse operations functionality & Inventory management.

We also have invested in developing load optimizer for COG (center of gravity) calculation.

Network planning to save costs. As Class License holders we simulate designs for better / optimal functionality for various sectors.

(4) Who are your present clients?

We work with our clients from different industrial sectors such as -

- FMCG (fast moving consumer goods)
 Food & Beverages
- Pharma and Healthcare
 Automobiles & Tyre Sector
- Retail sector

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

- Cost reduction through Efficiency Improvement, our charge is business not consulting fees.
- (ii) Warehousing: Repacking, MRP Labelling, Implant logistics, Spare parts
- (iii) Transportation: Primary, Secondary, Express, Multimodal
- (6) How do you see the logistics industry in the coming year?
 Huge Growth Potential in the Logistics Industry due to numerous factors:
- Phenomenal Technology adoption
- Increased Consumption pattern in Population, E- Commerce driving demand
- Post GST smaller set up giving way to consolidation.
- Government's focus on Road & Infrastructure, Special Economic Zones, Make in India initiative, Skill development etc.
- The sector will provide huge employment opportunities
- Cross border trade especially to & from SAARC countries will go up.
- Logistics was accorded Infrastructure status by the government in the year 2017. This was GOI's first step towards the logistics sector augmented by the National Logistics Policy.
- Mr. N. Sivasailam (Special Secretary) and team of Mr. Anant Swarup, Jt. Secretary and others are working very methodically towards getting the Industry to evolve.

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A WINNING RELATIONSHIP



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