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Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

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

2020:

New Decade, New Challenges, New Opportunities ...





FASTags Issues Will Be Rectified Soon, Assures Government

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Volvo Group, Isuzu Collaborate For Next-gen Truck Technology

Page 38

Government To Not Allow Driverless Cars In India

Page 32

Tata Motors Expects Turnaround in CV Sales by Second Half Of Next Fiscal

Page 42

This New Year,
may your strategies edge you ahead,
may you leave an impact on innumerable companies!!

This New Year,
may you reach the goal seamlessly,
may your business grow healthy and untroubled!!

This New Year,
may you discover an engine for new avenues,
may you rewrite your own success story!!

Wish you a happy



All India Transporters Welfare Association

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Man From Istanbul

What 2020 Will Unfold For The Transport Sector!



S. N. Arya
Editor-in-chief and Patron, AITWA

What height a

What height of ignorance it can be if the government decides not to consult transporters even before taking a major decision related to our sector itself?

elcome the New Year 2020 – the beginning of a new decade, new hopes, new challenges and new opportunities. The year 2019 has been one of the fruitful years for our Association (AITWA). The National Convention was one of the successful events to change the dynamics. An initiative was taken to salute the truck drivers – our Highway Heroes, the backbone of the transport sector. AITWA desperately wanted to do something great and what could have been better than initiating a project 'Highway Heroes' to improve the standard of living of these unsung Heroes. This campaign has been highly appreciated and we believe that the real positive result will start pouring in from 2020.

However, the sector is surrounded by lots of issues, which will be address and resolved in the year 2020. We can enumerate problems and challenges of transporters in two categories, first, the solutions of which can be achieved within the transport fraternity, to grow as a unit. Second, the category which describes the issues related to government bodies and other authorities. The issues related to transport are - unhealthy competition, holding of payments by customers, participation in the Reverse auction conducted by customers and cost-cutting and not able to meet the increasing cost, inadequate adoption of technology and affordability of quality manpower. To overcome these problems there must be a code of conduct for all transporters, which should be enforced and followed by the transporters. AITWA will play an active and positive role in due course of time.

The problems related to the other nature include harassment under GST &E-way Bills, rude behaviour of RTOs, MSME rules, motor vehicle act, toll tax, heavy taxation on vehicles, tyres, spare parts and other accessories, and the last but most serious of them is the issue of the rising cost of fuel.

There are other problems too in the regional and national levels. Often, it is felt that the government is unaware of the ground realities of the transport sector and has taken the community for granted. What height of ignorance it can be if the government decides not to consult transporters even before taking a major decision related to our sector itself?

In the coming New Year, AITWA will endeavour to take up all the mentioned issues with central government, GST council, state government and the all concerned departments to do the best. However, the members of AITWA and other organizations will have to cooperate and extend their hands to make it even impactful.

Wishing everyone for a constructive and prosperous New Year – 2020! May this phase of issues will passed away soon and a brighter sun raises to energize all of us!!

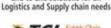
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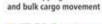






























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KEY FACTS

Group Turnover



Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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Transporters Expectations From The Central Government In 2020

n organization which has been the gamechanger for its nation has to be judged in a different light. The unique value that it carries makes it stand apart and a noncandidate for a 'Fit for All' approach. The transport sector's contribution towards national economy is unparallel and hence it should be dealt with more focus. In addition, in spite of having a large share of the economy, the sector still works in a most unorganized way, largely because of people involved in the sector are non-literate.

The government has tried its hands in dealing with many things for truckers. But without proper information about the ground reality or knowing ins and outs of the sector has not helped the cause of the government. In fact, all these have landed the trucking industry in more adverse condition, though the government had little knowledge about it beforehand. The government remained ignorant that more than 80 per cent trucks are owned by small truck operators, who have 1 to 5 trucks of their own. They are the less or unorganized lot.

They don't read newspapers and don't react to policies. But when the impact comes on them they curse God for their misery and silently suffer. When they cannot meet their EMIs they find it easy

to say goodbye to this world and commits suicide. Before the trucking becomes another suicidal den like the agriculture the government has to do something remarkable to lift the morale of the transport sector.

Some of the daily faced issues of the industry are;

How fair is it to put Trucks, tyres and auto components in GST's highest bracket

When the Government classified different products in the GST table for GST rates fixation, it made five categories- 0%, 5%, 12%, 18%

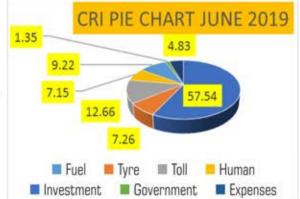
categories- 0%, 5%, 12%, 18% and 28%. Then finance minister used to mention that 28% bracket was meant for

luxury goods or sin goods, so that, it does not impact the common men. He subsequently removed many items from 28% bracket. But will someone explain the logic of putting the trucks, tyres and auto components in this highest bracket? Truck owners' services were kept out of GST, which meant that the truck buyer will not get any credit of this huge tax amount, but will pay the same as the cost in hand. When he struggles to make payment of his EMI, he is struggling to pay that 28% also to the government. This has made his capital cost unviable for him. Reducing the rate to 18%, if not 12%, the government will do a world of good for transporters.

Dual GST policy is a blunder for Transport Companies

When the GST rules were formulated, the representation of transport, associations were that they are kept out of GST net; following the practice from Service Tax regime. In service tax, transport companies were kept out of registration and compliance of service tax and the service tax was payable by their customers in the reverse charge mechanism.

The reason was not unknown to the government. Here is the pie chart of the cost of truck operation, which is produced every month in the form of an index called CRI (Carriage By Road Cost Index) by All India Transporters Welfare Association (AITWA).



This pie shows the share of each cost information on the cost of transportation. As per this fuel (diesel),



Mahendra Arya National President, AITWA

toll, human (driver), and the government taxes account for 78.7% which are not in GST. In the balance items like investment, tyres and expenses (AMC and Insurance) only the GST is charged which accounts for 21.3% of the cost. In this also the capital investment is not a day to day expense and is an asset which lasts for more than 10 years. With this kind of cost distribution, there was no logic of putting the transport companies in the net of GST where they hardly get any GST credit.

The government understood the rationale and exempted transport companies from GST registration through vide notification no. 5 dated June 19, 2017, and made provision of GST @5% payable in RCM (Reverse

Charge Mechanism) by the service users. This was well in place as the experience from Service Tax regime was relied upon. Suddenly on 22 August 2017, the government issued a new notification No. 20, which offered transport companies the option to either remain unregistered as per Notification no. 5 or get registered and enjoy input tax credit on capital goods and few other things and charge customer GST @12% in FCM (Forward Charge Mechanism).

It is here where the government messed it up. The government created two categories of the transporter, one which was not registered under GST and was not availing input tax credit and the other which was registered and was availing the huge credit of 28% GST on purchase of trucks and tyres. The FCM lobby started buying trucks in a big number to get a huge accumulation of GST credit and nullify the payment of charged GST of 12%. For a customer, there was not much effect, as he could get credit in both cases 5% or 12%. But the second group started offering huge discounts to their customers as they had the leverage of that 28% credit in hand which was difficult for the first category. This gave birth to cut-throat competition. The customer started comparing the two on a cost basis. This caused a major cut in the rates of transporters hence reducing the margin of truck owners also. This was birth of the fall of the trucking industry. The impact has driven a small truck owner in the negative profit zone where he cannot meet his EMI and other expenses.

Another negative effect of this dual policy is that customers got divided. A transporter cannot serve customers who are seeking a 12% FCM if he is registered under RCM. Hence transporters lost customers who were opting of another type of taxation other than transporters option. This is an antibusiness law and hence should be changed. The government needs to work out a common and practicable GST policy of RCM for the transport industry; considering all facts of ground.

The Silent Killer 44AE

44AE is a section of income tax, which exempts small truck owners from account keeping for the purpose of Income Tax. The government appreciated the hardship faced by a single truck operator as he being the owner as well as the driver of his vehicle and not being in a position to maintain records of his expenses. It subsequently introduced 44AE whereby it presumed the yearly income of a truck owner and allowed him to file his annual returns on the basis of that income as long as he had ten or less number of trucks and no other source of different income. This income was named Presumptive Income. It started at a lower level and by the beginning of 2018, it was Rs. 7500 per truck per month. That meant a truck owner had to calculate his income per truck @7500 per month aggregating to Rs. 90000 per year.

In the budget of 2018, the finance minister tweaked this model. He made an amendment that Rs. 7500 per truck per month was fine up to the smaller vehicles having a GVW (Gross Vehicular Weight) of 12 tons only. If a vehicle had GVW above 12 tons, the presumptive income would be calculated at the rate of Rs. 1000 per ton of GVW. That means the most popular model of payload 16 MT having a GVW of 25 tons would be calculated for Rs. 25000 per month and Rs. Three lacs per year. This was much more than the actual possible income of the trucks at its best. Higher capacities of the truck between 25 to 60 tons mean extremely high presumptive income. With the increase in axle load, the 25MT became 29 MT; making it a nightmare. People did not react immediately after the last budget as the change would be impacting only small truck owners who remain indifferent to all policy changes. That impact has come in 2019 when they faced the harsh reality of extraordinary taxation slapped on them. Suddenly their truck has become a loss-making machine for them. The effect is visible in the dropped sale of trucks in 2019. This will further worsen. The following chart explains the upheaval that has been caused. Restoring the old practices of prior to 2018 budget can benefit the small truck owners.

The falling truck to driver ratio

There is a shortage of drivers in the industry. A simple market survey with fleet owners reveals that their 33 per cent fleet remains unutilized for want of drivers. No one seems to be working on this problem either. The government often talks about driver training schools and also promotes it, but what they don't study is why such schools remain unoccupied. The simple reason is that a truck driver discourages his son to be a truck driver. The condition of a truck driver is pathetic. He leads a life on the road away from his family, without getting the usual civil benefits like PF ESI Gratuity Leave etc. Those employed in big transport companies are taken care of by employer but that accounts for about 10% or less. Rest, 90% drive the trucks of single owners or small transport companies. These trucks are hired by large transport companies; but as their contract is on a trip basis, they are unable to pay any benefits as mentioned. A driver does not get any respect from policemen, taxmen, and even the consignors and consignees whose business he runs by reaching their raw materials and finished goods.

The drivers will not increase unless the government does something for them. AITWA has started a project called Highway Heroes; to uplift the socioeconomic condition of a driver. The government should support NGOs with an aim for free education and medical support.

Issues due to 194 N

The cap on the cash withdrawals from a bank account up to Rs. One crore or more will be subjected to a deduction of 2% TDS is also against the needs of transporters. The service of the transport sector is mobile by nature and each service is spread over long distances to the tune of hundreds and thousands of kilometres across the country. India so far has not advanced to the level of digital money transaction as far as the level of a truck driver is concerned. A driver heavily depends upon cash. Most of the transport companies depend on hired trucks hence they cannot provide the hired trucks with the available online payment facilities for buying diesel and food, paying for toll, and handling situations of break downs and accidents. Unfortunately, the corruption of the government officials on highways adds to the reason on highways which needs to be addressed. A deduction of 2% on the cost of operation by cash and again TDS on final billing of transporters to his customers for the same service makes it double deduction against the same service. The government should consider the transport industry similar to APMC who have been exempted from the application of 194N.

The transport industry deserves better treatment than what it has been getting. After all, it is one of the main catalysts that drive the nation's economy. We hope the attention of the Central Government on all the above issues!

Transporters Expectation In 2020: How Realistic!



Abhishek A Gupta

National Joint Secretary, AITWA

2019 was one of the most eventful years ever since All India Transporters' Welfare Association (AITWA) was founded. The change of guards in the management and the launch of a new project - 'Highway Heroes' - for the drivers are the highlights. The campaign has been a dream child of AITWA and with its launch; the organization gets an opportunity to bestow smiles on the faces of thousands of drivers who serve the road transport industry. I am sure AITWA will be able to drive the drivers' community for a sustained and improved standard of living.

For long the drivers have been standing as pillars for the transport sector. But of late there has been a crisis of commercial drivers owing to better opportunities. Now, they don't want to work in a set up where there is no financial security, no job security, no PF, ESI, leave structure, gratuity, pension and risk cover. If there is anything one can claim, then, it has to be poor remunerations, unlimited working hours, unsafe environment, unavailable healthcare facilities and above all no respectable place in the society.

The industry may be the second-largest in job creation but if they cannot hire their own pillars how does it make sense? Though the project 'Highway Heroes' has promised a lot and the fraternity is of the view that it shall resolve the driver crisis, there are still plenty of issues lined up for the road

transport sector. The MSME has been of great benefit for many transporters and the buzz is that everyone should join it but it also has its own set of problems.

The background of MSME and transporters

The ministry of MSME with numbers of scheme and programmes could have helped and assisted entrepreneurs for India's sake, which unfortunately did not happen.

How do we see MSME today

Today, an MSME transporter needs to face a lot of challenges. Here are a few points:

- There are problems for the trucking businesses The government has directed that all companies, who get supplies of goods or services from an MSME transporter need to make the payment within 45 days from the date of acceptance or the date of deemed acceptance. However, only a handful follow this rule, rest dig deep to find loopholes to safeguard their ill will.
- When the advantages of digitalization are ignored In today's digital age, what cannot be done? Any document can be scanned and sent by cell phone and yet 95 per cent companies emphasis on paper documents. A fresh procedural delay takes place when the paper is lost or destroyed by the driver. Asking for physical POD should be only annual submission for record.
- Not acceptance of delivery date or date of receiving - Many companies do not accept the date of the bill on the day they receive the bill; they add another clause that payment waiting cycle starts only from the date of their acceptance of the bill.
- In the name of article checking, they mislead - Many consignees put a remark while receiving goods that acceptance of goods/products are subject to checking of contents, even though they receive the parcels/cartons/drums in the correct number and intact packing. This adds to the woes of the hapless transporters.
- Bypassing the MSME rule Many customers while making a contract bypasses the provision of MSME; they mention that the payment release time is 60 or 90 days but the helpless transporters have no option but to agree to the terms of customers and sign the contract. If they refuse to sign they will

be driven out of the assignment. This becomes a tool to defeat the purpose of MSME.

Customer is the king...is an old proverb now

If clients make the payment to transporters that do not mean transporters will have to accept all the clauses of the contract.

MSME act levies a penalty on delayed payments!!

If an MSME transporter is not paid within 45 days, he can take the issue to the MSME Samadhaan portal.

How should MSME look-like in 2020

AITWA believes that the following few points can empower MSME and make it even impactful and functional. The ministry should seriously consider the following to add to the MSME rules;

- A Quick MSME Samadhaan Portal The ministry should think to implement it so that an MSME transporter does not suffer. The faster the system acts, the faster will be a relief for the transporter.
- If a special cell can be established for the transporters, even better.
- While accepting the tenders, the PSUs, government departments or corporate discriminates between an MSME and non-MSME transporter, simply because of the 45 days payment clause. This mindset has brought into books.
- Preference is given to foreign or private equity players because of the same 45-day payment clause. Such thinking can ruin the business of Indian transporters and the intervention of the government can help the cause.
- A law to not override the provisions of MSME by any contract, irrespective of its stature or wherefrom it belongs – Private or a Public Company.
- Private sector companies should also follow the PSUs and give priority to MSMEs when it comes to business contracts.
- A final list of outstanding towards MSMEs should be made by companies and ROC should publish notices inviting claims from MSMEs. If the name of any company and the amount is not reflecting or not reflecting fully there should be a provision of immediate settlement against the MSME claiming any outstanding, with interest along with penal action by ROC for suppression of facts against the defaulter companies.

- X -

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What Attention The Transport Sector Seeks in 2020?

he New Year does not steps in just along, it also brings along lots of new hope, expectations and strategies. It invokes the best in one, so that he can enjoy a bright and prosperous year. As 2020 stands on the gateway of the world, a lot has already started flowing in the minds of people. Why not? After all everyone deserves the best. The road transport community too is expecting something similar in the New Year.

With the current logistics scenario in India, the road transport sector may offer a rate card which is way beyond the developed countries like the United States, Germany and Japan. For sure, this not only is ruining the competitiveness of goods but also destabilizing the financial balance of each individual. ASSOCHAM is aware of it and with an experience of many decades it also knows the refractions of it in near future. The fear of uncertainty. an unsafe environment for both the industry and customers forced ASSOCHAM to warn the government against the high cost, which otherwise has been rising at a snail's speed.

There is no denial that if the sector has to become an organized sector there is miles to go. In order to get the benefit and to benefit both - the industry and customers, there is an urgent need to replace the existing logistics model with an effective one. Today, while an exporting container from Delhi till loading on to the vessel can vary from 7-15 days, in China, the same is carried within 5-6 days. Though there is a set of problems affecting the transporters, inefficient nature of the industry unorganized facilities, lack of specialization, weak ICT support, high operational costs, poor management skills, poor back-end operations, lots of intermediates, inefficient supply chains and poor infrastructure, is constantly challenging the industry to emerge as

Rising of fuel cost is a serious concern

In the current scenario, 60 per cent of the logistics cost is of fuel. Needless to say that if the fuel price will remain high, the

logistics cost will also move along with it. But, why is the fuel price 'unreasonably' high only in India and not in our neighbouring countries? Isn't it because of the taxes (excise duty and VAT - which varies state to state) that we pay along with it is very hefty? For instance, if Indian Oil Corporation charges Rs 39.21 a litre to dealers (excluding VAT and excise) the end users end up paying nearly Rs 80 a litre fuel. The government should not levy such a hefty tax on fuel, which eventually adds to the logistics cost.

When the issues of toll tax will get over?

Good roads are necessary for a safer,

join the profesion.

The government must make documentation easy to excess

The governments (state and central) must make driving license, vehicle papers, motor vehicle tax, motor permit, passing, traffic fee etc. easy to avail. In current set up, a lot of time is wasted.

A unified tariff structure - the Goods and Services Tax (GST)

There is still so many confusion hovering in the minds about the GST that it looks more of a burden than a simple tax reform.

E-way bill gives more scare than relief

Most of the people working in the



faster and hassle-free drive. But how convincing is this? For instance, the Gurugram-Mumbai corridor which is 1400 km long has 26 toll plazas on the way and collects around Rs. 7800 from a normal carrier vehicle @ Rs. 5.5/km. But the toll tax increases with the size of the vehicle. It is not just money lots of time also gets wasted on the due course.

Why are drivers disintegrating?

Poor remunerations; unlimited working hours; unsafe environment; no job security; no PF, ESI, leave structure, gratuity, pension and risk cover; unavailable healthcare facilities and above all no respectable place in the society has led the existing members to leave truck driving or are responsible for keeping the new and young drivers at bay. Driving training schools should be opened and people should be inspired to

transport sector are academically not proficient, so, chances are there that there are errors in filling the e-way bill.

Different state, different Regulation

The labour laws of each state are different from one another. This impacts the delivery of logistics services.

Highway robbery

Due to the defragmented nature of our highway system Indian goods carriers are never safe at any point in time.

All India Transporters' Welfare Association (AITWA) has written to the concerned ministries about its expectations. The expectations can be very high but only time will tell how much importance the government has given to the pleas of transport community. Till then, let's welcome 2020!!

One Organization Multiple Solutions

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





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The Ministry Of MSMEs Can Do Much More For The Transport Sector

he current job scenario in India is very disappointing and is an alarming situation for the citizens. Employment creation has gone for a toss and the unemployment (8.5 per cent in October) has touched a new high in over 3 years. The road transport industry, the next only to agriculture in job creation, also has failed miserably to help the young generation in winning their bread and butter. The lack of muchneeded support to the unorganized transport sector from the government has left the sector high and dry.

When the MSME came to the picture, the focus was to tap potential individuals and associate them with economic activities by way of self-employment. Obviously, there were people who wanted to make it big in the trucking industry. But how far MSME helped them to achieve their goals? They along with many others expected a well deserved push to turn their fortune in their favour but it did not happened like they anticipated. Of course, the ministry of MSME with numbers of scheme and program could have helped and assisted such entrepreneurs for India's sake, which unfortunately did not happen.

Problems For The Trucking Businesses ...

Since trucking business falls under the category of service enterprises, the government has directed that all companies, who get supplies of goods or services from this sector need to make the payment within 45 days from the date of acceptance or the date of deemed acceptance. But there are only handfuls that follow this rule, others have created false systems to count the days of outstanding. A transporter's maximum cost is incurred the day he places his vehicle to pick up goods, as per the order of customer and full investment is made once he delivers the goods to the destination. However, the billing is not accepted from the date of delivery. In order to delay the billing date the following systems are being practised by companies;

Overruling the advantage of digitalization

In today's digital age, when any document can be scanned and sent by cell phone; non-acceptance of such acknowledgements and emphasizing on paper documents by 95 per cent companies is an eye-opener. A fresh procedural delay takes place when the paper is lost or destroyed by the driver. Further, asking the driver to deliver goods at their remote factory site waste nothing less than 10 precious hours of the driver.

Not acceptance of delivery date or date of receiving

Many companies do not accept the date of the bill on the day they receive the bill; they add another clause that payment waiting cycle starts only from the date of their acceptance of the bill.

Misleading in the name of article checking

Many consignees put a remark while receiving goods that acceptance of goods/products are subject to checking of contents, even though they receive the parcels/cartons/drums in the correct number and intact packing. This adds to the woes of the hapless transporters.

Ignoring the MSME rule - Many customers while making a contract bypasses the provision of MSME; they mention that the payment release time is 60 or 90 days but the helpless transporters have no option but to agree to the terms of customers and sign the contract. If they refuse to sign they will be driven out of the assignment. This becomes a tool to defeat the purpose of MSME.

Public Sector contractors are also in the same line - Even Public Sector contractors are not honouring the provisions of MSME. They are getting their payments from their PSU customers but do not make payments even after receiving payments which include services provided by transporters.

I am the paymaster, so, I decide the contract clauses - Companies prepare the contract clauses to suit them. A few examples are;

- If a vehicle is placed later than the allowed window of the margin of time, there will be deductions from the bill
- Companies levy detention rate, which is nothing but the cost of lost opportunity for a truck owner due to delay in loading or unloading
- If a vehicle cannot make it on transit time there will be a penalty, which at times is as high as 5 per cent of total freight for each day

Instead, MSME act suggests something else.

A penalty on delayed payments to service provider!!

- The service buyer has to make payment on or before the date agreed upon between him and the service provider and it should not exceed 45 days from the day of acceptance or the day of deemed acceptance.
- When any buyer fails to make the payment of the amount to the supplier he will be liable to make a payment along with compound interest with monthly rests to the supplier on that amount from the appointed day
- And, other various clauses that strengthen the trucking industry

The All India Transporters' Welfare Association (AITWA) has a few points to empower MSME, which can make MSME more functional. The ministry should consider the following to formulate MSME more effective;

- A law to not override the provisions of MSME by any contract, irrespective of its stature or where from it belongs – Private or a Public Company.
- Private sector companies should also follow the PSUs and give priority to MSMEs when it comes to business contracts.
- A special cell can be established to help the victims from the transport business.
- IRDA should be instructed to stop insurance companies from extracting the money from hapless transporters on the basis of subrogation letters, except for the time when it really looks fishy
- A final list of outstanding towards MSMEs should be made by companies and ROC should publish notices inviting claims from MSMEs. If the name of any company and amount is not reflecting or not reflecting fully there should be a provision of immediate settlement against the MSME claiming any outstanding, with interest along with penal action by ROC for suppression of facts against the defaulter companies.

The idea of MSME was very noble. It had a vision. The government, by offering the benefits to trucking industry will actually help itself. After all, it is the second largest job creator and is one of the main architects of the Indian economy.



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Road Transportation And Highways Ministry: Primary Focus Should Be On Making The Sector An Organized Sector

n the recently organized national convention of All India Transporters' Welfare Association (AITWA), the Union Minister for Road Transportation and Highways, Sh. Nitin Gadkari stated that "Transport sector is crucial for the economic development of the nation...and since it is such an important sector, it is the duty of the government to boost and look after the sector." Therefore, the road transport sector is very egger to know about the plans and strategies for the up-coming year 2020.

We heard that the government is planning to introduce LNJ fuel for commercial vehicles, which is expected to reduce the logistics cost by 40-50 per cent as compared to diesel. The future fuel is also estimated to trim down the pollution level. Though we have not received up date on the same but truck owners will surely get the advantages of four in one pack - import, substitute, cost-effectiveness and cut in pollution level. The double excel or above models will enjoy further benefits. Besides, there is a buzz that the government is going ahead with implementation of biogas (created from bio wastage) for passenger vehicles to cut the cost and pollution. In addition, the government is preparing for electric mode of vehicles, which is environment-friendly as well as the cost-effective. The first 10 km of Delhi - Mumbai Highway is already planned as e-highway and the electric mode will be operational soon.

However, the transport sector is engulfed with so many problems that keeping a note of them becomes tedious. Still, here are a few;

A lot of time is wasted on preparing documents

Documents like Vehicle Fitness Certificate, Pollution Certificate, and Driver's License are necessary papers required on everyday life of a truck owner/driver and non-delivery of these documents on-time creates havoc. In order to save time, the ministry for Road Transportation and Highways can use the online medium to make the process easy. Home delivery of documents can be a suitable option.

No bribe, no corruption

Giving and taking bribe is unlawful. One should not offer bribe, in fact, should go on to complain if someone asks for it. It is unlikely that home delivery of documents will increase the corruption level.

Halt of trucks: Is it police or gang in police dresses

Trucks are being halted by people dressed in khaki clothes. But we are not sure if they are the real policemen or a gang in police dresses. After all, the only thing required to look like a policeman is a pair of cloth and a stick and two to three persons dressed as policemen can easily halt a truck to demand a ransom or loot a truck. The government should come up with a system which can allow checking or halting of a truck only near a toll, this can give a major jolt to looters. A CCTV camera and a flood light can record the events so that unnecessary or unlawful acts can be stopped.

Skills counts, schools for driving training will count

Skilled drivers can only be produced through proper training, for which, driving training schools are paramount. In such schools people's skills can be nurtured to become prospective drivers. Also, these schools should be entitled to evaluate candidate's performances through computer.

Drivers too deserve AC Cabins

Drivers need to have AC cabins as they spend most of their lifetime inside the cabin. It will also help them to remain calm and avoid road accidents. The government should instruct truck manufacturers to make Air Conditioned cabins for drivers.

New thought process, new highway

The improved new highways and

seamless movement of trucks will better the speed and efficiency level of each truck. Currently, a truck makes 4-5 trips on Delhi-Mumbai road but will be able to make 7-8 trips after the new highway gets operational.

Where warehouses should be constructed?

The road transportation community also should suggest on the issue of warehousing. Where warehouses should be constructed? How far it should be from expressway? Shall the small cities especially between eastern and western peripheries should be identified for warehouses, where the small carriers can be used to carry the goods to the destination.

Implementation of FASTag

Though an extension is being made for implementation of FASTag, once it gets executed it will be a great relief to truckers/drivers. Further, introduction of mobile app and e-recharge coupons to recharge FASTag will make the process easy for highway commuters. Earlier December 1 was set as the deadline for every toll plaza to be FASTag compliant.

Roadside Amenities to drive long distance drivers

Highway commuters and drivers can avail the facility of roadside amenities like fuel stations, electric charging stations, gas stations, drivers' club and quality dhabas for meals and enjoy a joyous ride.

Member of SSI

A Goods Carrier Company can be the member of MSME society and avail the facility of 16-17 benefits which is meant to offer advantage for its employees.

AITWA is cent percent sure of experiencing better days if these issues are solved. The first step to resolve these issues will be to make the sector an organized sector. Once that is achieved there is no doubt that the government will be able to deliver people's expectations.

"We May Encounter Many Defeats But We Must Not Be Defeated." - Maya Angelou



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Finances Of Transport Sector Should Be The First Priority Of Finance Ministry

n order to benefit both – the government and the industry, there is an urgent need to replace the existing logistics model with an effective one. Firstly, the government will have to understand the financial aspects of transport sector to take it forward from there on. As an unorganized sector, the transport industry has been facing a lot of issues but the following seems more visible of late.

GTA (Goods Transport Agency) and Transportation of Goods by Road missing in GST

The definition of GTA (Goods Transport Agency) & Transportation of Goods by Road is missing in GST Act and GTA is facing problems such as handling, temporary storage, packing, transshipment, etc. Earlier in Service Tax, the definition of GTA was clearly defined and ancillary services of GTA were mentioned. The same should be restored in GST as well.

Head office driven operations / centralized registration

Transport business is different from many other businesses which fall under GST. Truck owners offer their services

across India even if they don't have an office in that state. They may need repairing services in one state and may fill the fuel in many trespassing states. Payments may be made by consignor, consignee or even third party, who owns the business and is executing pickup and delivery on his behalf. Therefore, there will always be confusion in interpreting the law. In such a situation small transporters could receive Show Cause Notice (SCN) from any or multiple states and he will be required to visit and travel for submitting clarification or attending hearing personally all over the country, which is not practical for small operators. What best the government can do is that it can ask transporters to get registered centrally at their Head office location, as previously done in Service Tax regime & recently done for

e-way bill as well. All the assessment/compliance and if any information is required that should only be done at H.O of the transporter where registered.

RCM & FCM should be allowed in same company

GST was introduced for "Ease of doing business". Presently GTA has the both options of FCM & RCM. Some customers want FCM & some want RCM. But as per the GST law, transporters are unable to adopt both mechanisms (RCM & FCM) at the same

GTA or Truck owner. In addition, scrap materials like old tyres and vehicles are being disposed off after completing their life-span. Levying tax on such disposed off items again will lead to double taxation on same transaction.

Services of lawyer used by GTA

Since GTA is under RCM and so is a lawyer, if the GTA uses services of a lawyer they have to pay GST for which they have to register, thereby making the Notification 5/2017 null & void. If a service provided under Section 9 (3) provides service to another service

provider under Section 9 (3), the same should be exempt from GST.

Mistake/s in E-way bill due to malafide intention for evasion of tax

When there is reasonable corroborative evidence to prove that the mistake/s in e-way bill is due to malafide intention for tax evasion, then, a higher penalty should be levied against the transporter.

Mistake is found in the Eway bill during transit in partAorB

Any mistake in the E-way bill during transit in part A or B, the vehicle may be detained and physical verification of material may be done (if

required) with in 24 hrs at the stoppage point or nearby GST office /godown. However, if the material is found to be matching as per invoice or if no physical verification is required, the vehicle should be allowed to move ahead with a nominal penalty of Rs. 1000/- for each mistake. An amendment must be made in the e-way bill.

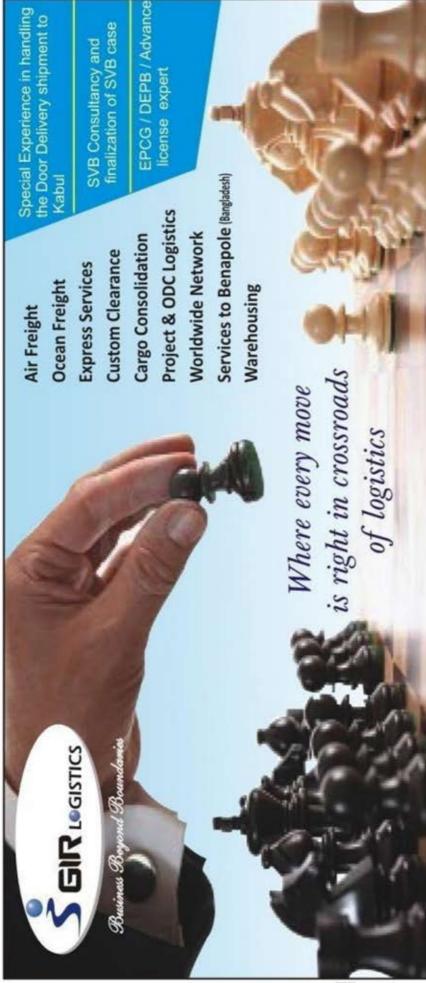
When any one of the consignor or consignee is Government agency or PSU or Star exporter/importer or top fortune 100 companies or any other recognized low risk entity specified by GST officials or Customized goods or with serial no./ batch no. or any markings which uniquely identifies the physical goods to the invoice/transit documents being carried along with goods or the goods transferred or



time, due to this there is a loss of business. If in FCM regime GST on transportation be kept at 5% - and the balance GST 7% should be abetted in lieu of ITC on capital goods (no other ITC in FCM). This way both regime RCM & FCM can be allowed in the same company for the Ease of Business and without losses of the revenue to the government.

Sale of second hand goods by GTA, should be exempted

GTA is not taking any ITC during purchase of goods like trucks, crane, tyres & spare parts etc, where full GST is being paid. As GTA is Unregistered vide Notification No 5/2017 and it's services are under RCM - without ITC, and the sale does not involve any value addition, thus the same should not attract any tax under GST to avoid double taxation for



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transported on stock transfer or any other mode of transfer where there is no direct tax implication as such (same PAN No to same PAN No).

In the above mentioned cases the transporter/client and Vehicle/goods allowed continuing the journey by giving the benefit of doubt after rectification of e-way bill and after payment of nominal penalty as above.

Transporters godown/ place definition

Transporters have been transporting goods from the railway yards/dock yards etc. or place/godown of any other outsourced transporters/ carrier to give delivery and booking of the goods. This practice is allowed for decades now to avoid duplicity of the root and shorten the distance and save time of the transportation. This should be allowed to continue and such places shall be treated as transporters' godown/ place for collection/ delivery of goods and shall be allowed without updating part B within 50 kms intra state as per rules.

The material lying in warehouse of transporter need not require any valid part B of e-way bill

When material moves from origin and covers the full distance and reaches the destination city but is not collected by consignee for several days, the material may still lying in the transporters' godown even if the e-way bill expired. In such cases, the material should not be seized or no penalty should be levied to the transporter. Even in the Vat regime the valid invoice and State entry form (e-way bill part A) was suffice.

Transporter is not just an agent of the client but the owner of the goods in the transit period

The transporter is an agent of its client as he issued a receipt (GR) and takes the ownership of goods for safe delivery of the goods. The transporter should be allowed to represent on behalf of the client, as the client may be far away from the destination of detention of goods and may not be able to appear before the authorities. Therefore, the physical presence of the client should be exempted and the transporter on basis of an Authority Letter with GSTN or PAN No. of the client should be allowed to appear before the authorities. However, there should be a provision for client to pay the penalty online from anywhere with his registered Id.

Any discrepancy / mismatch in the invoice

If a vehicle is found guilty for any

discrepancy / mismatch in the invoice, the highest tax evasion penalty should be levied. However, this should be limited to 100% of tax value except in rare cases where the client is false or bogus. And also transporter should be allowed to deposit penalty or tax on behalf of its client in case there is any tax penalty payable as an agent / owner.

ITC of the GST portion charged along with penalty

The charged penalty for tax should be credited to the taxpayer's GST account; after all, it is he who is sending the material if the same is deposited by client or transporter. Further, this is a part of the amount which consigner needs to pay on the 20th of the succeeding month.

Seizing of vehicle and goods

When a vehicle is detained for miss match with some products or some material loaded with one or some invoices, and there are valid reasons for believing that there is evasion, then it looks illogical that the entire vehicle is seized. It results unnecessary delay in delivery of other goods (which are having valid documents) and harassments to the transporter with a hues financial loss. Ideally, the items in doubt should be unloaded and seized and let the vehicle go to deliver other materials.

E-way bill has a loophole: it can be reused?

It is okay to be concerned about tax evasion. But the biggest contention is 'what if a customer reuses the same e-way bill multiple times'. This issue can be resolved by firstly asking the vehicle to leave the seller's premises within 12 hours of updating Part B. Secondly, the e-way bill does not get closed in the system even though the material is received and accepted by the buyer. Thus, the e-way bill needs to be closed once it reaches its destination by the buyer within 24-48 hrs in portal.

Refund of penalties charged against minor errors in e-way bill

Hues penalties has been charged / collected by GST Department since the introduction of e-way bill towards minor/clerical errors in e-way bill and later the same is being adopted to void notification no 61....... It proves that the penalties charged in that period were unlawful or wrongly charged. For such cases, all penalties charged wrongly/unlawful way by GST department since the introduction of

e-way bill should be refunded to the transporters/tax payers.

The window for e-way bill extension

The window given for extension of validity is not sufficient. The transporter has to apply for online extension only at mid night, during which no staff is available. It is suggested that the extension of validity should be minimum 48 hours one day prior and one day after the expiry. In the GST website, a report should be made available to show the detail of all expiring e-way bills. This will help the transporter to check the detail of all expiring e-way bill for a selected period and can manage extension effectively.

Notice for valuation discrepancy, during transit

The authority during transit for IGST related interstate movement often stops the goods and vehicle on the ground of discrepancies in valuation. In such cases where both the Consignor and Consignee are from different States the transporter faces much difficulty in coordinating/litigation for releasing the trucks. In such cases the GST officials should mark such cases to the particular GST authority where the consignor belongs and release the truck.

Clarification of definition of Owner in the Section 129(1)

The GST officials are interpreting that the buyer of goods only qualifies as an owner and he is the person who has to represent before them. A clarification should be given in this regard and it is suggested that both parties, the consignor and consignee, can represent for the release of the goods.

Authorities/valuation by old VAT law rules

In some states the GST officials detained goods on the grounds that the invoice value is abnormally less than the MRP value. The new valuation laws should be communicated to the officials and if there is any relation between the value of invoice and MRP then the same should be communicated.

Litigation relating to unregistered vendor

In case of interstate movement, it is found that if the goods detained belong to unregistered person the authority ask the transporter for personal presence of unregistered dealer for release of vehicle. The transporter should be allowed to represent on behalf of the unregistered dealer on the basis of authorization letter and photo I.D.

- x -



Drivers' Training Institutes

The Ministry of Road Transport & Highways launched a scheme for setting up of Driving Training Centre (DTC) to provide quality training to commercial vehicle drivers, improve road and environment safety and strengthen overall mobility on roads. Any entity such as a State undertaking/NGO/Trust/Cooperative Society/Vehicle Manufacturer/Firm etc. i.e. any legal entity registered under a State or Central Government Law are eligible to apply under the scheme.

The Ministry also implements schemes of setting up of Institute of Driving Training & Research (IDTR) and Regional Driving Training Centre (RDTC). So far, a total of 30 IDTR (including erstwhile DTIs) and 5 RDTCs have been sanctioned.

Besides, large number of motor driving schools are authorized by the State Governments under section 12 of Motor Vehicle Act, 1988 to impart training.

This information was given by the Union Minister for Road Transport and Highways Nitin Gadkari in a written reply in Rajya Sabha.

Use of Plastic Waste in Road Construction



To encourage use of waste plastic on National Highways (NHs), Ministry of Road Transport and Highways issued guidelines for its use within 50 km periphery of urban areas having population of more than five lakh. The guidelines also stipulate taking up of a stretch of at least 10 km as pilot project for assessment of its performance. Moreover, the Government has decided that in 2019-20 the Swachhata Hi Seva Campaign (SHS) will focus on plastic waste management as main theme, wherein instructions have been issued for collection and re-use of waste plastic. This includes awareness generation, recycling, effective disposal of collected plastic waste including its usage in

road construction. Waste plastic has already been utilised in wearing course of about 50 km of NH stretches. Indian Roads Congress (IRC) has formulated IRC SP: 98:2013 "Guidelines for the use of Waste Plastic in Hot Bituminous Mixes (Dry process) in Wearing Courses" based on laboratory as well as field performance studies/investigations carried out in India. As per IRC SP: 98: 2013, plastic waste is used up to 8 percent by weight of bitumen in the bituminous wearing course and as per mix design requirement.

This information was given by the Union Minister for Road Transport and Highways Nitin Gadkari in a written reply in Rajya Sabha.

CRI Index Status

AITWA deeply regrets that due to the unavailability of data we were unable to provide the CRI index for a few months. We hope to restart providing the graph by Feb. 2020.

X

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PRIDE of INDIA -DHTC



Mr. K K Bansal, CMD, DHTC

The organisation was founded by Shri RD Bansal in 1977 as Delhi Haryana Transport Company, a partnership firm. They converted this status to a Public Limited Company as DHTC Limited (DHTC) in 1987. They expanded it all over India, making DHTC the Largest Tea Carrying transporter in the country. The present Chairman, Mr. Krishan Kumar Bansal, son of Shri RD Bansal, started his career with the organisation, soon after his graduation from Delhi University. It was a humble beginning, at the Amritsar branch, which was a one man operation where he cleaned, cooked, slept, lived and did business.

DHTC has specialised in transportation of tea over the last 42 years, to & from the remotest parts of India, to such an extent that it has become synonymous with tea transportation. They carry raw materials and finished goods. The product being perishable, they go all out to deliver well within the time limits assured. For decades they have made conscious efforts to meet the stringent standards in hygiene, packing & transportation, ambience conditions, etc., required to maintain the best industry practices and highest standards of customer expectation, while continually improving their IT systems for support. The one word which is used most often is customer satisfaction. They are very keen on maintaining their goodwill and reputation among their clients, which has been reciprocated by their clients, with a long standing business relationship.

This is the nearest we have heard of a boutique operation in transportation.

Their annual turnover has more than doubled over the last five years and the future outlook supports this rate of growth.



DHTC has been awarded **Transporter of the Millennium 2000** as best & largest Tea Transporter.

The Company's consignment notes have been accorded the crucial Indian Bank Association's (I.B.A) approval, which enables the customer to negotiate their Credit Notes through bankers and other valid channels. This approval is granted by the I.B.A. after a thorough check of financial, legal and infra structural facilities of the company. DHTC thrives on the recognition by its customers, who settle for only the best services.

They offer an option of consolidating the cargo into a full container to avail economy of scale in costing. DHTC offers over dimensional consignments (ODC) services. They have facilities for special trailers, cranes and modern machines which are used for handling these ODCs.

The 'Draft on Delivery' Service is an important valueadded service wherein the seller can despatch goods through DHTC to the buyer, with the assurance that the delivery of the consignment would take place only when the draft or cheque in favour of seller is collected from the buyer.

The movement of commodities in bulk is critical and is also one of the specialty services of DHTC, like raw material, semi-finished, finished goods, electrical, electronics, pharmaceuticals goods, etc. They have offices/agencies and warehouses in almost every major city of India.

DHTC also offers on-site contract, material management services, and quality control checks on entry and exit points of goods, along with warehousing and inventory management.



A DHTC truck



Incorporated in 1987, DHTC has been engaged in world class surface transportation services, with clients' confidence of safe handling of cargo. Their network spreads all over India, which enables them to have the scale to handle all types of cargo and build a reputation in the Transport Sector with their ethical services. The company has a strong foundation with extensive infrastructure and skilled manpower, they offer seamless transport solutions to customers.



Vice-President of India Shri Bhairon Singh Shekhawat presenting the Parivahan Shrestha-2004 award

DHTC is a professionally managed company driven by core values set under the supervision of Late Sh. R.D. Bansal, who was a well-known personality in the transport industry. The company is currently headed by his son, Krishan Kumar Bansal. Their endeavour is to achieve the best industry practices and highest standards of customer satisfaction, while continually improving its systems.

Integrated Logistics Management works on the value concept of linkages in the total supply chain of the organization linking between the supplier, producers, buyers, intermediaries and the end users. DHTC ensures the success of the entire INBOUND and OUTBOUND logistics.

DHTC covers entire India but it specialises in North – East Region. Being the largest network in North East of India, DHTC is the leading transporter in that sector, having a dedicated fleet for transporting full truck load/part truck load consignments to and from anywhere in India.

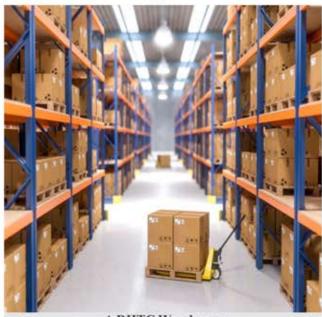
DHTC has access to various types of fleets and engage vehicles from dedicated vendors. They provide logistics solutions, working in partnership with clients on the common objective. Their reputation is strong, based on providing prompt and reliable services, cost effectively. DHTC's proactive approach has ensured continuity of service and maintenance of a long-term relationship with customers.

Vehicles on the road are tracked using the latest GPS technology; in-cab communication systems with drivers,

> which allows us real-time tracking and monitoring. Further, tracking the exact location of the vehicle, its speed and route helps in providing the client with a clear picture of the status.

> DHTC have a number of warehouses all over India and offer services like inventory management to increase profitability of clients. Warehousing facilities for storage of general cargo and tea have adequate movement area and lifting facilities for loading and unloading of stacked cargoes. In terms of maintenance, sanitation, and pest control, the storage facility is regularly supervised and audited, with the services of experienced staff. Storage and distribution costs are kept down through a unique optimal space management. That has been able to satisfy thousands of customers of DHTC throughout the country. Warehouse

space available with them is over 2 lacs sq. ft. all over India, which can be scaled up, when needed.



A DHTC Warehouse



PRIDE OF INDIA – Interview with Mr. KK Bansal, CMD, DHTC

(1) How long have you been in operation?

My father R.D Bansal started the Delhi Haryana Transport company as a partnership in 1977. Later, we converted it to a public limited company in 1987.

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

We specialize in transporting Tea even from remote areas in all parts of the country. We have 22 branches of our own and 250 employees.

(3) Could you list a few VITAL STATISTICS details in the format below?

Name of Cor		TC Limit		
No. Years In Operation	Last Turnover	Owned Vehicles	No. Of Branches	Manpower
42 Years	Rs. 88 Crores	10 owned	22 +50 Agents	250
		(more than 1000 trucks outsourced		

(4) What are your strengths? What percentage of your investment went into building up these strengths?

Our strength is our specialization in carrying Tea, which requires stringent conditions while transporting and also very good condition Godowns like using wooden floor boards, moisture free ambience etc.. We honour commitments and pay claims immediately to the party.

(5) How can technology help in growth of the Indian logistics Industry?

Technology helps in keeping constant online track of the truck even when it is moving. With GPS (which drivers

can theoretically cut off) and mobile tracking, new technology warehouses, online telematics, etc.

(6) Where is your organization positioned in the relevant technology?

In north east of India we are very strong with branches or agencies in all the seven states, within every 200 kilometres distance.

(7) Who are your present clients?

All Tea producers like Tata, Wagh Bakri, Society, Sapat Industries, Today Tea, Tea Valley, Jayshree Tea (Birla's) etc.

(8) What are the special services offered

by you?

We are Tea transportation specialists from the borders of China to the rest of India and carry even small consignments of 200 Kgs or ODC. Fresh tea is delivered fast, as it is a time sensitive product, with proper maintenance of ambient temperature.



AITWA's Excellence Award 2015 presented by Mr. Nitin Gadkari, Union Minister, MoRTH

(9) What is the current experience with GST regulations?

It is much better than the initial months of implementation of GST.

(10) How do you see your company's growth in the coming year?

We have been growing at 15-16 % per year for the past 5 years. We expect to continue this trend even during the current year.

(11) Is Product / Business diversification being considered in your organization?

We are planning to include TMT bars of iron, for which we need double axle trailers.



Mr. KK & son Varun Bansal



(12) Are you working on a Succession plan for the next generation?

Yes. My son Varun Bansal, full-time Director, who has completed his education with a graduate degree from Edinburgh, Scotland and later an MBA from Symbiosis, Pune. He has joined us five years back and modernised our entire operations, accounting, etc.

(13) What would you advise youngsters planning to join this industry?

Youngsters really do not want to join this industry as it is disorganised. I told them to join and reorganize it.

(14) What are the CSR activities you prefer to involve in?

We take care of our drivers and we have made arrangements for cooking, bathing, sleeping, etc., at our branch offices.

(15) Could you elaborate on some awards / honours that have come your way?

Among many honours, we were awarded Transporter of the Millennium from Shree Raj Nath Singh in the year 2000; Parivahan Shrestha award from then Vice President Bhairon Singh Shekhawat in 2004; Excellence Award from Shri Nitin Gadkari, Hon'ble Union Minister (MoRTH) in 2015.

(16) What is your view on AITWA's role as a facilitator for transporters?

My father R.D Bansal did a lot for transporters. He was the founder President of AITWA, when he started the AIDS awareness program 2004 from Delhi, which then spread all over the country.

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X

List Of Donors For Late Sh. Vimal Tiwari's Family

S. No	Persons Name	Company Name
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2	Mahendra Arya	N/a
3	Abhishek	N/a
4	Sumit Banga	Vijay Lakshmi Transport Co. (R
5	Manoj	Mulura Logistics
6	Ashok Goyal	Blr Logistiks
7	Rakesh Bansal	U S Steel Co
8	Pawandeep Sahni	Culinary Communications
9	Rajeev Khattar	Shakti Freight Carriers
10		Shree Anand Transport Agency
11	Ashish Savla	Pravin Roadways
12	Pratik Biyani	Addon Clothing
13	Umesh Agarwal	N/a
14	Muthukumar V	N/a
15	Navin Gupta	N/a
16	Ajay Malhotra	Amlf Logistics P Ltd
17	Vasudev R Maller	N/a
18	Dilip Mishra	N/a
19	Ankit Gupta	Total Logistics India Pvt Ltd
20	Sukhvir Poonia	Poonia Road Carriers
21	Ashok Gosar	N/a
22	Nalini Kapadia	N/a
23	Geetha Murugesan	N/a
24	Sujata	N/a
25	Rhenus Logistics (I) P.Ltd.	17. A 1000 F
26	Deepak Singhania	N/a
27	Sonal Sheth	N/a
28	Asha Deora	N/a
29	Prakash Laxman	N/a
30	Sanjay Gokhale	Tetrapak
31	Meena Adukia	Riddhisiddhi Traders
32	Rajkumar Baheti	M R Shipping Pvt Ltd
33	Piyush Agarwal	Jamshedpur Transport Co. Ltd
34	K K Bansal	DHTC India Ltd.
35	Rajpal Arya	MRC Logistics India Pvt. Ltd. pune
36	Krishnamoorthy V	Montex Glass Fibre
37	Lalit Gupta	Centrient Pharmaceuticals
		Toansa Near Chd
38	Rajesh P	Owens Corning
39	Krishnaraj	N/a
40	Suman Gupta	N/a
41	Suvashis Sarkar	N/a
42	Rajinder Goel	Goel Roadways
43	Om Prakash Kaushik	Sumitomo Chemical
44		N/a
45	Ajay Kumar Bansal	Associated Roadways Pvt Ltd
46	Dipika Girish Bhuta	N/a
47	Ramesh Kumar Agarwal	Agarwal Packers And Movers Ltd
48	Ishaan Bubber	N/a
49	Parvez Vohra	Sai Freight Pvt.ltd.
50	Manisha Vedak	N/a
51	Jitendra Gursingh	Digilocal
W. S.	enchara Guranign	Ewro

S. No	Persons Name	Company Name
53	Ashok Gupta	Irc India Ltd
54	Vinod Gupta	Surat Goods Transport P. Ltd.
55	Krishan Kumar Agarwal	Cj Darel Logistics Limited
56	Pawan Kumar Jain	Safexpress Private Limited
57	Suresh Bansal	Dhtc Logistics Ltd
58	Praveen Somani	Inland World Logistics P. Ltd
59	Atul Madan	Across India Packers And Movers
60	Pawan Agarwal	Mfc Transport Pvt Ltd
61	Surjit Kaur Vijan	Jas Auto
62	Jayant Singhal	Ashoke Transport Organisation
63	Paresh Bhanushali	Pentagon International Freight Solns Pvt Ltd
64	Sonakshi Agarwal	Global Connection
65	Pallavi Arya	Sri Srinivasa Roadlines
66	Arun Bansal	Advantage Road Carriers
67	Ashok Rajguru	Rts Logistics Pvt Ltd
68	Nina J	N/a
69	Ravindra Sharma	Veer Engg Works
70	M Y Ganesh	N/a
71	Shiv Kumar Bansal	M/s. Prakash Parcel Services Ltd
72	Yashu Gupta	Premier Road Carriers Ltd
73	Vineet Agarwal	Mrc Logistics Pvt Ltd
74	Rajiv Agarwal	Trimurti Cargo Movers P.Ltd
75	Suyashh Gupta	Best Roadways Limited
76	Well Wisher	N/a
77	Rajkumar Gupta	Century Road Transport P. Ltd
78	Sudhir Goyal	Geetee Carriers Pvt Ltd
79	Deepak Mittal	Mercantile Freight Carriers
80	Suyog Shah	Suyog Transport Contractors
81	Vishant Darji	Paradigm Risk Management
82	Kumar Iyengar	N/a
83	Sumeet Gupta	Sumeet Trans Logistics P.Ltd
84	Mr. Ajay Singhal	Om Logistics Ltd
85	Mahipal Ramkaran Gupta	Indian Road Freight Carriers
86	Abhishek	N/a
87	Creative Propack Ltd	Creative Propack Ltd
88	Jinisha Shah	Kinjin Food Pvt Ltd
89	Krishan Kumar Nareda	Auto Global Express
90	Manish Kanchan	Sage Capital
91	Pradeep Singal	Gir Movers Limited
92 93	NI Gupta	Sudhir Roadlines
93	Anil Gupta	Ankur Roadlines Lions Club Of Milennium
95	A B	Vintop Products Pvt Ltd
	Aruna Rao	
96 97	Jitin Goel Ashish Madaan	Goel Road Carriers Pvt. Ltd. N/a
98	Swapnil Shah	
99		Freight Commerce Solutions P. Ltd Cti Logistics Pvt Ltd
1.577.1	Sunil Agarwal	
	Nipun Praveen Jain	Ptraans Logistics (I) Pvt.ltd Shailsuta Logistics Pvt. Ltd.
	Hemant Aggarwal	
	Vinod Arya	Transwell Express Logistics (P) Ltd
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FASTags Issues Will Be Rectified Soon, Assures Government

s FASTag sales, transactions and toll collections of National Highways Authority of India (NHAI) jumped

following the government push for digital toll collection, Road Minister Nitin Gadkari hoped the difficulties faced by the road users' during transition will soon be sorted out.

Taking note of the difficulties faced by

transactions, which are about 46 per cent now, will reach 99 per cent within a month," said Gadkari, as he had asked the Ministry to beam advertisements to push a behavioural change with national highway users to adopt FASTags.

S Sandhu, Chairman, NHAI, speaking at an event on Tuesday, said: "We have seen a sudden increase over the last one month. Tremendous increase in toll collection as the leakages are Das has agreed in-principle to this proposal.

NHAI has given a massive push to adoption of Fastags. The steps include: providing FASTags for free, as well as incentivising FASTag users by making cash-paying users pay double the toll amount for getting into lanes exclusively meant for FASTag

Further, "(Adoption) of FASTags were pushed as the aim was to make journey through National Highways' toll plazas smoother. There is jump in toll collection," said General (Retd) Vijay Kumar Singh, Minister of State (Road Transport and Highways).

Referring to the queues or delays seen in NHAI toll plazas, Singh said that the queues are a result of peoples' expectation that the due date would be shifted. That said, General Singh asked the NHAI Chairman to use the data collected through FASTags for the benefit of transportation.

FASTags, which provide a unique identity to each vehicle, are also like the vehicle Adhaar, as they track the vehicles.

Exempted FASTags

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In another move that will push adoption of FASTags, Indian Highways Management Company Limited (IHMCL) has started the process for issuing "exempted FASTag" for those who need not pay toll charges.

In fact, vehicles or people that have been exempted from payment of user fees but, which have not been affixed with "functional exempted FASTag", need not pay any toll charges till they show their "valid ID card", as per government rules.



the national highway users due to the implementation of FASTag, Gadkari said, "There could be and there (still) are some difficulties in the initial days of implementing (mandatory) FASTags. They should be rectified over the next few days. Surprisingly, our toll income has increased - (at places) where we got Rs 7 crore, we are now getting Rs 85 crore," reported The Hindu Business Line.

The toll income of NHAI has seen a sharp jump in some plazas, said Minister Gadkari. This jump indicates that the revenue leakages through the cash-based toll collection system are being plugged, say NHAI and Road Ministry officials.

"I hope the electronic toll collection

being stopped with use of technology."

NHAI started a campaign to push for the adoption of FASTags almost four months ago. As the deadline inched closer, the NHAI saw a massive jump in demand for FASTags, and transactions. Almost 20 lakh electronic transactions are happening

every day, resulting in toll collection

of about Rs 40 crore.

With NHAI's plans to install fuel outlets along the expressways, these tags can be used for paying for fuel as well, said Gadkari, adding that this will set an example for good governance.

The Minister added that the KYC requirement for this tag will relaxed soon as RBI Governor Shaktikanta



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Government To Charge Premium On Petrol, Diesel Prices Over BS-VI Switchover

onsumers may feel the pinch of higher fuel prices in coming months as the government is considering a proposal

to allow oil marketing companies charge a premium on retail prices of petrol and diesel to recover their investment in producing less polluting fuel, reported IANS.

Public and private sector oil marketing companies (OMCs) have appealed to petroleum ministry to support a plan to raise consumer prices of auto fuels to help them recover a portion of investments made in upgrading their refineries to produce BS Stage-VI fuel.

If this proposal is accepted by the government, retail prices of petrol and diesel would come at a premium of about Rs 0.80 a litre and Rs 1.50 a litre, respectively for the next five years much to the discomfort of consumers.

Global oil market has largely remained flat for past several months due to slower demand. This has also resulted in retail prices of petrol and diesel being cut by OMCs on numerous occasions in past few weeks. But if a premium charge is allowed, retail fuel prices would not reflect global pricing trend but would remain artificially higher at all times.

"Allowing increase in retail prices of petrol and diesel is one among several options that we have to cover for incremental investment made in upgrading our refineries. We have approached the petroleum ministry with a complete plan on cost recovery

and awaiting a direction," said a senior executive of a private sector refiner who asked not to be named.

Refineries of public sector companies (Indian Oil, Hindustan Petroleum and Bharat Petroleum) have spent close to ₹80,000 crore to reach BS-VI levels after rolling out BS-IV complaint fuel for national introduction in April 2017. Even private refiners, Nayara

Government already has indicated that it wants electric to become prime mobility vehicle by 2030. On their part OMCs are also looking to diversify, but face immediate challenge to recover their current investment before consumption of conventional fuels start receding

Energy (formerly Essar Oil) and Reliance Industries have spent heavily to upgrade their facilities ahead of nationwide launch of BS-VI compliant fuel from April 1, 2020.

Recovery of investment without a proper plan may push OMCs into the red if oil market remains subdued and a portion of demand shifts to electric mobility. Government already has indicated that it wants electric to become prime mobility vehicle by 2030. On their part OMCs are also looking to diversify, but face immediate challenge to recover their current investment before consumption of conventional fuels start receding.

"OMCs have flagged the issue but government is yet to take a view on the matter. Alternatives would be explored first before a call is taken to revise pricing formula for auto fuels," said a government official privy to the development.

Fuel prices have been deregulated in the country meaning that prices at retail level are determined on the basis of global movement of petroleum product prices. Currently, petrol and diesel prices are revised daily by OMCs based on average price of fuel in previous fortnight. If OMCs are allowed to recover cost on previous investment, pricing of petroleum products would again go back to a regulated regime or not reflect true value.

A source said that instead of a direct premium for cost recovery, government may allow OMCs to keep petrol and diesel prices a bit higher in times of falling prices to prevent any public backlash to the measure. This has also been done by state-owned OMCs in times of state and national elections, when a complete price freeze was maintained.

Government support on pricing is being explored as there is very little difference in prices of petrol and diesel at pump level and uniformity needs to be given if cost recovery is allowed.

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

Government To Not Allow Driverless Cars In India

nion Minister Nitin Gadkari said he will not allow driverless cars in India, which has a shortage of 22 lakh drivers. Speaking at an Assocham event recently, the road transport and highways minister said, "Many times I am asked what about driverless car? Then I say till the time I am transport minister, you forget that. I will not allow driverless car to come in India," reported PTI. Stating that India has a shortage of 22 lakh drivers, Gadkari said there was a need for growth of employment as well as industry in the country.

The minister also said vehicle scrappage policy was at the final stage,

adding that "if we bring it then 100 per cent our cost will be reduced because raw material will be cheap and India will be world's number one manufacturing hub with regard to automobile manufacturing, evenicle...And if this happens then definitely it will contribute a lot to (USD) 5 trillion economy."

The automobile industry at present is a Rs 4.5 lakh crore industry, the minister



said. In May 2016, the government had floated a draft Voluntary Vehicle Fleet Modernisation Programme (V-VMP) that proposed to take 28 million decade-old vehicles off the road.

A committee of secretaries (CoS) recommended to the ministry to

redesign the scheme for greater participation of states with partial support from the Centre.

The CoS had suggested that the scheme may dovetail a calibrated and phased regulatory approach for capping the life of vehicles together with stricter implementation of emission norms and accordingly a revised consultation paper got inprinciple nod of the PMO.

The government had in July this year proposed amendments to the motor vehicle norms to allow scrapping of vehicles older than 15 years in a bid to spur adoption of electric vehicles. In a draft notification, the government proposed renewal of fitness certificates for vehicles older than 15 years every six months instead of the current timeframe of one year.

The notification also provided that newly purchased motor vehicles will be exempt from payment of fees for registration certificate and assignment of the new registration mark if the purchaser produces scrapping certificate of the previously owned vehicle of the same category.

Highways Sector To See Rs 15 Lakh Crore Investments In 5 Years

he government's endeavour for world-class infrastructure will continue unabated with commitment to pump in another Rs 15 lakh crore in the highways sector in this five-year term, said Nitin Gadkari, the man incharge of India's infrastructure.

Armed with the new Motor Vehicles Act, e-tolling and instruments like InvIT, for Road Transport and Highways Minister Gadkari "funds have never been a problem or will be a problem" when it comes to highways or infrastructure building.

"We have spent Rs 17 lakh crore in the highways and shipping sectors combined in the last five years...Coming five years will see infusion of Rs 15 lakh crore in highways sector alone to provide world-class roads including 22 green expressways," Gadkari told PTI in an interview.

The minister said with e-tolling coming into force, the toll income alone will cross Rs 8,000 crore per annum as ever since the FASTag system has been made mandatory at national highways, toll income has seen a jump of Rs 25 crore per day.

A total of 10 million FASTags have been issued till mid-December ever since the government made FASTags mandatory to facilitate digital payments to ensure hassle-free movement across 523 toll plazas. Some relaxation has been given on booths for the time being.

"Ever since the FASTag system has been introduced, it has resulted in increase of Rs 25 crore in toll income per day, which is expected to go up. We expect over Rs 8,000 crore per annum on account of e-tolling," Gadkari said.

On the agenda for year 2020 is completing the about Rs 12,000-crore Char Dham project for all weather connectivity to Badrinath, Kedarnath, Gangotri and Yamunotri.

Besides, he said efforts are on to complete a highway through Uttarakhand for making the Kailash-Mansarovar yatra easy and about 75 per cent of the work has been completed. Currently, the famous pilgrimage place can be reached only through the arduous Lipulekh pass and Nathu La route, opened by China in 2015.

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Progress of Bharatmala Project

he Government of India had approved Bharatmala Pariyojana Phase-I in October, 2017 with an aggregate length of about 34,800 km (including 10,000 km residual NHDP stretches) at an estimated outlay of Rs. 5,35,000 crore for development of about 9,000 km length of Economic corridors, about 6,000 km length of Inter-corridor and feeder roads, about 5,000 km length of National Corridors Efficiency improvements, about 2,000 km length of Border and International connectivity roads, about 2,000 km length of Coastal and port connectivity roads, and about 800 km length of Expressways. Total of 255 road projects with an aggregate length of about 10,699 km have been approved till October, 2019 under Bharatmala Pariyojana with total Cost of Rs. 2,64,916 crore approximately. Bharatmala Pariyojana Phase-l is targeted for completion by 2021-22.

This information was given by the Union Minister for Road Transport and Highways Nitin Gadkari in a written reply in Rajya Sabha.

Government Focussed on Aligning National Standards for Design, Construction, Maintenance and Operation of Roads



Union Minister of State Road Transport and Highways Gen (Retd) Dr V K Singh said that the government is focussed on aligning national standards for design, construction, maintenance and operation of roads, bridges and flyovers with global standards. He said, this will bring down the cost of construction, while maintaining high standards of quality through adoption of innovative technologies and materials for road construction.

Addressing a FICCI conference on New and Emerging Technologies in Road Construction, Gen V K Singh hailed the participation of private sector in development of road infrastructure in the country. He said, increased industrial activities have supported the overall growth of the transport sector. The Minister Said, government's policy of

increasing private participation has yielded positive results, with India becoming world's second largest road network of 5.8 million km.

The minister informed that nearly 65 per cent of all goods in the country are transported through roads, while 90 per cent of the total passenger traffic uses road network to commute. He said, the government is committed to building quality roads and highways in the country. He referred to the Bharatmala Pariyojana, which aims at building over 66 thousand km of economic corridors, border and coastal roads, and expressways to boost the highway network. The Pariyajana envisages to provide 4-lane connectivity to 550 districts, increase vehicular speed by 20-25 per cent, and reduce the supply chain cost by 5-6 per cent.

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Toll Plazas In The Country



s on 31.10.2019, 570 fee plazas are operational on the National Highways across the country. The amount of user fee collected from fee plazas of National Highways Authority of India (NHAI) in Financial Year (FY) 2018-19 is Rs. 24,396.19 crore with an average monthly and per day collection of Rs 2033 crore and Rs 66.84 crore respectively. In addition to this, an upfront amount of Rs. 9681.50 crore was received from Toll Operate Transfer (TOT) Concession in FY

2018-19.

As on 31.10.2019, 54 user fee plazas on National Highways are operational in the state of Tamil Nadu. The amount of user fee on National Highways collected in the state of Tamil Nadu in FY 2018-19 is Rs. 2549.12 crore with an average monthly and per day collection of Rs 212.42 crore and Rs 6.98 crore respectively.

In case of Public Private Partnership (PPP) projects, after completion of the concession period, the user fee is to be collected by Central Government at reduced rates of 40%. In case of a public funded project, the user fee rates are to be reduced to 40% after recovery of capital cost of the project.

This information was given by Nitin Gadkari, Union Minister of Road Transport & Highways in reply to a question in Lok Sabha.

Green Express Ways

he Government of India approved Bharatmala Pariyojana Phase-I in October, 2017 with an aggregate length of about 34,800 km (including 10,000 km residual NHDP stretches) at an estimated outlay of Rs. 5,35,000.00 crores which also included about 800 km length of expressways. Development of road stretches is taken up post finalisation of alignment (greenfield/ or brownfield), cost estimates, land acquisition requirement etc. based on outcome of Detailed Project Report (DPR)/ Feasibility Study with due consideration to traffic density, upgradation requirements, Right of Way (ROW) determination, project



viability, inter-se-priority and availability of funds. Bharatmala Pariyojana Phase-I is targeted for completion in 2021-22.

This information was given by Nitin Gadkari, Union Minister of Road Transport & Highways in reply to a question in Lok Sabha.

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Volvo Group, Isuzu Collaborate For Next-gen Truck Technology

he Volvo Group and Isuzu Motors inked a non-binding Memorandum of Understanding (MoU) with the intent to form a strategic alliance within commercial vehicles in order to capture the opportunities in the ongoing transformation of the industry, reported ET Auto.

In a first step, the intention is to establish a global technology partnership and to create a stronger, combined heavy-duty truck business for Isuzu Motors and UD Trucks in Japan and across international markets, a joint statement said.

This will entail transferring ownership of the complete UD Trucks business globally from the Volvo Group to

Isuzu Motors in order to accelerate growth by leveraging greater volumes and complementary capabilities. There is great complementarity between the two Groups from both a geographical and product line perspective, with further opportunities to be explored over time.

The enterprise value for the complete UD Trucks business is JPY 250 billion (approx. \$2.3 billion as per the end of November 2019) and will be subject to the final scope of the business transferred and Isuzu Motor's due diligence. The transaction is expected to, at the time of closing, result in a positive impact on the Volvo Group's operating income of approximately SEK 2 billion and increase the Volvo Group's net cash position by

approximately SEK 22 billion.

"The Volvo Group and Isuzu Motors have a well-established relationship on medium-duty trucks in Japan based on mutual respect, shared values and win-win spirit. We see great potential to extend our cooperation within technology, sales and service as well as other areas going forward, for the

The intention is to transfer ownership of the complete UD Trucks business globally, which had revenues totalling SEK 24 billion in 2018

benefit of our customers and business partners," says Martin Lundstedt, President and CEO of the Volvo Group, adding, "Our UD Trucks colleagues have done a great job to improve performance in recent years and the alliance opens up a great opportunity to continue the successful journey."

"Isuzu Motors and the Volvo Group strongly believe in the business opportunities and synergy potential between the two Groups. We intend to derive the full value from each other's different specialties across product and geographical strongholds. Our collaboration will actively contribute

> to service improvements and strengthened customer satisfaction as well as to prepare ourselves for the forthcoming logistics revolution," says Masanori Katayama, President and Representative Director of Isuzu Motors Limited.

> The intention is to transfer ownership of the complete UD Trucks business globally, which had revenues totalling SEK 24 billion in

2018. The business had a minimal impact on the Volvo Group's operating income in 2018.

All technology cooperation between the Volvo Group and Isuzu Motors will be managed through individual contracts.

The Memorandum of Understanding is non-binding. The next steps will be finalizing the scope of the business to be transferred, due diligence by Isuzu Motors and negotiations of binding agreements. Signing of binding agreements is expected by mid-2020 and closing of the transaction is expected by the end of 2020. All potential transactions will be subject to regulatory and other approvals.

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Tesla Cyber Truck Needs Reworking For Its European Drive



esla Cybertruck's claimed impenetrable exoskeleton made of ultra hard 30x coldrolled stainless steel that gives the EV it's unique shape and sledgehammer-defying body strength might not work in European market, reveals a report, reported ET Auto.

Quoting automotive functional safety expert Stefan Teller, the report further claims that this kind of body structure contradicts the common European safety norms. According to the norms prescribed by European Commission, this might endanger the occupants in case of an accident, as the enormous forces might make the safety airbags void.

Also, the core design of the pickup truck may injure pedestrians as well in case of an accident, says the expert. Cybertruck will need to go for inspection frequently in several EU countries. For instance, in Germany, TUV or similar body shaped vehicle owners have to visit for a roadworthiness inspection every two years. The expert also says that the Tesla EV will not receive type approval for a mass produced vehicle in Germany. As he said, the EV requires heavy modifications to pass European regulations on automobiles.

Tesla unveiled its much awaited Cybertruck on November 22. The EV is expected to hit the market sometime in 2021. The truck will be available in two different variants, a single-motor one and with a dual motor as well. The single-motor variant can run 402 km on a single charge with acceleration capability of 0-100 kmph in 6.5 seconds. Also, it can run at a top speed of 177 kmph. This one has a towing capacity of 3,400 kg. The dual-motor powered variant has a range of 482 km on a single charge and it can accelerate 0-100 kmph in 4.5 seconds. With 193 kmph of top speed capability, the electric truck can tow 4,535 kg of weight. Further, the automaker has claimed

that the production of Cybertruck's tri-motor AWD trim variant is expected to begin in late 2022.

Tesla Cybertruck is grabbing all the eyeballs at this point in time. The entire automotive community is talking about the enormous electric pickup truck and as the days pass, its popularity is only soaring higher. It has got 2 lakh orders within four days of being unveiled. However, Cybertruck has achieved this feat, reported India Today.

The Tesla CEO has been regularly updating the order numbers for the Cybertruck. On November 24, he had said that 1.46 lakh orders were received for the electric pickup truck. In two separate tweets on November 25, he informed that 1.87 lakh orders were garnered with the figure subsequently reaching the 2 lakh mark.

The entry-level Tesla Cybertruck single motor RWD comes with a price tag of USD 39,900. One will have to shell out USD 49,900 for the dual-motor AWD, while the tri-motor AWD is the most expensive variant at USD 69,900. If a customer goes for the self-driving option, he/she will have to pay USD 7,000 extra.

Tesla Cybertruck has an exoskeleton-based design, with an ultra-hard 30Xcold-rolled stainless-steel body. The electric pickup truck comes with armoured glass windows that broke while showcasing their strength at the time of the unveil. Other features include adaptive air suspension and 17-inch touchscreen.

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Tata Motors Expects Turnaround in CV Sales by Second Half Of Next Fiscal

ata Motors expects commercial vehicle (CV) business to remain in slow lane for the next few months and witness turnaround only by the second half of the next fiscal, a top company official said. With demand expected to remain muted, the company aims to go slow in introducing BS-VI compliant CVs in the domestic market.

"My read is that the first half of the next fiscal particularly in CV segment is unpredictable," said Tata Motors CEO and MD Guenter Butschek, reported PTI.

The growth in CV industry is related to the country's economy, he added. "The government has launched various initiatives...all these factors are going to give us a positive outlook in the second half of the next fiscal," he said.

While the transition to BS-VI in passenger vehicles (PV) is on track, the company is going to be slow in introducing upgraded CVs in the market due to low demand, he added. "For PVs the transition is going to happen in the next few weeks, in CV segment situation is slightly different not because we are running late but due to a different market situation," Butschek said.

In CV segment, the company is "not actively" going to switch to BS-VI before April 1, 2020, he added. "Our read of the market is there will not be too much of a demand ... Our BS-VI play starts on April 1, prior to that it is BS-IV products," Butschek noted.

As per SIAM data, CV sales declined by 14.98 per cent to 61,907 units in

While the transition to BS-VI in passenger vehicles (PV) is on track, the company is going to be slow in introducing upgraded CVs in the market due to low demand, he added. "For PVs the transition is going to happen in the next few weeks, in CV segment situation is slightly different not because we are running late but due to a different market situation," Butschek said

November as compared with the yearago period.

During April-November, CV sales have declined by 22.12 per cent to 5,04,080 units as against 6,47,278

units in same period of 2018-19.

In domestic market, the company reported a 29 per cent fall in CV sales to 2,17,130 units in the current financial year as compared with 3,05,395 units in April-November period of 2018-19.

Butschek said the company has embarked upon a "mission zero" to see that no BS-IV vehicle is left after April 1, 2020.

"By the end of this fiscal, Tata Motors is not going to have a BS IV vehicle left, neither any material which was initially ordered to manufacture BS-IV vehicles... Weekly meeting now has become a daily affair," Butschek said.

Further, Tata Motors Group announced its global wholesales in November 2019 were 89,671 units, down 15 per cent compared to the same month last year, reported ET Auto. The number includes Tata Group, Tata Daewoo range and Jaguar Land Rover vehicles' wholesales. Global wholesales of all passenger vehicles from the group in November 2019 were at 58,641 units, down 12 per cent compared to the same month last year.

On the other hand, Jaguar Land Rover wholesales in November 2019 was 48,105 units. Jaguar registered 10,801 units of wholesales last month, while Land Rover wholesales for the month were 37,304 vehicles. Globally, wholesales of all Tata Motor' commercial vehicles and Tata Daewoo range in November 2019 were at 31,030 units, down 19 per cent from November 2018.







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Economic Slowdown: No Possibility Of Any Change In GST Slabs, Rates Until Revenue Stabilises

tates are not in favour of increasing GST rates at a time when there is a consumption slowdown and it is not the right time to bring down the number of slabs under the Goods and Services Tax (GST), said Sushil Kumar Modi, Deputy Chief Minister of Bihar and Convenor of Group of Ministers on IGST, reported PTI.

There is no possibility of any change in the Goods and Services Tax (GST) you cut the duties and tax rates, and not increase them," Modi said.

On the chances of any reduction in GST rates, he said, "Till the time GST revenue does not stabilise, we cannot think of decreasing the tax rates. In fact, there is no possibility of any change in slabs and tax rates, hike or cut, in the near future."

There have been a shortfall in GST revenue collections against the projections. It crossed the Rs 1 lakh crore mark after a gap of three months government fixed a uniform tax rate of 28 per cent on both state and private lotteries, which is to come to effect from March 2020.

In the previous various meetings of the GST Council, the government cut the rates on various services and goods, amidst GST collections remaining below expectations, with an aim to boost demand.

He also said that the time is not right to bring down the number of slabs under GST from the current five (0, 5, 12, 18 and 28 per cents) to 3 slabs.

Modi, who was the Finance Minister of Bihar when value-added tax (VAT) was administered in the country, said he is closely watching the execution of GST and enriching the process with learnings from eight different countries.

Compared to the pre-GST period, 99 per cent of the goods and services have less taxes levied on them post-GST, he said.

Fake invoicing has become a major issue and the government is looking for ways to check the menace, Modi said.

Further, the GST Council is likely to consider a proposal to further restrict input tax credit as it eyes measures to plug revenue leakages, a move that could pose cashflow problems for India Inc.

"There is a growing view that credit should be restricted if a supplier fails to upload invoices," said an official privy to the development, reported ET. The proposal entails lowering the input tax credit to 10% of the eligible amount or even disallowing it altogether in cases of frauds. The government had in October restricted it to 20% for an entity if its supplier does not upload the relevant invoices.



The latest meeting of the GST Council took place earlier this week, where the government fixed a uniform tax rate of 28 per cent on both state and private lotteries, which is to come to effect from March 2020

rates till the revenue stabilises, Modi said while speaking on the theme 'India: Roadmap to a USD 5 trillion economy' at FICCI's 92nd Annual Convention.

"I want to assure you that not a single state... (and) the union government is ready to raise the tax rates," he said.

"At a time when the economy is in a slowdown, if you cannot cut the tax rate to boost consumption, do not increase the rates too. At these times in November with the revenue growing by 6 per cent to Rs 1.03 lakh crore during the month.

The collection was Rs 95,380 crore in October.

Modi also informed that now onwards the GST Council has decided to consider any change in tax rates only once in a year and rather than doing so in each and every meeting.

The latest meeting of the GST Council took place earlier this week, where the



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The Journey of "TCI Safe Safar"

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Inauguration of the TCI Safe Safar initiative by Mr. Nitin Gadkari, seen here with Mr. DP Agarwal

Road safety remains a major concern in India. A high diversity of road traffic including high-speed vehicles and riders, inadequate road structure and improperly maintained vehicles all contribute to high injury and accident rates. As per the government data, every year about 1,50,000 Indians lose



The Truck transforms into a stage

their lives and about 4,50,000 suffer injuries in road accidents. (Source: MoRTH India). These accidents not only lead to emotional as well as financial trauma to the victims, but also result in losses which are borne both by the government as well as by the companies.

To address this serious issue and create national awareness on the subject of safety, TCI Group has introduced "TCI Safe Safar", an initiative that aims spreading an effective message on Health and Road

Safety for the entire logistics and transportation industry.

The main attraction of the programme is a specially fabricated, environment-friendly CNG vehicle that highlights the importance of health and road safety through interesting nukkad nataks (street plays), posters and quizzes. This truck is travelling to all parts of India

where there are truck drivers, urging everyone to participate and take the safety pledge.

Strengthening "TCI Safe Safar" further, the initiative has been officially launched and inaugurated by the Hon'ble Minister for MoRTH

& MSME, Shri. Nitin Gadkari at his residence in New Delhi.

TCI Safe Safar has also been recognized and conferred with various awards. In December a case study on TCI Safe Safar was awarded the title "Innovation in Sustainability & Corporate Social Responsibility" at the 8th Innovation Practitioner's Awards & Summit 2019 organized by AIMA's India

Case Research Centre (ICRC) in New Delhi, by a neutral jury panel, including industry veterans and topic experts.

TCI Safe Safar was also awarded the FICCI Road Safety Award 2019 under the category "Innovative Educational



A couple of the many Awards received for TCI Safe Safar

Program for Raising Awareness in Road Safety" during the Fourth edition of the Conference on Road Safety at FICCI House, New Delhi. The award was presented by the Chief Guest, Hon'ble Minister, Shri Baijayant (Jay) Panda, National Vice President and Spokesperson, Bharatiya Janata Party (BJP) and was received by Mr. Rajkiran Kanagala, Group Head – Business Development, TCI and team.

Since its launch, TCI Safe Safar has travelled across 7 states in the country, crossing over 10038 kilometers and has touched the lives of more than 11,500 truck drivers and over 9.8 lac people who have pledged to health & safety.

You can follow the journey of TCI Safe Safar on:

Website: www.tcisafesafar.com





15 जनवरी से पहले खरीदें फास्टैग नहीं तो देना होगा डबल टैक्स

देशभर के नैशनल हाइबेज के टोल प्लाजा पर इलेक्ट्रॉनिक पेमेंट से टैक्स वसूली का फास्टैग सिस्टम लागू हो गया है लेकिन शुरू में 30 दिन की राहत है। इसके तहत टोल प्लाजा पर भीड़ को देखते हुए फास्टैग की अधिकतम 25% लेन को हाइब्रिड रखा गया है। इन हाइब्रिड लेन्स में 15 जनवरी तक फास्टैग के साथ कैश पेमेंट से भी तय टोल दिया जा सकता है। पहले टोल प्लाजा पर सिर्फ एक कैश लेन रखने और उस पर गुजरने में डबल टैक्स लेने की बात थी। हालांकि बिना टैग वाली गाड़ी अगर फास्टैग लेन में आती है तो डबल चार्ज लगेगा।

दिसंबर 14 को सड़क परिवहन एवं राजमार्ग मंत्रालय द्वारा फास्टैंग लागू किए जाने को लेकर अधिसूचना जारी की गई। सरकार ने राजमार्गों पर टोल पेमेंट के लिए अनिवार्य रूप से फास्टैंग लागू करने की तारीख 15 दिसंबर तक बढ़ा दी थी। मंत्रालय ने पहले इसकी तारीख 1 दिसंबर तय की थी। चाहे आपका वाहन प्राइवेट हो या कमर्शल, सबके लिए फास्टैंग जरूरी है। इसलिए, अगर आपके वाहन के पास फास्टैंग नहीं है तो जल्द ही इसे ले लें और परेशानियों से मुक्ति पाएं।

टोल टैक्स कलेक्शन के लिए यह प्रीपेड रिचार्जेबल टैंग है, जिससे ऑटोमैटिक पेमेंट हो जाती है। आपकी गाड़ी में फास्टैंग है तो आपको टोल पर रोकने की जरूरत नहीं है, टोल से गुजरते ही टोल कट जाएगा। आपकी गाड़ी की विंडस्क्रीन पर चिपके फास्टैंग से लिंक्ड बेंक खाते से टैक्स डिडक्ट हो जाएगा। फास्टैंग में कोई एक्सपायरी डेट नहीं होती और जबतक खराब नहीं होते, टोल पर रीडेबल होते हैं।

फास्टैग को 22 सर्टिफाइड बँकों के पॉइंट ऑफ सेल और चुनिंदा बँक शाखाओं से खरीदा जा सकता है। ई-कॉमर्स प्लैटफॉर्म पर भी उपलब्ध है। साथ ही फास्टैग को अपने मौजूदा बँक अकाउंट से लिंक करा सकते हैं।

तो आपकी सुविधा के लिए नीचे बैंक कस्टमर केयर हेल्पलाइन नंबर दिए गए हैं। इन नंबर पर कॉल करके आप अधिक जानकारी प्राप्त कर सकते हैं और एक्टिवेशन से जुड़ी जानकारी प्राप्त कर सकते हैं।

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दिसंबर 14 तक एनएचएआई देशभर में कुल 96 लाख से ज्यादा फास्टैग्स की बिक्री कर चुका है। बता दें कि पहले सरकार ने कहा था कि बगैर फास्टैग के कोई भी गाड़ी टोल प्लाजा से गुजर नहीं पाएगी, लेकिन बाद में कहा गया कि हाइब्रिड लेन भी बनाई जाएगी, जहां से बड़े वाहन गुजर पाएंगे और उनसे कैश में टोल वसुला जाएगा।

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वाहनों की लंबाई-चौड़ाई के पैमाने में संशोधन के लिए जनता के विचार आमंत्रित

सड़क यातायात एवं राजमार्ग मंत्रालय ने केन्द्रीय मोटर वाहन नियम, 1989 के नियम 93 में संशोधन के लिए सभी हितधारकों की टिप्पणियां और सुझाव आमंत्रित किए हैं। इसके तहत मोटर वाहनों की लंबाई-चौड़ाई के मद्देनजर चेसिस पर आधारित वाहनों के आकार की अधिकतम ऊंचाई शामिल है। इसके तहत ईसीई के प्रावधानों के अनुरूप दो एक्सल वाली बसों की स्वीकृत लंबाई को बढ़ाने के सम्बंध में भी विचार किया जाना है। इस संशोधन के सम्बंध में तकनीकी स्तर पर विस्तृत बैठकें हो चुकी हैं। इस विषय पर सीएमवीआर-टीएससी की 51वीं, 52वीं, 53वीं, 54वीं, 55वीं और 56वीं बैठकों में भी चर्चा की गई है।

वाहनों के चपटे स्वरूप (टेब्यूलर फॉर्मेंट) के मद्देनजर मौजूदा नियम को बदलने और दुपिहया वाहनों की लंबाई-चौड़ाई को शामिल करने का प्रस्ताव किया गया है। इसमें दुपिहया वाहन (एल1 और एल2), तिपिहया वाहन (एल5 एम/एल5 एन) और न्यूमेंटिक ट्रेलर की लंबाई-चौड़ाई का विवरण शामिल हैं। अधिक माल दुलाई को प्रोत्साहन देने के लिए 'एन' श्रेणी



के वाहनों की ऊंचाई बदलने का विशेष प्रस्ताव किया गया है। ये माल ढोने वाले वाहनों के बारे में है। 'एम' श्रेणी वाले यात्री वाहनों की ऊंचाई में चार मीटर तक परिवर्तन करने का प्रस्ताव है। यह एयरपोर्ट यात्री बसों (3.8 मीटर) पर लागू नहीं होगा। दो एक्सलों पर आधारित आठ सीटों से अधिक वाले एम3 श्रेणी के यात्री वाहनों की लंबाई को 13.5 मीटर तक करने का प्रस्ताव है। 'एन' श्रेणी के मालवाहक वाहनों की ऊंचाई को चार मीटर तक करने का प्रस्ताव किया गया है। उल्लेखनीय है कि एन। श्रेणी के वाहनों (3.5 टन तक जीवीडब्ल्यू वाले यूटिलिटी वाहन) की ऊंचाई तीन मीटर तक सीमित है, क्योंकि इन छोटे वाहनों की स्थिरता कम होती है। ट्रेलरों की लंबाई 18.75 मीटर तक संशोधित करने का प्रस्ताव है, ताकि 45 फीट के आईएसओ कंटेनर उसमें समा सकें। कुछ अपवादों के साथ ट्रेलर की ऊंचाई चार मीटर तक संशोधित करने का प्रस्ताव है। प्रस्तावित संशोधन के तहत अंतर्राष्ट्रीय मानकों के अनुरूप मोटर वाहनों की लंबाई-चौड़ाई का मानकीकरण किया जाएगा।

वाहन निर्माता ऐसे पर्यावरण अनुकूल वाहनों को विकसित/निर्मित करें जिनमें कृषि आधारित ईंधनों का उपयोग हो : भारत सरकार

केंद्रीय सड़क परिवहन एवं राजमार्ग और एमएसएमई मंत्री नितिन गड़करी ने वाहन निर्माताओं से ऐसे पर्यावरण अनुकूल वाहन विकसित करने का आह्वान किया है, जो बायो-मार्क कृषि आधारित वस्तु जैसे पराली से तैयार कृषि-आधारित ईंधनों का उपयोग कर सकते हों। उन्होंने कहा कि वायु प्रदूषण एक अत्यन्त गंभीर समस्या है, जिससे हमारा देश मौजूदा समय में जूझ रहा है, अत: इसे ध्यान में रखते हुए वाहन निर्माताओं को वैकल्पिक ईंधनों से चालित वाहन विकसित करने पर फोकस करना चाहिए, ताकि देश में अपेक्षाकृत ज्यादा हरित एवं सुरक्षित मोबिलिटी या आवागमन संभव हो सके। गडकरी ने टोयोटा के एक्सईवी वाहन प्रौद्योगिकी प्रदर्शन एवं प्रायोगिक ड्राइविंग (हाईब्रिड, इलेक्ट्रिक एवं हाइड्रोजन वाहन) के अवसर पर अपने संबोधन में कहा कि इससे न केवल पर्यावरणीय प्रदूषण में कमी लाने में मदद मिलेगी, बल्कि इसमें देश के किसानों की आय बढ़ाने की भी अपार क्षमता है। गडकरी ने जानकारी दी कि राष्ट्रीय राजमार्गों पर अवस्थित टोल प्लाजा पर फास्टैग के जिरये 50 प्रतिशत बाहनों की आवाजाही पहले ही शुरू हो चुकी है। गडकरी ने फास्टैग को अपनाने का आह्वान किया, ताकि एनएचएआई के टोल प्लाजा पर वाहनों का आवागमन और भी अधिक तेज एवं सुगम हो सके। उन्होंने यह बात भी दोहराई कि फास्टैग को 15 दिसम्बर, 2019 तक नि:शुल्क प्राप्त किया जा सकता है, जैसा कि एनएचएआई पहले ही इस बारे में घोषित कर चुका है।

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दिल्ली और मुंबई एक्सप्रेस-वे का काम नए साल से होगा शुरू

नुंह, टी.टी.एन.। हरियाणा, राजस्थान, मध्यप्रदेश, गुजरात राज्यों में से 1200 से ज्यादा किलोमीटर लंबे नेशनल हाईवे 148एन दिल्ली-मुंबई एक्सप्रेस वे पर 2019 की शुरूआत में ही निर्माण कार्य शुरू होने जा रहा है। अच्छी खबर यह है कि काम शरू होने के दिन से महज 2 वर्षों में ये बनकर तैयार हो जायेगा। नेशनल हाइवे अथॉरिटी ऑफ इंडिया की देखरेख में यह मार्ग बनाया जायेगा। नंह के तीन खंडों नंह, नगीना, फिरोजपर झिरका के करीब 47 गांवों के बीच से यह मार्ग निकलेगा। हरियाणा के 3 जिले. राजस्थान के 7 जिले. मध्यप्रदेश के 3 जिले, गुजरात के 3 जिलों सहित कल 16 जिलों के किसानों की भूमि का अधिग्रहण इस मार्ग के लिए किया गया है। इसी माह के अंत तक किसानों को मुआवजा वितरण करने की पूरी तैयारी है। देश का यह बेहतरीन मार्ग आठ लेन का बनाया जायेगा।

नूंड में कहां से जुड़ेगा, कहां होगा समाप्तः नूंह में 12.4 किलोमीटर दूरी पर भिरावटी गांव से दिल्ली की तरफ से जुड़ेगा और कोलगांव फिरोजपुर झिरका में 79 किलोमीटर दूरी पर सीमा समाप्त होकर राजस्थान प्रदेश में प्रवेश कर जायेगा। नीति आयोग की रिपोर्ट में देश के सबसे पिछड़े



जिले नूंह के करीब 47 गांव के सैकड़ों किसानों की भूमि का अधिग्रहण दिल्ली-मुंबई एक्सप्रेस वे के लिए किया गया है। हजारों करोड़ रुपये का मुआवजा किसानों को मिलने वाला है। बड़ी धनराशि किसानों के पास आने के बाद शिक्षा, स्वास्थ्य से लेकर रहन-सहन पर बड़ी राशि खर्च होगी जिससे नूंह जिले का पिछड़ापन कुछ हद तक दूर होने से इंकार नहीं किया जा सकता। डीआरओ बस्तीराम ने बताया कि आगामी 18 दिसंबर को नूंह तहसील के किसानों को रिवार्ड लघु सचिवालय की दूसरी मंजिल पर सुनाया जायेगा। लिहाजा संबंधित किसान भाग लेकर मुआवजा कितना मिलेगा, इसकी जानकारी प्राप्त कर सकते हैं।

अशोक लेलैंड ने इजरायल की कंपनी के साथ किया बड़ा करार

 कंपनी के प्रबंध निदेशक विनोद दासरी ने कहा कि इस साझेदारी से वैश्विक स्तर पर विस्तार होगा

नई दिल्ली, टी.टी.एन. । हिंदुजा समूह की कंपनी अशोक लेलैंड ने इजरायल की कंपनी एलबिट सिस्टम्स संग समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए हैं। इसके तहत अशोक लेलैंड इजरायल की कंपनी के तोपखाने एवं प्रणालियों के लिए हाई मोबिलिटी व्हीकल्स (एचएमवी) मुहैया कराएगी। एलबिट सिस्टम्स वैश्विक स्तर पर रक्षा क्षेत्र में काम करने वाली एक उच्च प्रौद्योगिकी कंपनी है। कंपनी लैंड सिस्टम्स, आर्टिलरी सिस्टम्स ऐंड प्लेटफॉर्म्स, हॉविट्इजर्स, मोर्टार एवं गोला बारूद जैसे क्षेत्रों में काम करती है। अशोक लेलैंड के प्रबंध निदंशक विनोद दासरी ने कहा कि इस साझेदारी को वैश्वक स्तर पर विस्तार दिया जाएगा।

उन्होंने कहा, 'यह दुनिया के लिए भारत में हमारी विनिर्माण एवं डिजाइनिंग क्षमता को रेखाॅंकित करता है।' उन्होंने कहा, 'यह कदम रक्षा कारोबार का योगदान बढ़ाने संबंधी हमारी



रणनीति के अनुरूप है जिससे हमें कुल बाजार जोखिम से निपटने में मदद मिलेगी।' साल के आरंभ में कंपनी ने कहा था कि उसका रक्षा कारोबार इस साल बढ़कर करीब 8 अरब रुपये का हो जाएगा जो पिछले साल करीब 5 अरब रुपये का रहा था। पिछले दो वर्षों के दौरान प्राप्त ऑर्डर के आधार पर कंपनी को अगले दशक में राजस्व करीब 50 अरब रुपये तक पहुंचने की अमीद है।तैयार एकीकृत प्रणालियों का निर्यात दुनिया भर के बाजारों में करने की योजना है।

वॉल्वो-आयशर भोपाल में बनाएगी ट्रक और बस

कंपनी अप्रैल 2020 से प्लांट में उत्पादन शुरू कर देगी, देश विदेश में भेजे जाएंगे वाहन

 इस प्लांट के लिए आयशर और वॉल्वो का ज्वाइंट वेंचर 400 करोड़ रुपए का बड़ा निवेश कर रहा है

भोषाल,टी.टी.एन.। स्वीडिश कंपनी वॉल्वो भारतीय ऑटोमोबाइल कंपनी आयशर के साथ ज्वाइंट वेंचर में भोपाल में 40 हजार हैवी व्हीकल ट्रक और बस बनाएगी। जानकारी के अनुसार बता दें कि कंपनी ने पिछले दिनों भोपाल के नजदीक औद्योगिक क्षेत्र में प्लांट का भूमिपूजन भी कर दिया है। वहीं माना जा रहा है कि कंपनी अप्रैल 2020 से प्लांट में उत्पादन शुरू कर देगी। इस प्लांट के लिए आयशर-वॉल्वो का ज्वाइंट वेंचर 400 करोड़ रुपए का निवेश कर रहा है। भोपाल में स्थापित हो रहे प्लांट से करीब 10 हजार लोगों को रोजगार मिलने का अनुमान है। वहीं दोनों कंपनियों की यह योजना करीब चार साल पुरानी है। इसके साथ ही कंपनी को प्लांट लगाने के लिए भोपाल के पास डेढ सौ एकड जमीन दी गई है।



अब तक यह प्रोजेक्ट सिर्फ कागजों में चल रहा था। सरकार द्वारा कंपनी को जमीन भी काफी समय पहले दे दी गई थी।

गौरतलब है कि आचार सांहता के दौरान कंपनी ने प्लांट के लिए भूमिपूजन कर प्लांट स्थापित करने का काम शुरू कर दिवा है। प्लांट को स्थापित करने में करीब डेड साल का वक्त लगेगा। अप्रैल 2020 से इस प्लांट में हैवी ट्रक और बस बनना शुरू हो जाएंगे। इस प्लांट की क्षमता करीब 40 हजार हैवी व्हीकल बनाने की होगी। वहीं बता दें कि आयशर-वॉल्वो के ज्वाइंट वेंचर का एक प्लांट मप्र में ही पहले से चल रहा है। वह प्लांट पीथमपुर में संचालित है और वहां करीब 90 हजार हैर्ि डीकल बनाने की क्षमता है।



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West Zone

SANJAY JAIN-Director- 9821045349 Pratik Jain- Business Specialist-

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

TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.) Freight (in MT.)

S.	Airport	For	The Mo	nth	For The I	Period Apr	l To Oct
no.	por	Oct.	Oct.	%		2018-19	%
		2019	2018	Change	2017 20	2010 17	Change
(A)	20 International		2010	Change			Citalgo
			26540	17.1	215206	252210	140
	Chennai	30667	36549	-16.1	215386	253218	-14.9
	Kolkata	16971	12140 10596	39.8	96200	95491	0.7
3	Ahmedabad	9906		-6.5	65048	60484	7.5
	Goa	514	347	48.1	3226	2770	16.5
	Guwahati	1911 1532	2378	-19.6	12803	13565	-5.6 133.2
-	Lucknow		493	210.8	9408	4034	
	Jaipur	1814	1713	5.9	10443	10583	-1.3
8	Trivandrum	2209	1951	13.2	16802	14205	18.3
_	Bhubaneswar	869	895	-2.9	5720	5357	6.8
_	Calicut	2227	1471	51.4	17333	8523	103.4
	Coimbatore	1194	1261	-5.3	7456	7907	-5.7
12	Varanasi	448	416	7.7	2206	1381	59.7
	Srinagar	364	631	-42.3	5068	5062	0.1
14	Amritsar	143	148	-3.4	1528	1008	51.6
	Mangalore	552	217	154.4	1871	2264	-17.4
	Portblair	713	595	19.8	3989	3039	31.3
	Trichy	741	639	16.0	4954	3924	26.2
	Imphal	798	569	40.2	4660	3621	28.7
19 20	Vijayawada	167	100	67.0	1418	291	387.3
	Tirupati	0	0		0	0	
[otal	Company of the Compan	73740	73109	0.9	485519	496727	-2.3
(B)	7 JV Internation	al Airpor	ts				
21	Delhi (DIAL)	85851	100091	-14.2	579235	611243	-5.2
	Mumbai (MIAL)		82010	-8.3	510456		-9.7
	Bangalore	34291	33925	1.1	226113	235520	-4.0
	(BIAL)	34291	33923	1.1	220113	233320	-4.0
	(BIAL) Hyderabad	12976	12709	2.1	85782	85324	0.5
	(GHIAL)	12970	12709	2.1	03/04	63324	0.5
	Cochin(CIAL)	5980	6474	-7.6	47162	39451	19.5
	Nagpur (MIPL)	942	989	-4.8	6117	5736	6.6
27	Kannur (KIAL)		909	-4.0	0117	3730	0.0
Fota		215268	236198	-8.9	1454865	1.00	-5.7
	10 Custom Airp		230198	-8.9	1454805	1542841	-5.7
(0)	10 Custom Airp						
28	Pune	3870	4442	-12.9	22204	31744	-30.1
29	Patna	1345	1099	22.4	7803	6888	13.3
30	Bagdogra	686	540	27.0	4662	3930	18.6
	Visakhapatnam	457	365	25.2	3674	3188	15.2
32	Chandigarh	839	580	44.7	5558	3299	68.5
33	Madurai	352	616	-42.9	1901	3075	-38.2
	Surat	15	177	-91.5	531	553	-4.0
35	Aurangabad	80	201	-60.2	425	1346	-68.4
	Gaya	0	0	-	0	0	-
	Indore	972	1220	-20.3	6543	7252	-9.8
Tota		8616	9240	-6.8	53301	61275	-13.0
(D)	58 Domestic Air	ports					
	Ranchi	635	496	28.0	3598	3413	5.4
	Raipur	678	505	34.3	3616	2778	30.2
40	Agartala	374	519	-27.9	2777	3231	-14.1
	Udaipur	- 0	0		3	2	50.0
	Jammu	120	168	-28.6	871	1129	-22.9
	Dehradun	13	23	-43.5	94	117	-19.7
	Vadodara	313	202	55.0	1993	1504	32.5
	Leh	178	132	34.8	1199	705	70.1
	Bhopal	148	192	-22.9	765	980	-21.9
47	Jodhpur	0	1	-	1	5	-80.0
	Hubli	8	0	-	62	0	-
	Rajahmundry	0	7	20.5	507	41	0.0
	Silchar	66	95	-30.5	507	466	8.8
	Dibrugarh	101	82	23.2	574	501	14.6
52	Rajkot	3	23	-87.0	17	157	-89.2
	Gorakhpur	- 0	0		0	0	

S.	Airport	For	The Mo	Freight (nth	Andrew Control of the Control	Period Apr	il To Oct
no.	10000A-40000	Oct.	Oct.	%	2019-20	2018-19	%
(D)	58 Domestic Air	2019	2018	Change			Change
-			0		0	- 1	
54 55	Jabalpur	43	45	-4.4	189	289	-34.6
56	Dimapur Bhuj	0	45	-4.4	189	19	-34,0
57	Tuticorin	5	4	25.0	36	22	63.0
58	Prayagraj	0	0	25.0	0	0	05.0
59	Jorhat	0	3	-	0	26	
60	Juhu	30	27	11.1	218	202	7.9
61	Kanpur(chakeri)	3	0		91	0	
62	Jaisalmer	0	0		0	0	
63	Guggal(kangra)	0	0	-	0	0	
64	Cuddapah	0	0	2	0	0	
65	Pondicherry	.0	0	#3	0	0	
66	Jamnagar	0	0		0	2	
67	Belgaum	0	0		0	.0	
68	Bikaner	0	0		0	0	. ē
69	Porbandar	0	0		0	0	
70	Khajuraho	0	0	F.:	0	0	
71	Bhavnagar	0	0	- 2	0	0	
72	Kandla	0	0	- 2	0	0	
73	Adampur	0	0		0	0	
	(Jalandhar)			1.00			
74	Mysore	0	0	-	0	0	
75	Salem	0	0	120.0	0	0	130
76	Agatti	11	5	120.0	38	16	137.:
77	Bhatinda	0	0		0	0	
78	Bhuntar	0	0		0	0	-
79	Gwalior	0	0		0	0	
80	Diu	0	0	-	0	0	
81	Agra	0	0	. 2	0	0	
82 83	Kishangarh Pakyong	0	0		0	0	
84	Ludhiana	0	0	-	0	0	
85	Kolhapur	0	0	- 5	0	0	
86	Patnagar	0	0	2	0	0	
87	Barapani	0	0	-	0	0	
01	(shillong)					- 0	
88	Pathankot	0	0	21	0	0	5
89	Lakhimpur	0	0	2	0	0	
	(lilabari)						
90	Shimla	0	0	9	0	0	
91	Tezpur	0	0	- 2	0	0	
92	Jalgaon	0	0	-	0	0	
93	Pasighat	0	0	-	0	0	
94	Jharsuguda	9	0		27	0	
95	Hindon	0	0	- 2	0	0	
D) 4	8 Domestic Airports	2738	2533	8.1	16676	15606	6.9
-	the state of the s		1.012-0-10-0	0.1	10070	15000	0.
	10 St.Govt. / Pv						
95	Shirdi	0	0	20.0	0	0	20
96	Lengpui(aizwal)	34	26	30.8	243	306	-20.
98	Nanded Vijayanagar	0	0	-	0	0	
9	Durgapur	0	0	- 3	0	0	
	Nasik(Hal ozar)	0	16	-	7	111	-93.
01	Mundra	0	0	-	Ó	0	-90.
	Jagdalpur	0	0	-	0	0	
	Pithoragarh	0	0	-	0	0	
	Hisar	0	0	-	0	0	
	0 St.Govt. / Pvt Airports	34	42	-19.0	250	417	-40.
	Other Airports	0	0	-	0	0	
	and Total						

OCEAN FREIGHT

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

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PERIOD Period, Liquids Incl. FIN. RAN Thermal Coking Tomago TeCls Misc. LPG/A LPG/A	PORT	TRAFFIC	P.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	le le	Containers	ners	Other	TOTAL	% VAR.
FARRIL-NOV., 2019 407 485 21 513 6 - 1371 6632 463 2270 11705 FARRIL-NOV., 2018 583 381 7 106 25 9 1748 6665 442 2299 11705 FARRIL-NOV., 2018 583 3303 277 172 260 1532 10503 2032 119 5067 2829 1822 FARRIL-NOV., 2018 66430 3776 2044 608 282 1532 10503 2032 119 5067 2829 FARRIL-NOV, 2018 66430 367 264 608 282 151 8871 739 7014 41284 FARRIL-NOV, 2018 3122 104 420 264 400 583 560 561 7364 400 582 560 561 7365 726 726 727 727 740 727 740 727 740 740 740 740		PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	Ä.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUS	Misc. Cargo		AGAINST 2018-19
F APRIL-NOV, 2018 407 485 21 513 6 463 463 270 11705	KOLKATA													
FAPRIL-NOV., 2018 882 381 1748 6665 442 2299 11822 - FAPRIL-NOV., 2019 6633 3291 2043 95 215 1136 9748 2085 116 4749 1822 - FAPRIL-NOV., 2019 6633 3291 2043 95 215 1136 974 2087 1014 41285 FAPRIL-NOV., 2019 6643 3776 2064 608 221 1136 974 307 7014 41285 FAPRIL-NOV., 2018 2683 186 229 1141 12251 8897 361 4051 71253 FAPRIL-NOV., 2018 2684 152 1672 789 161 490 8897 161 47058 FAPRIL-NOV., 2018 3122 78 - - 132 - - 1328 889 161 490 889 161 490 889 161 490 889 161 490 <t< td=""><td>Colkata Dock System</td><td>TRF APRIL-NOV., 2019</td><td>407</td><td>485</td><td>21</td><td>513</td><td>9</td><td></td><td>1371</td><td>6632</td><td>463</td><td>2270</td><td>11705</td><td></td></t<>	Colkata Dock System	TRF APRIL-NOV., 2019	407	485	21	513	9		1371	6632	463	2270	11705	
FAPRIL-NOV., 2019 6023 3391 2043 95 215 1336 9748 2085 116 4744 29580 RAPRIL-NOV., 2018 5483 3303 204 604 1336 1193 110 506 1282 RAPRIL-NOV., 2018 6643 376 2064 608 221 1336 111 8717 579 104 41285 FAPRIL-NOV., 2018 26834 1014 14164 304 2647 1627 7887 136 7 4550 12253 FAPRIL-NOV., 2018 12846 1524 27 7881 4322 5809 30 40188 FAPRIL-NOV., 2018 1626 167 7881 432 580 30 4058 1678 FAPRIL-NOV., 2018 367 894 -6 1878 896 198 444 325 2246 -7 4448 326 121 4448 444 325 1448 445 264 4458 <td></td> <td>TRF APRIL-NOV., 2018</td> <td>582</td> <td>381</td> <td>7</td> <td>106</td> <td>25</td> <td>6</td> <td>1748</td> <td>9999</td> <td>442</td> <td>2299</td> <td>11822</td> <td>-0.99</td>		TRF APRIL-NOV., 2018	582	381	7	106	25	6	1748	9999	442	2299	11822	-0.99
FAPRIL-NOV., 2018 5483 3303 277 172 260 1532 10503 2032 119 5067 28629 FAPRIL-NOV., 2019 6433 3874 2044 608 221 1336 11119 8717 579 7014 41285 FAPRIL-NOV., 2019 28834 1014 14164 204 608 2873 181 753 7014 41285 FAPRIL-NOV., 2019 28834 1014 14164 204 264 781 1821 129 9 506 1728 FAPRIL-NOV., 2018 10553 1181 7554 27 2769 21731 8311 129 9 506 40451 FAPRIL-NOV., 2018 3455 95 - 9 - 1578 896 199 10 2292 22465 198 10 10 2004 4005 10 4005 10 4004 4005 10 4004 4005 10 4004 <td< td=""><td>oldia Dock Complex</td><td>TRF APRIL-NOV., 2019</td><td>6023</td><td>3291</td><td>2043</td><td>95</td><td>215</td><td>1336</td><td>9748</td><td>2085</td><td>116</td><td>4744</td><td>29580</td><td>3</td></td<>	oldia Dock Complex	TRF APRIL-NOV., 2019	6023	3291	2043	95	215	1336	9748	2085	116	4744	29580	3
KF APRIL-NOV., 2019 6430 3776 2064 608 221 1336 11119 8717 579 7014 41285 KF APRIL-NOV., 2018 25834 284 284 284 284 136 165 3687 56 7366 7365 7450 KF APRIL-NOV., 2018 25824 1014 1416 304 2862 161 9 583 560 7128 7450 7129 9 7450 7129 9 7450 7129 9 7450 7129 9 7450 7129 9 7450 7124 809 804 900 161 807 806 904 4702 7450	ainia roea compres	TRF APRIL-NOV., 2018	5483	3303	277	172	260	1532	10503	2032	119	2067	28629	3.32
FAPRIL-NOV., 2018 6665 3684 284 284 284 1281 1251 8697 361 7366 40451 FAPRIL-NOV., 2018 2458.4 1014 14164 304 2647 16727 7887 136 7 4550 7253 FAPRIL-NOV., 2018 12846 1524 895 16.5 490 5805 341 500 4058 FAPRIL-NOV., 2018 12846 1524 6081 1558 560 7381 4322 5300 303 5994 43026 FAPRIL-NOV., 2018 1365 96 - 12436 602 1614 84 206 2245 - FAPRIL-NOV., 2018 8556 1021 - - 1578 886 113 - - 1578 896 1113 - 1584 301 302 144 302 1404 308 1404 308 1406 1404 1408 110 202 114 100	TOTAL: KOLKATA	TRF APRIL-NOV., 2019	6430	3776	2064	809	221	1336	11119	8717	579	7014	41285	
RFAPRIL-NOV., 2019 25824 1014 14164 304 2647 16727 7887 136 7 4550 7223 FAPRIL-NOV., 2018 24535 1181 7554 27 2769 21731 8311 129 9 6061 71298 FAPRIL-NOV., 2018 10553 1277 6081 1558 50 780 380 394 43026 FAPRIL-NOV., 2018 3455 95 - - - 1278 986 199 10 2292 22462 FAPRIL-NOV., 2018 8756 1021 - - 132 - - 1858 96 199 10 2292 22462 FAPRIL-NOV., 2018 8756 1021 - - 132 - - 1878 98 190 190 190 190 190 190 190 190 190 190 190 190 190 190 190 190 190 190 <td></td> <td>TRF APRIL-NOV., 2018</td> <td>9099</td> <td>3684</td> <td>284</td> <td>278</td> <td>285</td> <td>1541</td> <td>12251</td> <td>8697</td> <td>561</td> <td>7366</td> <td>40451</td> <td>2.06</td>		TRF APRIL-NOV., 2018	9099	3684	284	278	285	1541	12251	8697	561	7366	40451	2.06
KF APRIL-NOV., 2018 1354 127 276 21731 8311 129 9 5061 71298 FF APRIL-NOV., 2018 12846 1524 8895 1615 490 5832 5049 5806 303 303 5994 47058 FAPRIL-NOV., 2018 3152 95 - 12436 602 1614 84 2202 2465 FAPRIL-NOV., 2018 3125 98 - - 132 - - 132 - - 18584 963 3692 32465 FAPRIL-NOV., 2018 8556 1021 - - 132 - - 18584 963 3294 32465 FAPRIL-NOV., 2018 8556 1021 - 138 - - 18584 960 3692 3246 FAPRIL-NOV., 2018 856 1021 - 138 - - 18584 963 3692 3246 FAPRIL-NOV., 2018 837 8	PARADIP	TRF APRIL-NOV., 2019	25824	1014	14164	304	2647	16727	7887	136	7	4550	73253	
RFARIL-NOV, 2019 12846 1524 8895 1615 490 5832 5049 5806 341 5001 47058 FAPRIL-NOV, 2018 3455 197 - 12436 602 1614 84 226 22465 FAPRIL-NOV, 2018 3455 95 - 12436 602 1614 84 226 22465 FAPRIL-NOV, 2018 3556 1021 - 15788 986 199 10 2292 22465 FAPRIL-NOV, 2018 8756 1021 - 132 - 15788 986 199 10 2292 22465 FAPRIL-NOV, 2018 8756 1021 28 6081 3124 4029 11132 54 2640 2904 4009 FAPRIL-NOV, 2018 8756 10 173 28 6081 3124 4029 1113 4402 4119 4004 4104 4104 4104 4104 4104 4104 4104		TRF APRIL-NOV., 2018	24535	11811	7554	27	2769	21731	8311	129	6	5061	71298	2.74
RFAPRIL-NOV., 2018 10553 1277 6081 1558 560 7381 4322 5300 303 5994 43026 FA ARIL-NOV., 2019 3455 95 - 12436 602 1614 84 2261 20562 FA ARIL-NOV., 2019 3455 95 - - - - 15788 986 109 2292 22465 FA ARIL-NOV., 2018 8556 1021 - - - - - - 21268 102 3244 35527 FA ARIL-NOV., 2018 8556 1021 - - 153 - - 21268 1102 444 35520 22964 FA ARIL-NOV., 2018 360 393 - - 153 - - - 1578 44029 1112 544 35521 FA ARIL-NOV., 2018 337 - - 127 - - - - 117 - - -	VISAKHAPATNAM	TRF APRIL-NOV., 2019	12846	1524	8895	1615	490	5832	5049	5806	341	5001	47058	
RF APRIL-NOV., 2019 3455 95 - 12436 602 1614 84 2261 2265 FF APRIL-NOV., 2018 3122 78 - 15788 986 199 10 2292 22465 FF APRIL-NOV., 2018 8748 984 - 132 - 132 - 2494 3527 FF APRIL-NOV., 2018 8556 1021 - 133 - - 138 - - 21268 3527 FF APRIL-NOV., 2018 855 1021 461 4924 4029 11132 544 3527 FF APRIL-NOV., 2018 1369 33 2 15 443 43 - 569 375 175 2170 FF APRIL-NOV., 2018 1369 3 2 167 443 443 4526 4417 4417 FF APRIL-NOV., 2018 13973 124 352 318 31 3869 1108 328 269 271 <t< td=""><td></td><td>TRF APRIL-NOV., 2018</td><td>10553</td><td>1277</td><td>1809</td><td>1558</td><td>560</td><td>7381</td><td>4322</td><td>5300</td><td>303</td><td>5994</td><td>43026</td><td>9.37</td></t<>		TRF APRIL-NOV., 2018	10553	1277	1809	1558	560	7381	4322	5300	303	5994	43026	9.37
RF APRIL-NOV., 2018 3122 78 - - - - 15788 986 199 10 2292 22465 RF APRIL-NOV., 2019 8748 984 - - 132 - - 18584 963 3692 32140 FAPRIL-NOV., 2018 8556 1021 - - 138 - - 1268 1824 3692 32140 FAPRIL-NOV., 2018 8556 1021 - - 167 461 4394 4029 11132 544 3527 FAPRIL-NOV., 2018 14860 307 - - 2 2 488 2309 2291 3667 410 922 2294 4677 1 4 4 4 - - 567 410 920 22112 2 22463 2 2 4 4 4 4 4 4 4 3 2 4 4 4 4 4	AMARAJAR(ENNORE)	_	3455	95		66	0	12436	602	1614	84	2261	20562	
RAPRIL-NOV., 2019 8748 984 - - 132 - - 18584 963 3692 32140 RF APRIL-NOV., 2018 8556 1021 - 138 - - 138 - - 1858 1102 4544 3527 F APRIL-NOV., 2018 8556 1021 - 138 608 99 193 288 6081 3124 9825 488 2309 2294 F APRIL-NOV., 2019 15049 337 - 15 148 439 4229 11132 544 2640 2407 F APRIL-NOV., 2019 15049 337 - 15 148 443 44029 1113 544 2640 24179 F APRIL-NOV., 2019 1504 320 321 36 38 2790 528 1463 36 2419 F APRIL-NOV., 2019 4443 4443 4443 44438 44438 44438 F APRIL-NOV., 2018		TRF APRIL-NOV., 2018	3122	78		7		15788	986	199	10	2292	22465	-8.47
KF APRIL-NOV., 2018 8556 1021 - 138 - - 21268 1102 454 35527 KF APRIL-NOV., 2019 367 887 - 167 461 4394 4029 11132 544 2640 24077 KF APRIL-NOV., 2018 439 606 99 193 288 6081 3124 9825 488 2309 22964 KF APRIL-NOV., 2019 15049 337 - 15 148 43 - 5667 410 920 22112 KF APRIL-NOV., 2018 14860 300 - 15 148 43 - 5667 410 920 22112 KF APRIL-NOV., 2018 15744 1314 2952 313 91 3869 1108 1316 90 52 - 941 5258 269 375 2179 5284 - 5284 2410 5284 2410 5284 2410 5284 2410 5284 </td <td>HENNAI</td> <td>TRF APRIL-NOV., 2019</td> <td>8748</td> <td>984</td> <td>2</td> <td>Ti.</td> <td>132</td> <td>•</td> <td></td> <td>18584</td> <td>963</td> <td>3692</td> <td>32140</td> <td></td>	HENNAI	TRF APRIL-NOV., 2019	8748	984	2	Ti.	132	•		18584	963	3692	32140	
RFAPRIL-NOV., 2019 367 887 - 167 461 4394 4029 11132 544 2640 24077 RFAPRIL-NOV., 2018 439 666 99 193 288 6081 3124 9825 488 2309 22964 RFAPRIL-NOV., 2018 15049 337 - 22 117 - 5667 410 920 22112 RFAPRIL-NOV., 2018 14860 300 - 15 148 43 - 5698 375 715 22112 RFAPRIL-NOV., 2018 14860 300 - 15 148 43 - 508 375 715 21179 RFAPRIL-NOV., 2018 16744 1314 2952 313 91 3869 1108 316 20 2284 1229 22849 1269 2284 1279 22849 1283 246 22849 1283 246 22849 2284 2284 22849 2284 2		TRF APRIL-NOV., 2018	8556	1021		•	138	9		21268	1102	4544	35527	-9.53
RF APRIL-NOV., 2018 439 606 99 193 288 6081 3124 9825 488 2309 22964 RF APRIL-NOV., 2019 15049 337 - 22 117 - - 5667 410 920 22112 RF APRIL-NOV., 2019 13973 1254 3211 366 58 2790 528 1463 101 536 24179 RF APRIL-NOV., 2019 1421 145 880 52 - 941 5258 176 177 - 178 - 569 177 1179 - 5698 178 - 5098 375 1715 21179 - 1717 - 560 22112 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - 1717 - - 1717 - -	O.CHIDAMBARANAR	TRF APRIL-NOV., 2019	367	887		167	461	4394	4029	11132	544	2640	24077	
RF APRIL-NOV., 2019 15049 337 - 22 117 - 5667 410 920 22112 RF APRIL-NOV., 2018 14860 300 - 15 148 43 - 5698 375 715 21179 RF APRIL-NOV., 2018 14860 300 - 15 148 43 - 5098 375 715 21179 RF APRIL-NOV., 2018 16744 1314 2952 313 91 3869 1108 1316 90 542 2849 - RF APRIL-NOV., 2018 393 386 3608 161 - 941 5258 269 21 2415 10381 RF APRIL-NOV., 2018 393 386 3608 161 - - - 4004 333 26 2284 1226 RF APRIL-NOV., 2018 3052 173 4627 109 83 44038 11164 638 4312 277 12908 820		TRF APRIL-NOV., 2018	439	909	66	193	288	1809	3124	9825	488	2309	22964	4.85
RF APRIL-NOV., 2018 14860 300 - 15 148 43 - 5098 375 715 21179 RF APRIL-NOV., 2019 13973 1254 3211 366 58 2790 528 1463 101 536 24179 - RF APRIL-NOV., 2018 16744 1314 2952 313 91 3869 1108 1316 90 542 28249 - RF APRIL-NOV., 2018 421 145 880 52 - 941 5258 269 21 2415 10381 RF APRIL-NOV., 2018 393 386 161 - 1657 4004 333 26 2284 12226 - RF APRIL-NOV., 2018 2462 119 83 2899 1835 336 634 44938 RF APRIL-NOV., 2018 3072 1851 - - - - - 40829 3365 653 46405 RF APRIL-NOV., 2018	OCHIN	TRF APRIL-NOV., 2019	15049	337		22	117	9		2995	410	920	22112	
KF APRIL-NOV., 2019 13973 1254 3211 366 58 2790 528 1463 101 536 24179 KF APRIL-NOV., 2018 16744 1314 2952 313 91 3869 1108 1316 90 542 28249 - KF APRIL-NOV., 2018 421 145 880 52 - 941 5258 269 21 2415 10381 - KF APRIL-NOV., 2019 25462 1336 4436 161 - 1057 4004 333 26 2284 12226 - KF APRIL-NOV., 2018 24862 1283 4627 119 83 2899 1835 239 19 4415 4036 KF APRIL-NOV., 2018 24862 1851 - - - - - 40829 3365 653 46405 KF APRIL-NOV., 2018 40970 6643 864 377 - - - - - -		TRF APRIL-NOV., 2018	14860	300		15	148	43		8608	375	715	21179	4.41
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	Variation from previous 3	year	2.40	1.55	30.24		-3.12	-17.82	1.95	2.44	3.36	-3.87	0.34	

Source: LP.A.

MAN FROM ISTANBUL



Mr. Burak Kurt-CEO Delhi Celebi Cargo Management, India

Mr. Burak Kurt has a degree in Civil Engineering followed by two MBA courses. He has been associated with Celebi since 2001, i.e., now for around 18 years, primarily owing to the inclusive atmosphere and career prospects available.

Mr. Burak Kurt is today the CEO -Celebi Delhi Cargo Management,

promoted from his earlier responsibility as Regional Director- Istanbul Hava Servisi, since 2016. He feels that Turkey and India are very similar in nature and hopes to leverage his vast experience in cargo handling, compounded with knowledge in strategic planning and business development, to focus on sustainability, customer satisfaction and profitability.

Burak is no newcomer to India, having done a stint here from 2010-13. He will also attempt to spread the Celebi Cargo Terminal operations service to other cities in India.

Questionnaire

(1) How long has Celebi been in operation?

Celebi started operating in 1958 in Ankara, Turkey and came to India in 2009 as Ground Handlers and Terminal Cargo Operators.

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

Worldwide, we provide a wide range of services, which include cargo handling & warehouse operations, passenger & ramp, general aviation, executive aviation and road feeder service. Presently, we operate in Turkey (more than 30 airports), Germany (Frankfurt), Austria (Vienna) & Hungary (Budapest), India (Cargo Terminal operations in Delhi and Ground Handling in Delhi, Mumbai, Ahmedabad, Bengaluru, Hyderabad, Kochi & Kannur),

In India, we are one of the more prominent ground

handlers with passenger, ramp & cargo terminal operations. We have approximately 13,000 employees globally and approx. 6700 in India operations, with around 3000 in Celebi Delhi Cargo Terminal only.

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

Technology is extremely important to expedite the processes which help in reducing dwell time, increasing throughput and establishing seamless communications between various stakeholders.

We are well positioned on the technological front. Last year, we have implemented a new cargo management software system "Cargo CEL" with advance functionalities, which have augmented the operational standards in our warehouse.

(4) Who are your present clients?

We serve a huge clientile base of approximately 48 airlines, a community of around 1700 freight forwarders and courier operators.

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

We act as a one stop shop for customer needs and have a huge facility of nearly 80,000 sq, mtrs for Export, Import, Domestic and Courier operations under one roof. We also have a dedicated facility of approximately 2500 sq. mtrs for segregated Perishable and Pharma operations.

We have also done a fairly large amount of automation in our terminal, such as introduction of cool dollies, TLX with automated weight & volumetric scanners for synchronizing the acceptance process, RFS and have TSA compliant dual view x-ray machines, Battery operated equipment for a green imprint and have also installed a Solar power plant, (3.7 MW capacity).

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

Logistics Industry in the Indian Market is growing, but the growth is slow, owing to global slowdown and some issues in other parts of the world. We saw decrease in volumes in 2018 and 2019, but India's huge domestic consumption, boom in E-commerce, Government's trade supportive initiatives like 'Make in India', strong bilateral relations with many countries, etc., should see India emerge and shine again in the aviation cargo market from next year onwards.

Vinod Kaul

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

X





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