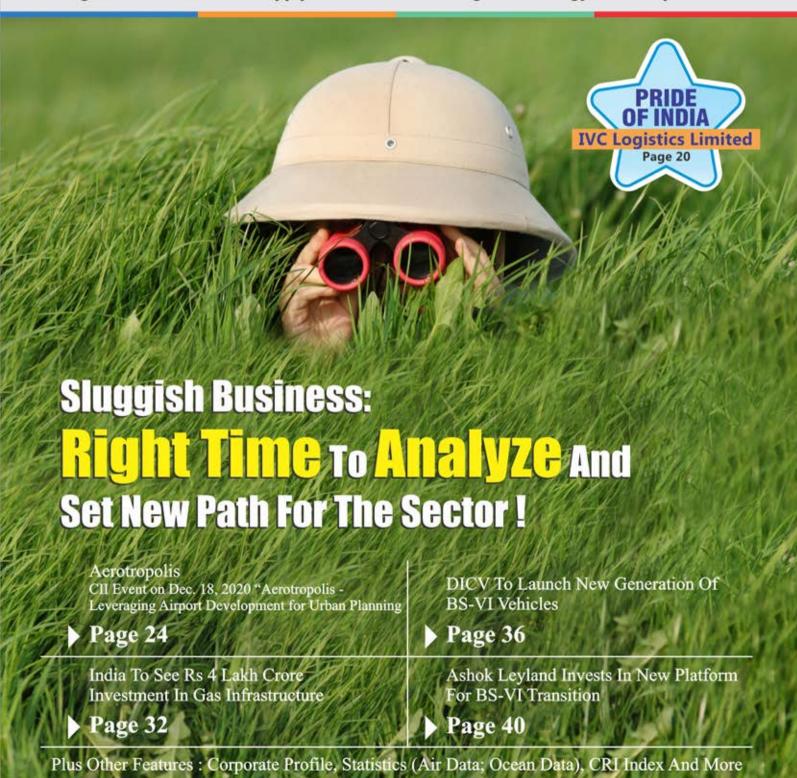
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Monthly Magazine of All India Transporters Welfare Association

<u>Parivahan Pragati</u>

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





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EDITOR: Ashok Gupta
PRINTED & PUBLISHED BY: Ashok Gupta
SENIOR VICE PRESIDENT (MEDIA): Vinod Kaul
OWNED BY: All India Transporters Welfare Association
PRINTED BY: Shashi Printing Solution, D-128. Sector 10, Noida (UP), India.
PUBLISHED AT: M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi-110055, India.
Tel: -011-49842807, Tele Fax-011-23628915, Website: www.aitwa.org, Email: aitwaho@gmail.com
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 The Game Changer On The Tracks

What Fails Us? Let's Introspect Our Drawbacks!

Ashok Gupta

Friends.

A few months back All India Transporters' Welfare Association (AITWA) launched a campaign 'Highway Heroes' to salute truck drivers and improve their standard of living. The drive is the result of long introspection of AITWA.

Going by the current market scenario, the time has again rung the alarm to analyze the loopholes and how to move ahead. The sluggish economy and the gloomy market have pushed the transport community to take the backseat. Companies are forced to release a talented and experienced workforce in the name of cost-cutting. But what are the sources that have made a negative impact on the economy? Well, experts believe that weaker consumer demand and slowing private investments are the two key factors behind the Indian Economy Slow Down.

While the government is considering various steps to overcome the economic crisis, the transporters should focus on the following points to boost the image of the sector as well as to make it a viable sector.

Firstly, the road transport industry has no option but to forget the traditional way of doing things and get acquainted with digitalization. Today, every communication is a part of an online forum. Be it business enquiries, tenders, and the submission of tenders everything has changed to the online format. WhatsApp started as a social media platform but it has become a daily conference place between groups of managers, branches and even clients. Gone are the days when drivers had to carry a huge amount of cash in order to meet the payment of fuel, toll and their expenses. Fuel card is a preloaded card which can only be used for the payment of fuel en-route. The real-time information on payment reaches the company. Also, RFID toll cards further make the payment

procedure easy.

In addition, the road transport sector is one of the largest consumers of paper stationery, as the entire documentation of booking, loading, transit challan and delivery of goods is performed twice or thrice for record purposes. Often, due to the heavy load of paperwork at booking points, the handwriting of clerks was never legible and owing to the overuse of carbon papers, third and fourth copies were for guesswork only. But gone are the days, transport companies now can use either standard or custom-built ERP systems for operations- and accounts-related tasks. Record keeping has also reduced considerably due to the management of soft record. Next is the use of a customized App for

Next is the use of a customized App for drivers, which will connect them to the head office all the time. Through this App and the transporters can learn about the exact location of the truck and any mishappening. Drivers, on the other hand, can search road maps/routes, location, nearest hospital, police station, distance and even estimated time required for a journey after considering the road hurdles.

Further, the transportation cost is making the market even competitive. As there is no standard rate card, the small truck owners are offering their services at a very nominal margin. Which is why a standard card is the need of the time and all the transporters (leaders, big players and small owners) must come forward to make the sector an organized sector. Moreover, as the cost of fuel plays a big role in the total transportation cost the government must think of introducing an alternative fuel to reduce the cost which also can check the pollution level. LNJ fuel or electric mode can be the answer. Additionally, a skilled driver can save a quality transportation cost. Therefore, driver training schools can be a valuable addition to this mission. Also,



improved new highways and seamless movement of trucks will better the speed and efficiency level of each truck. FASTag is another step which will free trucks from the long queues at the check posts, saving a lot more time and money.

Another crucial point is that there a truck should be of international level, which means there should be an airconditioned driver's cabin. As we know drivers spend most of their lifetime inside the cabin and it becomes very important that they remain calm and avoid road accidents. Around 5,00,000 accidents happen every year in India.

Besides, all the truck owners should be the member of SSI which will benefit them and entitle their employees to avail 16-17 facilities.

For a country like India, the road transport sector has tremendous development and growth potential. But this would only be possible if the sector becomes organized, the community work together as a team to achieve what they deserve. Of course, the government will have to play the key role but the initiation has to come from within. I disagree to agree that the government will not consider the plea of a sector which has been one of the tallest revenue generators for the country.

Regards

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How Is Highway Heroes Perceived By Logistics Community?

A very interesting phenomenon has taken place since we launched the project - 'Highway Heroes'. A message has gone around in the country that Highway Heroes has emerged as a saviour of the truck drivers. And why not! - When the 'Highway Heroes' has been conceptualized towards the welfare of highway drivers. While our the original concept of registering drivers started off on time but the speed at which it is moving is far from anticipated speed. Initial teething troubles are to be blamed for this. 1800 drivers were enrolled till January-end out of which 1250 drivers were approved for correct documents and 1200 have been issued the free accident policies - a figure which is much less than our set goal. However, teething troubles are being negotiated and we have a commitment of more than 40000 drivers to enrol. But the data collection process has become a hurdle in the process, nevertheless, with the introduction of the mobile app we are sorting it out too.

While writing this article our four 'Highway Heroes' Registration Centers have started operating - one at Gurgaon, courtesy Chetak Logistics; another at UP Border, courtesy DHTC Logistics and two at JNPT, courtesy Best Roadways and BLR Logistics. More are in pipeline. The registration is found to be easier with the help of an app on mobile as it helps in capturing and uploading three images which are needed - photo of driving license,

Aadhar card and the driver himself.

Coming to the outside perception of 'Highway heroes' let me share a few incidents to updating all our readers;

1. Date: December 29, 2019

I was contacted by Ramesh Kumar, the editor of the magazine - Driver Duniya, who has formed a WhatsApp group for the people who are serious about helping out drivers in trouble. Six trailers loaded by BHEL for delivery to NTPC, Patratu in Jharkhand, were stranded outside NTPC project for nearly one month. Drivers had spent whatever money they had. The climate was nearing freezing points, some of them were



Mahendra Arya National President, AITWA

reached me.

I have studied in Ranchi at Birla Institute of Technology; hence I have many contacts in that area. I contacted Mr Suresh Bajaj, a friend, who is the

Initial teething troubles are to be blamed for this. 1800 drivers were enrolled till January-end out of which 1250 drivers were approved for correct documents and 1200 have been issued the free accident policies – a figure which is much less than our set goal. However, teething troubles are being negotiated and we have a commitment of more than 40000 drivers to enrol.

But the data collection process has become a hurdle in the process, nevertheless, with the introduction of the mobile app we are sorting it out too

suffering from diabetes and were falling sick. They recorded a message in Tamil and circulated to their contacts. That is how the message chief editor of a newspaper called Rashtriya Navin Mail. He sent his reporters in Patratu to find out more about those stranded vehicles. Another friend Ravindra Sharma had grown up in Patratu but was presently active in Robertsganj, UP. He had some good contacts in NTPC. He activated his contacts. They got in touch with the senior managers at NTPC, Patratu. They promised to get the vehicles

released within 12 hours. They also helped drivers who needed help. Of course, few more people have been working on the same subject, which made the issue burning for the NTPC officers. By the evening all six trailers were unloaded.

2. Date: January 11, 2020

I was informed by the f r i e n d s t h e WhatsApp group that two truck drivers of

Tamilnadu were badly beaten up by six hooligans who were riding motorcycles in Behrampur of Orissa in early hours of the day. One of the drivers - Raju got a major injury and was taken to the hospital where he had multiple stitches on his deep cuts. My friends asked me to contact our AITWA members in Orissa, I contacted Mr Vinod Gupta, our Vice President from East Zone, located at Bhubaneswar. He knew the local RTO Mr Biswal in that area. He sent his person Sudhnshu Bal by car to the location which was 60 km away from Bhubaneswar. He did a fantastic job. He made two different FIRs in two nearby police stations- Chama Khandi and Ganjam. He shared the FIR copies also with me. The job was accomplished in less than a day.

3. Date: January 19, 2020

I was informed that two days ago a driver was waylaid, beaten up and killed in Chitradurga of Karnataka. I was approached to get the FIR lodged urgently. I contacted our member Mr Prakash Pandey, the AITWA member cleaner of the truck Andiappan was in the truck. I contacted our AITWA CEO Mr JP Singla to follow the case, as he had been instrumental in trying to help out a driver of our member Ashok Guptaji of IRC. He spoke to the owner of the vehicle, who was to reach Nepal



who has recently been elected the president of Karnatka Goods Transport Association. I shared the driver's license copy and other details received by me. Mr Pandey sought more help from his contacts in the south. By evening the FIR was registered. The help continued untill the deceased body was handed over by police to driver's relatives after the postmortem.

4. Date: January 24, 2020

I was informed by Ramesh Kumar that a truck, TN54L0913, had gone to Nepal to deliver a consignment of bananas; where it hit another local vehicle on January 19, 2020. Nepalese police arrested him and asked for Rs. Six lakhs to release him. The lorry was in Khanikhola police station which is on Kathmandu-Soanuli Highway, about 29 km from Kathmandu. The on 27th January. The matter is still alive for him. One positive thing has happened. We are contacted by a registered association of transporters in Nepal. They have shown interest in a tie-up with us. They have assured to help our drivers in Nepal, whenever they face any problem. They have offered legal help at reasonable fees. They have also shared rules and regulations of Nepal in case of an accident caused by Indian Driver.

These incidents are earning AITWA accolades from all quarters of the country. We may not be successful in all the cases which we try to solve but, we have the satisfaction that as an association we are trying to help truck drivers and hence our trade indirectly. 'Highway Heroes' will place AITWA at an elevated position in the logistics world.

Don't Let The Slowdown, Slow You Down!

Find A Few Points That A Transport Company Can Adopt In These Times!!

Abhishek A Gupta, National Joint Secretary, AITWA



is becoming extremely difficult. From driver shortage, fluctuating fuel prices, increasing tolls, etc are some of the issues we are all well aware of. But the key factor is to ensure the optimum utilization of the fleet. Today most trucks do not cover more than 6,000 km average/month. Transporters should know why the vehicles are getting stuck? This can only be realized if our vehicles also have analytics of the data along with GPS.

Owning and operating a fleet of trucks is becoming extremely difficult. From driver shortage, fluctuating fuel prices, increasing tolls, etc are some of the issues we are all well aware of. But the key factor is to ensure the optimum utilization of the fleet. Today most trucks do not cover more than 6,000 km average/month. Transporters should know why the vehicles are getting stuck? This can only be realized if our vehicles also have analytics of the data along with GPS

phase has badly affected the road transport system as well. But rather than allowing negative thoughts to conquer the mind it is better we focus on constructive ideas — how can companies of the sector tide through such times.

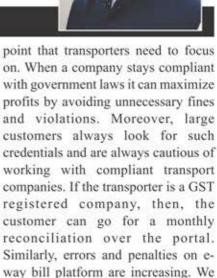
In my view, transportation companies can try the following techniques to improve productivity, increase efficiency and be prepared for a growth spurt when it comes.

Owning and operating a fleet of trucks

Further, can we find loads on the route where the vehicle is stuck? If not, can we align with some transport company who can give loads on such sectors?

Earlier as fleet owners, we were enjoying a marginal saving due to loyalty points. Now with the new changes, all OMCs have stopped giving the benefit. Maybe changing over to Reliance pumps, wherever possible, would help?

Staying compliant with changing policies and regulations is another



must have systems to manage our

compliance-related actions better to

avoid unnecessary penalties.

Most large transport companies use ERPs. Earlier this was necessary because the volume of business was high. But now it is necessary to keep your costs in control and compliances in check. In fact, also to know the real profitability of several shipments handled. Several solutions are available and transporters should move from manual working to ERP based operations. This reduces a lot of duplicities and ensures correct figures at all times. Technology, in general, will be beneficial in some way or the other to transporters if adopted. Today there are several solutions available, depending on the budget one can take them to adapt to the changing times.

If anything new needs to be done in an organization, the lull period is generally the best! You can experiment easily. If it works continue for longer-term to reap benefits when the market picks up.

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what is prominently visible is that the businesses in India are unable to take off and that the economy has slowed down. However, the crisis did not shoot in a year or in four quarters. In fact, India's Economic growth has slowed from the beginning of the late 2015-16 onwards. Experts believe that weaker consumer demand and slowing private investments are the two key factors behind the Indian Economy Slow Down. Today, all four contributors to

economic growth – domestic consumption, foreign consumption or exports, private investment and government spending – are hit by the slowdown, and the GDP growth has gone down from a high of 9.2% in Third Quarter of the year 2016 to 4.5% in the last quarter of 2019.

In opinion to some of the experts, the problem of Economic slowdown consists of supply-side shocks besides three important contributors demonetisation & stressed banking sector, GST Implementation and problems in Agriculture sector.

The experts believe that investment is an immediate source of demand as firms that invest buy goods and services. Since investment involves committing funds for a long period under uncertainty, the stepping-up of public investment, when private firms are unwilling to invest, is required more. Increased public investment increases demand and quickens growth and also encourages private investors, as the market for their goods expands.

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In addition, they also hold this view that Structural reforms are being taken by almost all the governments or they have been claiming to be doing so. Since 2014, in particular, "the ease of doing business" has received great attention from this government. But, the economy today is still less regulated than it was in 1991. Labour market reforms have not been taken up yet in Parliament. Share of manufacturing may rise if the labour market is liberalised.

Further, the experts believe that the government needs to spend even more now to overcome the situation. Although the government has already spent much of its budgeted expenditure, it needs to spend more to spur investment and demand in the economy. An immediate boost without worrying much for consequences is needed by way of spending. They also feel that the government should not worry about weaker or stronger rupee, as stronger rupee is hurting both the exports and the business. Imports are surging and they are eating into the domestic market share.

Also, the Reserve Bank of India (RBI) needs to cut interest rates for banks, thereby making borrowing cheaper for the industry and spurring investment. In addition to this, a business environment is required. Businesses should be without shocks like demonetization - after demonetisation shock, there is an environment of uncertainty in the economy. Furthermore, the government needs to spend more on rural areas - increasing rural people's incomes can drive up the consumption demand, which in turn will boost the industry.

Though the economic slowdown has

hit the goods transport sector it, however, sees as an opportunity to analyze itself, where is it placed and

Further, the experts believe that the government needs to spend even more now to overcome the situation. Although the government has already spent much of its budgeted expenditure, it needs to spend more to spur investment and demand in the economy. An immediate boost without worrying much for consequences is needed by way of spending. They also feel that the government should not worry about weaker or stronger rupee, as stronger rupee is hurting both the exports and the business. Imports are surging and they are eating into the domestic market share

how to overcome the drawbacks to being one of the finest sectors in the business community. There are lots left to do! The sector has so many stones to unturned and so many loopholes to fix up. Here are a few that introspection would suggest.

The World is digitalized - so, go digital!

The goods transport industry must move shoulder to shoulder with the world. In order to not lag behind it will have to forget the traditional way of doing things and get acquainted with the modern system. There is no way out but to endure digitalization! -Because every communication today is a part of an online forum. From business enquiries to filing and submitting the tenders - everything has changed to the online format. Look at the software WhatsApp, what it has done to the business community! It is just not a social media platform any longer it has become a daily conference place between groups of managers, branches and even clients.

Online mode of payment is another significant option that has opened the avenues for business community. The road transporters should avail this facility, as it is safe and frees a driver from all tensions of carrying a huge amount of cash in order to meet the payment of fuel, toll and their expenses. Further, Fuel Card is also available which is a preloaded card used for making the payment of fuel en-route. The real-time information on payment makes thing even smarter, as the message reaches the company instantly. In addition to this, RFID toll cards are also helping the cause of transporters and drivers as they need not to be in a long queue any longer at tolls as it has made the payment procedure easy.

There is even more reasons why goods



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transporters should get digitalized. The goods transport sector is one of the largest consumers of paper stationery. The requirement of documentation of booking, loading, transit challan and delivery of goods forces the sector to use more paper. Further, as this has to be performed more than twice for record purposes the intake of paper is even more. Not only that, the drawback of overuse of paper gets reflected at booking points -

management of soft record.

Digitalization is also helping companies to have their own customized app for various purposes, to have an edge over others. Designing a customized App for drivers can really boost the services of a transport company. It further helps to be in touch with the driver all through his journey. Even more, the transporters can learn about the exact location of the truck, business deal on return and about any

is attributing towards it in a major way. As a result what is happening is that the market is becoming even competitive and the profit margin is getting lesser and lesser. Additionally, as there is no standard rate card, the small truck owners are offering their services at a very nominal margin. Though they had no option to meet their expenses and EMI of the vehicle it is offering clients an opportunity to bargain. Which is why a standard card is the need of the time and all the transporters (leaders, big players and small owners) must come forward to make the sector an organized sector.

In addition, as the cost of fuel plays a big role in the total transportation cost, the government must think of introducing an alternative fuel to reduce the cost which also can check the pollution level. LNJ fuel or electric mode can be the answer.

Also, improved new highways and seamless movement of trucks will better the speed and efficiency level of each truck. FASTag is another step which will free trucks from the long queues at the check posts, saving a lot more time and money.

Skilled workforce - time to think wise!

Drivers are the backbone of any transport company. Therefore, a company requires skilled drivers to grow continuously. The company should value the potential of drivers and do as much they can to retain them. A recent survey on driver turnover rate shows that over 30% of drivers would resign within three months of being hired and about 50% of them would quit within the first six



the handwriting of clerks is often not legible due to the heavy load of paperwork and owing to the overuse of carbon papers, third and fourth copies were for guesswork only. However, transport companies now can forget those days and can use either standard or custom-built ERP systems for operations- and accounts-related tasks. Record keeping has also reduced considerably due to the

mishappening. Drivers, on the other hand, can search road maps/ routes, location, nearest hospital, police station, distance and even estimated time required for a journey after considering the road hurdles.

Alternate fuel can help to reduce transportation cost!

One of the main reasons for increased logistics cost is transportation cost. And, there is no denying that fuel price

"Nurture your mind with great thoughts. To believe in the heroic makes heroes." - Benjamin Disraeli



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months. Additionally, carriers might also have a hard time in finding new drivers due to the current driver shortage in the trucking industry. Following are some of the points that a company can consider to retain a driver:

- Find out what's important to truck drivers, through a survey.
- · Salary hike based on tenure.
- How to improve truckers' work environment.
- Plan for performancebased bonuses.

Additionally, a skilled driver can save a quality transportation cost. Therefore, driver training schools can be a valuable addition to this mission.

Further, for all other positions in a goods transport company, candidates have hesitation to join. This

could be because of the image of the sector or the perks and benefits from the sector. In short, the sector is not seen as a preferred sector by candidates and the sector ends up recruiting mediocre or average or below average people in companies.

New looked trucks - way ahead!

Another angle to see the problem of road accident is that we don't have trucks of international level. First and foremost, the truck making companies should be told that there should be an air-conditioned driver's cabin in all trucks. As we know drivers spend most of their lifetime inside the cabin and it becomes very important that

they remain calm and avoid road accidents. Around 5,00,000 accidents happen every year in India.

Besides, staying on top of vehicle maintenance prevents a carrier from experiencing any untimely freight delivery delays. A timely inspection can be done by equipping the truck with ELDs (Electronic Logging Device). Advanced ELDs have a special vehicle diagnostics feature



Advanced ELDs
have a special vehicle
diagnostics feature
which identifies vehicle
maintenance issues
and connect to
the ECMs (Engine
Control Module)

which identifies vehicle maintenance issues and connect to the ECMs (Engine Control Module). Then these devices automatically send real-time alerts to the fleet manager's ELD dashboard.

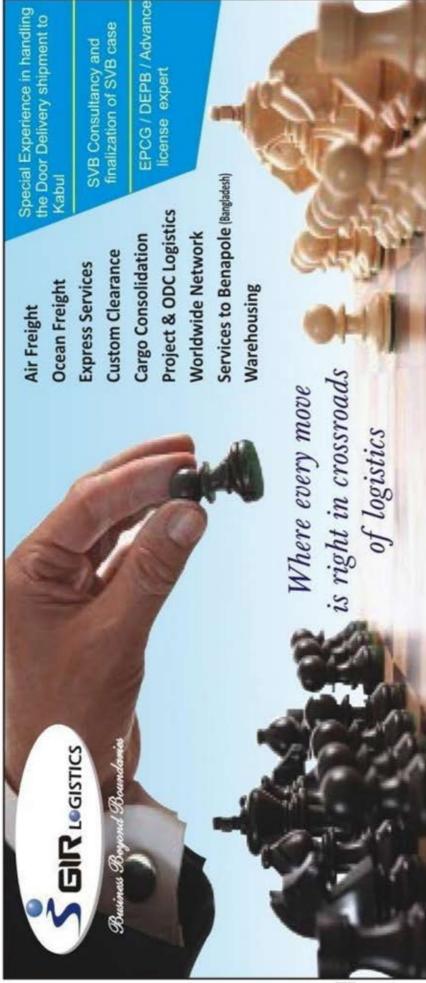
Further, ELDs that are equipped with messaging and GPS tracking features are effective ways of streamlining a carrier's current communication systems. With these features, important documents can be captured and transferred without delay. The recorded conversations are also timestamped to prevent employees from fabricating fraudulent claims. Additionally, the GPS tracking feature

allows fleet managers to update the customers of their cargo's current location effortlessly. Because fleet managers can determine the locations of their vehicles without calling their drivers, truck drivers can continue driving with fewer distractions on the road. A carrier company can proactively monitor a driver's performance through an ELD feature also.

Extract maximum benefits from MSME schemes

The MSME schemes were introduced by the government to inspire people to adopt the self-reliant, self-employed ideology. The approach has been a big positive step, as innumerable people availed the advantage of the scheme. The transporters must become a member of MSME as it is immeasurably beneficial. One of the big reliefs that the truckers can have is that if an MSME transporter is not paid within 45 days, he can take the issue to the MSME Samadhaan portal and get his issue resolved. Further, as an MSME member, a transporter can help his employees to avail 16-17 facilities.

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Corporate Office

GIR JUMBO ODC & PROJECTS

GIR EXDEL DOMESTIC CARGO

GIR GLOBAL NTERNATIONAL CARGO

HIRD PARTY LOGISTICS GIR 3PL

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हाईवे हीरो

परिवहन की दुनिया, जिनकी सेवा के बिन जीरो है। सही मायने मे ये सब चालक, हमारे छाईवे हीरो हैं।। संसाधन सिर्फ ज़्टा लेने से, अपना व्यापार नहीं चलता इनकी दिनरात सेवा के बिना, गाड़ी का चक्का नहीं हिलता। जी तोड़ मेहनत करने वाले, अपने माल के रक्षक ये, हरेक मौसम में निरंतर, आगे बढ़ने मे सद्यम ये। हमे व्यवसाय मे मजबूत करने वाले, हमारे हाईवे हीरो है। हमारे सभी माल के परिचालक, गंतव्य पे माल पहुंचाते हैं दिन रात रखवाली करते हैं, बड़ी मुश्किल से सुस्ताते हैं। गर्मी सदीं या बारिस हो, सड़कों पर रहता डेरा है, घरवार है फिर भी वंजारे, गुमनाम सा, इनका चेहरा है। सड़कों पे अनिश्चितता का जीवन, जो जीते हमारे हीरो हैं। सवर्का सुनते, सवकुछ सहते, लोगों की गालियां खाते हैं, और सामाजिक परिदृश्य मे ये, अड़तीसर्वी कौम कहाते हैं। अपना वानू हो या सरकारी, दिन रात इन्हें हड़काता है, अव इसीलिए इस सेवा मे, आने से युवा घवराता है। स्तर उठेगा इनका जिस दिन, उस दिन ये असली हीरो हैं। हम सभी टांसपोर्टर भाईयों को, इनको विश्वास दिलाना होगा, हमको भी सोच बदलकर के. इन्हें अपने गले लगाना होगा। जब इनकी हरेक चिंता के, हर कारण जीरो होंगे तब ही कहीं जाकर के ये, सचम्च हाईवे हीरो होंगे। और हम मन से स्वीकारेंगे, कि यही हमारे हीरो हैं।

🏿 रचनाकार - कृष्णनरेड़ा

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 March 2020.





PRIDE of INDIA IVC Logistics Limited



Mr. KS Singhal, CMD, IVC Logistics, receiving the Excellence Award from Mr. Shyam Jaju

Mr. Kishan Singhal, CMD (IVC Logistics Limited) is in the Logistics Industry for last 50 years. In the year 1984, he developed the first Car Carrier Trailer for Maruti Suzuki India Limited. This activity has been extended to include 2/3 wheelers, Tractors, Trucks, Buses, Special purpose vehicles, etc. Since then, there has been constant Innovation and re-designing of Automobile carriers.

IVC have now gone to the next level in multi-modal logistics, by procuring railway rakes made of their own design and entering this business last year. This provides safe transportation, owing to the covered wagons with enhanced space availability inside. Compared to the drab designs seen so far, their new designs are like a breath of fresh air. This and the various innovations brought about

have endeared them to most Car, Tractor and 2-wheeler OEMs to become their customers. Other projects in the pipeline are offering of built-up Warehouse space, developed Stockyard, Supply Chain Management Services, etc..

IVC offers end-to-end services to its customers that involves – First Mile Pickups, Long Haul Movements, Storage in Stockyards / Warehouses, Last Mile Deliveries, etc. IVC believes in technological upgradation in all their actions. They have Technologically Advanced Carriers in their Fleet, to provide customers Uninterrupted Timely Services. They also have back end systems which are under continuous upgradation thereby offering value for money.

Their common-sense approach and environment friendly attitude have helped them to focus on of Cargo Safety and Security, Carriersand Environment. Accordingly, as a result, they have developed a fully CMVR compliant fleet and built a green logistics company - higher capacity fleet - reduced carbon footprints, etc. 100% GPS enabled fleet with Control Tower for 24*7 monitoring, etc.

Not surprisingly, asignificant number of their awards have come from Vehicle manufacturers.

They are very conscious of their responsibilities towards drivers, which has become a universal concern among transporters in the country and hence, following supports have been provided.

- · Vehicles with AC Cabins for their Comfort
- · Driver's Day Celebration Annual
- Recognition to Best Drivers of the Month / Year and Incentive to them
- Transit Rest Points Rest Rooms, Complimentary Food, Medical Facility, etc.
- Support to their Children-Education and Girls Marriage
- · Support to the Families of deceased drivers.
- Yoga Classes for healthy life and lifestyle.

From all accounts, IVC gives the impression of a modern, progressive organisation, which is well geared to innovate and achieve great heights in the Transportation Industry.





IVC Logistics Ltd., is a major Transport carrier, operating in Automobile Carrier Transportation and Logistics Segment.

ROAD TRANSPORTATION

They have been providing CBU transportation, for decades, to most of the OEMs, on PAN India scale and have built a reputation as a quality service provider.

Their modern fleet has been specifically designed for maximum capacity to provide an attractive combination desired by their customers. It is fully CMVR compliant and well within the permissible dimensions laid down by Statutory Governing Authorities. They have a complete range of Trucks and Trailers suited for transportation of Two-wheelers, Cars, Tractors, Bus and Trucks / Tippers. Their young fleet, with an average fleet age of three years, are GPS enabled and are tracked 24 X 7, through the dedicated Control Tower. These are driven by authorized crew, who specialise in handling the type of cargo.



Modern Double-Decker Sliding Curtain Trailers

MULTI-MODAL TRANSPORTATION

IVC started their rail services in June, 2019, using latest design double decker, B-Type BCACBM rakes.



An IVC BCACBM rake



WAREHOUSING

Warehouse management is one of their core competencies and an integral part of the supply chain management they offer. Their warehousing and distribution service is designed to support clients sourcing and distribution needs, at local level.

25 lac sq. ft. land near M/s. Maruti Suzuki at Becharaji, Gujarat is available, with development commenced on a portion. Plans are to build a modern warehouse on 10lac sq. ft. 1.25 Lac sq. ft. is ready as a Stockyard at Gurugram, for large Cars/SUVs 500+ CBU.

As consistent logistics service providers in India, they ensure safety for client's goods at every step. All facilities for safe unloading / loading are available on the premises. Value added services are offered, such as re-packing into unit size, labelling, invoicing, transportation or any other related activities, as required by the customer to support their supply chain & distribution needs.

The warehousing facility provides complete safety of the goods, keeping the goods intact and impervious to any kind of damage. Their warehousing facilities are available throughout the country and include full pick-and-pack operation, packaging facility for safe transport of the goods.



An IVC Warehouse

SUPPLY CHAIN MANAGEMENT

IVC is one of the leading companies into Supply Chain Management of finished products of most of the Automobile OEM's. This has become a reality since they own thousands of in-house Fleet assets of varied configurations.

With its long association with most of the Automobile Manufacturers, IVC has built a dedicated team of experts. This association has also helped improve services as the time passes. They value long association with trusted partners (Customer and Vendor) which helps in achieving the best-in-class service levels.

IVC uses transport management software developed inhouse, which permits integrations, system alerts, financial control checks, etc..



PRIDE OF INDIA – IVC Logistics Limited

(1) How long have you been in operation?

Mr. Kishan Singhal, CMD – IVC, has been in the Logistics Industry for the last half a century. IVC started operations in 1984, hence have been around for 36 years.

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

We are pioneers in Car transportation business and also cater to Tractor, 2 / 3 wheeler and Trucks / Buses/ Prime Mover Transportation. We have also ventured in to multimodal business by acquiring our own latest design BCACBM – B Type rakes. We have PAN India presence and currently have employee strength of 300+.

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

V	ITAL STATISTICS	
Name of Company: IVC LOGISTICS LIMITED		
No. Years In Operation	Owned Vehicles	Manpower
36 Years	1100 owned	300

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

Our Core strength lies in our approach towards being innovative all the time. Since inception of this Company, we kept evolving in every aspect of our business, be it our fleet, systems and processes or service capabilities. We collaborated with world class European equipment manufacturers and developed best in class trailers. We also adapted latest models launched by the OEMs in our fleet. Our Carriers are fitted with AC for driver comfort. We have invested 5% of our Investments in R&D to build these strengths and are proud of the outcome. We have a versatile fleet strength of more than 1100 Automobile Carriers and BCACBM Rakes of latest design.

We have also invested in building strong driver network by providing utmost attention to their needs, giving them best facilities, motivating them with activities like Annual Driver Day celebration, incentivising best drivers, promoting Mentor Driver Programs, etc. We have 3 generations of drivers, who are our assets.



A Sliding Curtain Carrier Trailer for transporting Cars

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

At IVC, we have always believed in continuously upgrading of products, services and thereby our overall capabilities. In current changing times, technology is becoming obsolete at a fast pace. By embracing technology, we ensure that we retain our competitive edge, our services are efficient and our manpower maintains high productivity. Our state-of-the-art Curtain Carrier Trailers, special design Double Decker Tractor Carriers, or even our latest B Type BCACBM Rail Rakes, are the evidences of how technology has always kept us ahead of the Competition. We are the most preferred service provider in automobile carrier market. By adopting high capacity, low polluting carriers, we not only became competitive, we also contribute to Social cause by substantially reducing our Carbon Foot-prints. Our young fleet with average age of 3 years is proof of this. We change with times and remain ahead of times.

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

IVC has always been in the forefront when it comes to new technology adoption. We work closely with the manufacturers and fabricators by sharing our experiences and ambitions for constant upgrade of our product range. We have done this in Road Carriers for decades which gave utmost benefits to the OEMs with enhanced carrying capacity and elevated safety standards. With technologically advanced automobile carriers in our fleet, we provide the highest level of benefit in transit time to customers.

(7) What certifications / accreditations do you hold?

We are an ISO 9001:2008 Certified Company. We also use services of Bureau Veritas / Cholamangalam / etc. and other professional dedicated agencies to constantly monitor quality of vehicles and drivers.

(8) Who are your present clients?

We have a diverse list of Customers in Automotive Carrying business that includes almost all Car OEMs, most of the Tractor Manufacturers and also 2 Wheeler OEMs.

(9a) What are the special services offered by you?

We offer Warehousing space in Gujarat. This is our latest venture with support of our PAN India transportation



IVC Stockyard



network, versatile fleet of all desired models and investments already done in Land procurement. The next special service on offer is Complete Stockyard Management. These will be equipped with latest technology Barcode Scanners, Strategic Locations of Yards, etc.

We offer multi-modal end to end services to all our clients with long haul transportation through new design rakes.

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

GST implementation by GOI was a step welcomed by the transportation fraternity. Though we faced initial hiccups while implementing GST, initial challenges in understanding GST rules, cumbersome and number of returns as compared to Sales Tax requirements, we are comfortable with it now.

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

We see ourselves comfortably placed for the coming year, as we have lined up many product upgrades apart from our multi-modal advancements which will be in more focus in the coming year.

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

While we have already diversified in multi-modal transportation with latest technology B Type BCACBM Rakes, we plan to diversify in modern Warehousing business in Gujarat for automobile OEMs. We have already acquired 100 Acre space for this purpose and are in the process of developing it for our existing and new customers.

We have also planned to build state-of-the-art Stockyards.

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

We have already charted a succession plan and Mr. Nitin Singhal, son of Mr. KS Singhal will be our next Managing Director. He will be taking over reins of IVC Logistics Limited in due course of time. He has a zeal for modernization.

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

Youngsters are very critical for any business. While they are keen to implement technology in every aspect of the business, they need to go through extensive training and gather practical, hands on, field experience. Such field exposure will give them insights about Load Optimization, Routes knowledge, Route expenses, Fleet Operation, Vehicle upkeep and maintenance of new age fleet, handling of drivers, etc.. If they learn and exceed their forefathers' experiences and expertize, there will certainly be exponential growth of business.

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

In current industry scenario of shortage of drivers, we

have done a lot in the field of driver training and driver Skills Upgradation. We have engaged with Professional Driver Training and counselling specialists for this. We will shortly open Driver Training Institutes in various states under IVC Foundation. We also plan licensing of drivers through this Foundation.



An Awards Cabinet at IVC

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

We have received awards plenty and have attached a few

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

AITWA, as a platform, certainly benefits transporters and OEMs alike. It can help in addressing issues related to enroute RTO and Check-post issues faced by Driver Community. We also feel they should support the driver community to address police harassments, while registering FIRs by drivers when they face a transit mishap. We appreciate AITWA Highway Heroes Project which is aligned with above Industry concerns and wish all the success to them in this noble initiative for making life better for our Highway Heroes.

Vinod Kaul

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Aerotropolis

CII Event on Dec. 18, 2020 "Aerotropolis -Leveraging Airport Development for Urban Planning

Aerotropolis is an amalgam of two words- airport and metropolis. The thinking earlier, was that while a metropolis was the place where people lived, worked and did their entertaining. The airport was regarded essential only for travel purposes, hence was promoted only for commercial aeronautical development and economic growth.

"Airports will shape business location and urban development in the 21st century as much as highways did in the 20th century, railroads in the 19th and seaports in the 18th" John D. Kasarda.

The concept was originally championed by John Kasarda, Director of the Centre for Air Commerce at the University of North Carolina and author of "Aerotropolis: The Way We'll Live Next".

However, airports have, more often than not, been built much like value additions to busy cities. The need to cut down on travel times and the associated hassle has led to the development of bigger and better connected airports, but so far, they have mostly been relegated to the outskirts of our cities.

Now, a number of initiatives around the world are aiming to shift this pattern on its head and promote the idea of "Aerotropolis", a fully integrated airport city, built from scratch with international connectivity at its core.

In simple terms, an aerotropolis is an urban region whose infrastructure, land-use, and economy are centred on an airport. Kasarda, who has conducted more than 20 airport city studies for organizations such as the International Civil Aviation Organization (ICAO) and the World Bank, believes that "the functional and spatial evolution is transforming many city airports into airport cities."

Once a place strictly for airplanes to take off and land, the modern airport has become something much more significant for any company, or region, contemplating its economic future. As air cargo and passenger traffic have grown—along with the need to move them around the world more rapidly—so has the importance of the airport, making it more and more of a magnet for commercial and industrial development.

What was once the city airport is now the airport city, or in the most ideal cases, the aerotropolis. The term, new in the 21st century and coined by John Kasarda, Reflects the world economy's ever-growing demand for connectivity, speed and agility. The aerotropolis is a new type of metropolis, one that fans out from an airport for up to 20 miles, with layers of aviation-linked business clusters and residences, all further linked by wide highways and express trains to facilitate fast movement and seamless connectivity to the runway and the rest of the world.

"The rapid expansion of airport-linked commercial facilities is making today's air gateways anchors of 21st-century metropolitan development, where distant travellers and locals alike can conduct business, exchange knowledge, shop, eat, sleep and be entertained without going more than 15 minutes from the airport," Kasarda says.

While the Aerotropolis idea is gaining steam in the U.S., many airport regions in Europe and Asia already lay claim to these developments. Hong Kong, Guangzhou (China), Dubai (UAE), Incheon (South Korea) and Kuala Lumpur (Malaysia) are all home to carefully designed airport cities, while CD Gaulle (Paris) and Schiphol (Amsterdam) also claim Aerotropolis status. US, though it made a comparatively late start in this direction, has made progress with Memphis Airport, the world headquarters of Fedex, developing into the first possible Aerotropolis.

A conference was held on 18 December 2019 at CII central office, Lodhi Road, New Delhi. The opening session started with Mr. Kamal Hingorani, member CII National Committee on Civil Aviation, who spoke highly of airports as an employment multiplier (6.5 times).

Next came Harish Nair, ED and Head CBRE Consulting, CBRE Asia Pacific, who said that airports help in Developing Tourism in this century. Earlier, it used to depend on roads and railways. Airports also act as a catalyst for industries. This connectivity is supported by the Aerotropolis concept:

Small Airports₹3000 to 3500 crores impact.

Mid – size Airports...₹5000 to 10,000 crores impact.

Large Airportsmuch, much more.

Huge industrial development prospects and real estate development also has been impacted positively. Physical and business planning becomes important in development of airports.

This aviation sector has 15% -16% growth rate, (presently 9th in the world) and will likely become 3rd by 2025.

Neil Bentley Vice President – Aviation, Asia Pacific, AECOM, presented a global perspective and said, that AECOM is present in 150 countries currently. In India, their employee strength of 3200 acts as an impetus for direct and indirect employment, real estate, commercial and residential. He also referred to Brisbane Airport as an example of innovative development, as it has developed an area for car dealerships in front of it and a track for trial runs.

A special address was presented by Mr. Venkataramana R. Hegde, Director, Ministry of Civil Aviation, Government of India said that at present there is no Aerotropolis in India except Durgapur (at least on paper).

 a) Government has limitations in this regard. Bring in PPP (Private Public Partnership), the Private players have developed this concept, which can be improved further.

- (b) 100% FDI is allowed in airport sector.
- (c) City Side development is important for an Aerotropolis. Earlier only aeronautical aspects were considered (Hence, around 500 acres was O.K.) No thought of development of city side earlier.

Jewar Airport is coming up and likely to develop as an Aerotropolis.

Consistency of Government policy is important – being a State subject. There must be long term commitment for private players to invest in the Aerotropolis project.

Sydney Airport Aerotropolis planning was started 40 years back.

Panel Discussion 1: Catalysing economic growth through Aerotropolis- Emerging trends and opportunities.

Mr. Tariq Hussain Butt, Chief Operations Officer, Kannur International Airport, said that he was a Delhi person, now in Kerala and spoke highly of the lush green with no pollution and the wonderful climate of Kerala. 1.4 mn PAX per year, but no cargo yet, as it is not yet declared as a port of call. Kannur Airport has space for developing a cycling track all around it.

Mr. Aman Kapoor, CEO – Airport Land Development, GMR Airports Holding Limited said that Delhi is fortunate that today the airport is in the city centre. 20 years back it would not have looked like this, but has developed in this manner. Hyderabad Airport is another which acts as a magnet for city development.

Major foreign players have come there like Airbus, Saffran etc. and put up facilities. They also have an MRO for main frame maintenance services. Single window is a must confusion is caused by multiple agencies. Delhi has grown from 6 million PAX when it started, to 72 million this year.

Why don't Boeing and Airbus (the two biggest aircraft manufacturers) have MROs in India?

It is GST which makes it unviable. Government has to look into this aspect.

Mr. Anand Iyer, Chief Project Manager, National Institute of Urban Affairs, said that Airports used to come up with land available, land used and expectation of traffic. City comes to meet the Airport.

One should not look of it as a trickle down, we have to look at what the city needs. This is like finance and economic development, a single development authority for who all need to be able to see, who else needs to be there for NOC etc. Hence DDA cannot decide for everybody. SIDCO and other development authorities need to be brought in.

Mr. Subu R. Commissioner, Land Disposal Department, DDA said that villain is the land availability. He also said that an Aerotropolis in the making is Sydney Airport on 2300 acres. In Delhi we have 5000 acres available. Bangalore can develop into an Aerotropolis but airport is on one side of the city and IT industry is on the other side. How do we bring them near the Airport to minimize travel time? This is actually one of the objectives of the Aerotropolis Concept — to reduce travel time.

Mr. Amit Mittal, AVP-- Aviation and Airlines, Bank of Baroda, as session moderator said that basically Aerotropolis is about developing the city around the airport and lots of land for future use.

Mr. Gaurang Shah, Executive Director, Blue Ray Aviation, said that people would like to stay in the country side and have offices in the city, hence V – TOL ports are needed for small planes for such movements. Blue Ray aviation has developed a facility at Mehsana Gujarat.

Mr. Ankur Mathur, founder & CEO, Sanrachana, who stated that designing Airports have become more complicated as all parts have to talk to each other inside the Airport.

Panel Discussion 2: 'Aerotropolis building a sustainable city – Challenges and Opportunities'

Mr. Anand Iyer, referred to earlier, did a good Controller's job, considering the paucity of time available. His first question directed at the panel was "How do you plan for cargo business?"

Mr. Girish Sharma, of AAI CLAS answered that planning of cargo acceptance and service areas, plus e – commerce hub development.

Prof. Dr. Sanjukkta Bhaduri, Dean (Research) SPA, gave her reply that

we have to look at three things.

- Airport level compatibility.
- 2. Land use and noise levels.
- 3. Land clusters and availability factors.

Ms. Nandita Bhatt, Joint GM (Arch), AAI, responded that earlier, we used to design airports as we needed the facility, but now we have to take into account new attitudes and new requirements. Earlier, the priority was just about location, but now it is about accessibility. Earlier, it was only on aviation but now it is on non – aeronautical aspects too.

Ms. Shweta Malhotra, Senior Lead - Architecture Design – Airport Land Development, DIAL, felt that now people have realized the value of real estate development near airports. In Delhi Aerocity, 5000 hotel rooms and around 2000 rooms in Mahipalpur have now become available. The effort has to be economically sustainable.

Mr. Prabhakar Kumar, HOD and GM

— Urban Planning, Rudrabhishek
Enterprises (REPL) replied that we
must identify for whom it is being
planned for example:- Residential
City, Tourist City or Industrial City.

Type of usage in the city will decide on the infra development, how the Aerotropolis is having an impact on the surrounding areas is important.

Mr. Sukanta Dey, founder and CEO, SDELA Networks.com responded more elaborately, by saying that man started flying only 115 years back. Delhi gets 72 million PAX, (Bangkokworld's largest tourist city, gets 105 million PAX). Therefore, cities existed even before the airports came and now Aerotropolis is the new concept. Jewar will be a new thing all together, as it is a greener than greenfield airport.

Technology used will be of high standards. Once non - aeronautical revenue goes up, that shows that the Aerotropolis concept is growing. Jewar is near Mokedi / Bokadi where the North - South and East - West dedicated Freight corridors cross hardly 20 kms away. Hence, Jewar Airport has a potentially huge catchment possibility.

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Issues Around GST Registration Under Various Business Scenarios For Goods Transport Agency

ith the progression of time and requirements of business organization, the logistic sector has evolved to a boundless extent. Today, this sector is not only limited to transportation of goods from one place to another but it also assumes a major responsibility in the entire supply chain of any organization.

Logistic companies provides a gamut of services to their customers ranging from transportation of goods to warehousing, clearing and forwarding, custom clearance and many others. This blend of services and business segments has resulted in lack of clarity with respect to registration requirements under Goods and Service Tax among industry.

Under GST, tax is either payable under forward charge or reverse charge. Forward charge means that the person who is supplying the services has to charge tax on the invoice and deposit it with the exchequer. However, under reverse charge, the liability to discharge tax is casted on recipient. The GST law offers an option to Goods Transport Agency ('GTA') to pay tax under both reverse charge and forward charge. The reverse charge is applicable in case where a GTA doesn't charge GST at 12% and services are provided to certain prescribed recipients. The GST council in its 20th meeting specified that the option to discharge tax either under forward charge or reverse charge has to be opted at the beginning of financial year by a person supplying GTA services.

Moreover, the Government has also granted an exemption from GST registration to companies which are engaged only in making supplies under reverse charge. Thus, such options and exemption has created a confusion among industry on certain aspects related to registration and

compliance requirements.

Further, practically, it has been observed that certain logistic companies have formed separate entities wherein one entity has opted to charge tax under reverse charge and the other is discharging tax under forward charge. In this regard, it may be noted that the said arrangement is not required under GST and GTAs can continue their business under a single company for both reverse charge and forward charge billings. However, in such a case, GTA would have to obtain separate GST registrations for bifurcation of services supplied under forward charge and reverse charge.

Also, the way GST law reads, an interpretation can be taken that the requirement to maintain separate registrations has been prescribed only for GTA services and is not applicable for other ancillary services such as warehousing, custom clearance, clearing and forwarding etc. Hence, a company can provide GTA services under reverse charge along with other ancillary services in forward charge from a single GST registration.

Now, lets talk about the issue that whether a GTA which is engaged in providing services only under reverse charge can avail the benefit of exemption from GST registration. A simple answer to this question could have been 'yes' but unfortunately, there are a lot of challenges around this. The same is due to the reason that a GTA service provider needs to avail various services for running its business. One such service is 'legal service' which may be used for various civil litigations. Now, the catch is that legal services are under reverse charge and when a GTA procures such services, it is mandatorily required to be registered under GST law to discharge tax under reverse charge.

Thus, even if the exemption notification has been issued by Government, it is not benefitting the industry at large. It is need of the hour that Government should issue suitable clarifications so that GTAs may not be required to incur compliance cost for maintaining registrations under GST for no reason but to discharge liability under reverse charge.

Further, as discussed above, in case a GTA wants to provide transportation service under both reverse charge and forward charge then separate GST registrations are required to be obtained. This results in another issue as two GST registrations cannot be obtained at a single address. For instance, a GTA is engaged in providing services to its customers from a place called 'X' in State 'A'. Now, certain customers requires the GTA to invoice them under forward charge by applying 12% GST and there are other set of customers which requests for invoicing under reverse charge. Hence, the issue arises that both the invoices cannot be raised from a single registration and two different registrations cannot be obtained at a single place of business. Therefore, in such a situation, GTA has to find an additional address from where it may obtain separate registration under GST.

In a nutshell, there are various unaddressed issues with respect to the registration requirements under GST for a GTA service provider. It is a strong urge from Government to address the same so that industry instead of diverting attention towards such legal nitty-gritty, may focus on the growth of its business. Also, with the ever changing taxation regime under Modi Government, it is pertinent for industry players, specially those which have presence in multiple states, to seek professional advise to optimize the compliance cost by reducing GST registration following a model which is both cost effective and GST compliant.

(The views, thoughts, and opinions expressed in the text belong solely to the author, and not necessarily to the author's employer or organization)

Authored By: Smritikona Dutta, Director, Ernst & Young LLP

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Check NHAI Prepaid Wallet FASTag Balance with a Missed Call

To provide hassle-free and convenient services to FASTag users linked to NHAI prepaid wallet, Indian Highways Management Company Ltd. (IHMCL), a company promoted by NHAI, has announced introduction of Missed Call Alert Facility for NHAI Prepaid Wallet balance enquiry. FASTag customers who have registered their mobile number can now get the balance of their NHAI prepaid wallet by giving a missed call from their registered mobile number to: +91-8884333331.

Main features of this facility are as under:

- · This is free of cost facility available 24X7
- Compatible on all mobile devices and operators
- · No Internet required

If there are more than one vehicle linked to a unique NHAI prepaid wallet, then the SMS would show the cumulative balance of all tags assigned to each vehicle. Thereafter, if any of the vehicle has got a low balance, a separate SMS shall be sent at the registered mobile number, showing low balance.

This facility is available only to NHAI FASTag users linked to NHAI prepaid wallet. As of now, balance of other NHAI FASTag which are linked to various bank accounts can't be fetched through this facility.

Since the launch of NHAI Prepaid Wallet, more than 2.25 Lakh NHAI FASTag users have opted for its Prepaid Wallet using My FASTag App. Being a bank-neutral tag, NHAI FASTag can be linked either to savings bank account or NHAI Prepaid Wallet using My FASTag App. There are now 13 banks whose bank account can be linked to NHAI FASTag. In addition, My FASTag App is now available on both Android and iOS platforms.

Coming Soon: A Roadmap On Road Safety

nion Minister for Road Transport & Highways and MSMEs Nitin Gadkari has emphasised upon combined efforts to curb accidents on roads. He said, the Ministry is working upon reducing deaths on the roads by half in the coming days.

Addressing the 18th Meeting of National Road Safety Council (NRSC) and 39th Meeting of Transport Development Council (TDC) in New Delhi, Gadkari called upon the transport ministers from all the States to prepare a roadmap in this direction without bothering for the expenses. He said, there is no dearth of resources for infrastructure development in the country, the need is only for a coherent approach to serve the larger public.

Pointing out towards 36 per cent improvement on national highways and 26 per cent on State highways, the Minister informed that black spots are being identified and repaired at a fast pace. He underlined the need to include NGOs and engineering students in conducting road audits. Shri Gadkari informed that district level committees have been formed to examine and suggest such spots which need immediate attention. He said, work on improving road engineering will be undertaken with available resources worth Rs 14,000 crore.

Addressing the participants, Minister of State for Road Transport & Highways Gen (Retd) Dr V K Singh stressed upon the need to bring about behavioural change towards road safety. He said, road discipline should begin from family, school, and society level. Dr Singh said, he is discussing with States the steps required for improving the thought process of the society towards accidents, and victims, who's life can be saved within the first 'golden hour.'

The Union Minister for Road Transport & Highways and Micro, Small & Medium Enterprises, Shri Nitin Gadkari at the 18th Meeting of National Road Safety Council (NRSC) and 39th Meeting of Transport Development Council (TDC), in New Delhi on January 16, 2020. The Minister of State for Road Transport and Highways, General (Retd.) V.K. Singh, the Secretary, Ministry of Road Transport and Highways, Dr. Sanjeev Ranjan and other dignitaries are also seen.

Transport Ministers and senior officers from various States participated in the meeting and discussed different road safety aspects, including the MV (Amendment) Act 2019; tourist vehicles authorisation and permit rules 2019; bus port guidelines; digitisation of transport and abolition of border check posts; inter-state transfer of vehicle registration and driving licenses; harmonisation of road tax across States - One Nation One Tax: vehicle scrapping policy; guidelines for setting up, authorisation and operation of vehicle scrapping facility; and implementation of vehicle tracking platform under Nirbhaya framework.

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Government May Impose Anti-dumping Duty On Radial Tyres From Thailand

he Commerce Ministry has launched an investigation into imports of radial tyres from Thailand to decide on imposition of antidumping duty on the product to discourage below-cost shipments, reported PTI. The Automotive Tyre Manufacturers Association has filed an application before the directorate on behalf of the domestic industry alleging dumping of radial tyres from Thailand.

According to a notification of the Directorate general of Trade Remedies (DGTR), the association has requested for imposition of anti-dumping duties on the imports.

The commerce ministry's investigation arm DGTR has initiated anti-dumping probe on imports of "new pneumatic radial tyres of rubber for buses and lorries, with or without tubes and/or flaps" originating or exported from Thailand, the notification said.

It said that the authority has prima facie found that there is sufficient evidence of dumping of tyres from Thailand. "The Authority therefore initiates an investigation to determine the existence, degree and effect of alleged dumping, and consequent injury to the domestic industry," it said.

If established that dumping has caused material injury to domestic industry, the directorate would recommend the amount of anti-dumping duty.

The period of investigation is April, 2018-June, 2019 (15 months). It would also look at the data of 2015-18.

Countries carry out anti-dumping probe to determine whether their domestic industries have been hurt because of a surge in cheap imports.

As a counter measure, they impose duties under the multilateral regime of the World Trade Organization. The duty is aimed at ensuring fair trade practices and creating a level-playing field for domestic producers with regard to foreign producers and exporters.

Delhi-mumbai Expressway To Open In 3 Years

hree years from now, you will be able to drive from Delhi to Mumbai in 12 hours with the construction of a new highway that will cut the travel distance on the route by 280 km, said Union Minister Nitin Gadkari reported PTI.

"We are building a highway worth ₹1,03,000 crore between Delhi and Mumbai. I assure you that within three years from now, you will be able to drive to Mumbai from Delhi in your car and reach there within 12 hours," the Minister for Road Transport & Highways and MSMEs said.

He said the land acquisition for the highway has been completed and 32 contracts out of 60 have already been awarded.

"The highway starts from Sohna near Gurugram and will cut the travel distance between Delhi and Mumbai by 280 km," Gadkari said at a conference of Assocham.

The minister also said ₹16,000 crore have been saved on land acquisition for the project, owing to the highway passing through socially and economically backward tribal areas of five states, including Rajasthan, Madhya Pradesh, Gujarat, Maharashtra and Haryana.

"Had we taken the alignment of Delhi-Ahmedabad-Surat-Vadodara-Mumbai, the land acquisition cost would have come to ₹6 crore per acre, but now, this cost has come to ₹80 lakh per acre," Gadkari said.

Besides, on the 59-minute-loan scheme for micro, small and medium enterprises (MSMEs) launched earlier, the minister said a review of the loan disbursement record by banks shows that several loans have been sanctioned but have not been disbursed by lenders, owing to conditions not being fulfilled.

He said a scheme has been prepared whereby ₹10,000 crore have been earmarked under a fund of funds and the Centre will fund 10 per cent equity of an MSME coming forward to enter the capital market.

"Our target is to raise the contribution of the MSME sector in the country's growth to 50 per cent in the next 5 years so that we can achieve our target of making India a USD 5-trillion economy," Gadkari said.

The minister said it has also been decided to raise the MSME sector's contribution to India's exports to 60 per cent and create five crore new jobs.

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India To See Rs 4 Lakh Crore Investment In Gas Infrastructure

ndia will see an investment of over Rs 4 lakh crore in development of gas supply and distribution infrastructure in the next five years as it chases the target of more than doubling the share of the environment-friendly fuel in its energy basket to 15 per cent by 2030, said Oil Minister Dharmendra

Pradhan, reported PTI.

Speaking at a national conclave on e merging opportunities in the natural gas sector, he said the 11th round of city gas distribution licensing bidding will shortly be launched that will help extend the supply of CNG to automobiles and piped cooking gas to household kitchens in

475 districts from current 400.

Natural gas currently constitutes 6.2 per cent of all energy consumption in the country.

Stating that the government has laid emphasis on developing a gas-based economy, he said natural gas is gradually becoming a bridging fuel for low carbon economy in India.

The government is giving special impetus to develop gas infrastructure across the length and breadth of the country connecting North to South and East to West parts of India, he said. "Over Rs 4 lakh crore of investment is in pipelines in the next five years."

These investments will go into building gas pipeline, liquefied natural gas (LNG) import facilities and city gas distribution (CGD) distribution infrastructure.

"A gas-based future has multidimensional benefits for the

society and economy. Natural gas will yield a positive impact on the environment, lower health spending and usher new opportunities of economic and social development," he said.

The CGD network, which covered 66 districts in 2014, now extends to 407 districts after the successful 9th and

will also get connected to CGD network in the 11th bid round."

Pradhan said natural gas makes up for 24 per cent of the global energy basket but in Gujarat, its share is 26 per centhigher than the world average.

This was possible because of the investments made in connecting gas sources with consumption centres.

Describing the natural gas as the next generation fossil fuel which is comparatively cheaper and less polluting, he said the government has taken a number of initiatives to give thrust to a gas-based economy.

Domestic gas production is likely to increase in the

current financial year to 34.55 billion cubic metre from 33 bcm output in the previous year. Also, pricing and marketing freedoms have been given to producers while LNG terminal capacity is being augmented and the national gas pipeline grid is being developed, he said. "We will soon have a gas pipeline network from Kutch to Kohima and Kashmir to Kochi."

He said the sources of import have been diversified and the government is holding discussions with gasexporting countries for getting more gas on favourable terms.

The meeting was attended by ministers from Gujarat, Assam, Odisha, Himachal Pradesh, Uttarakhand, Bihar, Manipur, Chhattisgarh, Punjab, and Goa who gave suggestions for improving the gas network in the country.



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infrastructure

10th licensing round. "Soon the 11th CGD bid round will be announced which will help extend the CGD network to 475 districts in the country," he said.

"Chhattisgarh is the only state where the CGD network has not reached yet. Madhya Pradesh and Chhattisgarh



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Government Launches Special Drive To Remove Speed Breakers From National Highways

special drive has been initiated for removal of all sorts of speed breakers on National Highways. The step comes in a bid to ensure smooth and hassle-free traffic movement, especially at toll plazas.

With the effective implementation of FASTag on toll plazas and conversion of cash toll lanes to FASTag lanes, the speed breakers/ rumble strips constructed at toll plazas are being removed with immediate effect for smooth vehicular movement.

Roads of different categories and under different situations are designed for designated speeds at which vehicles can travel with convenience and safety. At certain locations, control of speed becomes necessary to promote orderly traffic movement and improved safety. Considering the fact that National Highways are designed to cater to high speed traffic without any hindrance, the drive to remove speed breakers from national highways under the jurisdiction of National Highway Authority of

India (NHAI).

The speed breakers result in considerable delay, damage to the vehicles and significant discomfort to vehicle occupants and more fuel consumption due to acceleration and deceleration. This initiative will save time, money and facilitate smooth vehicular movement especially to ambulances, elderly and unwell people commuting on National Highways. In the larger context, this will also ensure avoidable wastage of transportation fuel for which country is heavily import-dependent, and will also result in lesser pollution.

Electronic Toll Collection through FASTag has been implemented from 15th December 2019 to provide commotion-free movement on highways. Positive effects of ETC are being realized by the commuters on toll plazas. Introduction of speed breakers-free highways is another step in commitment to provide safe, smooth and seamless journey to commuters on National Highways.

Union Road Transport Minister Reviews 500 Road Projects Worth Rs 3 Lakh Crore

Highways and MSMEs Nitin Gadkari has stressed upon strict adherence to project schedules. Chairing the first day of the two-day long review meeting of NHAI-Ministry projects with Minister of State Gen (Retd) Dr V.K. Singh, officials from the Ministry, NHAI, NHIDCL and State Authorities in Haryana's Manesar, the Minister called for adopting best practices in project management and construction. He said, while he is committed to quality, he has zero tolerance towards corruption. He added that any inter-ministerial issues holding up a project may be brought to the notice of the Ministry for his intervention to expedite resolution.

nion Minister for Road Transport &

The Minister also launched online Web Portal 'GATI' on the occasion. The portal has been created by NHAI taking inspiration from the PRAGATI Portal used by PMO. It can be accessed from NHAI Website and contractors/ concessionaires can raise any project related issues on the Portal. The issue will immediately come to the notice of every official of NHAI including top management, and immediate action will be taken by the concerned officer, duly updating on the Portal. The issues raised in the GATI will be daily monitored by a team of officers in NHAI and will be constantly reviewed by the senior officers of NHAI and the Ministry of Road Transport & Highways. This will bring transparency and speed up the decision making giving real GATI to highway construction.

Notably, a total of 500 projects valued at Rs 3 lakh crore were reviewed in the two days. And, these include projects from North-Eastern states, Maharashtra, Uttarkhand, Punjab, Jammu & Kashmir, Laddakh, Haryana, Bihar, Odisha, Jharkhand, West Bengal and Uttar Pradesh, as well as the Southern and Central zones (Tamil Nadu, Kerala, Karnataka, Andhra Pradesh, Puducherry, Telangana, Gujarat, Chhattisgarh, Rajasthan and Madhya Pradesh).

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"The difference between a successful person and others is not lack of strength not a lack of knowledge but rather a lack of will." - Vince Lombardi

MoRTH Targeting Construction Of National Highways At The Rate Of 40 Km Per Day

Nitin Gadkari, Minister for Rood Transport & Highways and MSME, along with General (Retd.) V. K. Singh, Minister of State for Road Transport & Highways reviewed projects of all National Highway development, on 23 and 24 January 2020 at Manesar near Gurugram, Harvana. The review was done state wise. All senior officials of the Ministry, NHAI, State Governments, contractors, concessionaires, and consultants attended the review meeting. Every ongoing project was reviewed with a 360-degree view from all stakeholders. The meeting led to identification of issues and way forward with clear timelines for most of the delayed projects. The major reasons found were delay in land acquisition by State Governments, delay in regulatory clearances such as for quarrying etc. In addition, lack of coordination and communication between and within government agencies continues to delay decision making. About 740 National Highway Projects of 16 States were reviewed.

Gadkari went into the minutest of detail of every project making sure a clear path forward emerged to speed up projects. Officials and contractors also committed to redoubling of efforts to ensure timely completion of projects.

The issue of timely approval of Extension of Time (EOT) and change of scope (COS) was particularly raised by the Contractors/ Concessionaire. As these timely approvals would help in facilitating lending by banks, an online tool called "GATI" has been launched and this will be closely monitored at the highest level. Gadkari also instructed to start performance audit of officer and fix responsibility to delays.

The meeting concluded with all stakeholders committing to impart greater momentum to construction of highways by identifying issues holding up/delaying construction and completion of highways.

In order to carry the momentum of the meeting forward, ShGadkari decided that monitoring and review at the official level needs greater attention and focus. To deal with this issue he has directed all chief engineers in the Ministry and all members of NHAI to

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organise "Review Mondays" on the first and third Monday of every month. On these days no meetings other than for the purpose of review will be held by officials. Technology and video conferencing will be the means for review and monitoring. These days will be dedicated only for reviews to impart more focus on completing highway projects. Delay in completion of projects has a high probability of leading to claims by contractors and hence the focus on

review and monitoring by officials of the ministry will lead to cost savings in addition to timely delivery of projects.

Interacting with media after the meeting today, the Minister informed 22 Greenfield Corridors of length 7500 km is being developed with a total capital cost of Rs. 3.00 lakh crore. Work has started on some while awarding all other projects are/ will be completed expeditiously. These projects are being pursued vigorously and are being implemented on priority. He added that besides reducing length and decongesting existing NHs, the projects will work as growth engines as they fast through the less developed backward / tribal areas. development of way-side amenities will result in more opportunities for business and employment. The minister also added that the construction of National Highways in terms of kilometres per day have been increasing and this is targeted to reach the level of 40 km per day.

The Minister also informed that the pilot project on convergence of National Highway works and conservation of water in Buldhana district in Maharashtra is running successfully. As many as 152 villages benefitted covering a population of 4,83,360 where 22800 wells were recharged and irrigation facilities increased in 1525 hectares. These details were shared with all the Stakeholders in the review meeting with an aim to implement the scheme in more areas.

He also informed that the progress of FASTags was also reviewed. All 537 Toll Plazas are now ETC enabled and more than 1.37 cores FASTags have been issued. My FASTag App has crossed 10 lakh down loads.

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DICV To Launch New Generation Of BS-VI Vehicles



ommercial vehicle maker Daimler India Commercial Vehicles (DICV) plans to launch 42 new and updated models in India this year in order to fill white spots in its existing and future product lines under the new Bharat Stage-VI (BS-VI) range.

The company, which showcased over a dozen BS-VI compliant BharatBenz medium and heavy-duty trucks and buses, has also made its entry in the 50-tonne truck segment. Also, it plans to come up with multiple wheel-base variants in the rigid truck segment going forth.

"As we are moving away from tonnage and focussing more on customised solutions, our emphasis will be more on the application based migration of our products and the majority of our 42 upcoming launches will be catering to this transition," DICV MD and CEO Satyakam Arya told ETAuto.

In 2019, the Indian subsidiary of Stuttgart-based, Daimler, launched 52 products for both domestic and international markets and also completed upgrading all its products to the new axle norms.

The company's complete line up of a new generation of BS-VI vehicles will be powered by two-engines - OM906 and 4D34i for heavy and mediumduty applications respectively. "For heavy vehicles, we have upgraded our 6.2 OM906 litre engine to 7.2 litre OM926 and retaining the same 4D34 engine series for medium-duty vehicles," informed Arya. At present, DICV plant in Oragadam in Chennai is the only Daimler Trucks plant

worldwide to produce trucks, buses and engines with three brands -Mercedes-Benz, BharatBenz and FUSO-under one roof.

Besides the recent investment of Rs 500 crore for developing new parts and facilities for BS-VI, the company does not wish to invest further in manufacturing in the near term. "Our future investments will be mostly on the product development side and also to prepare ourselves for digitalisation," Arya added.

When asked about the impact of prebuy on the demand and the outlook for the current year, Satyakam said, "there will be no growth rather we are looking at 10 per cent contraction in 2020 due to transition to new emission norms."

"The first quarter of this year will be slightly better in terms of sales due to the impact of BS-IV pre-buy. Though we are expecting that by Q3 and Q4 some growth to return, overall the year 2020 will be even more challenging compared to 2019 for the domestic commercial vehicle industry," stated Arya.

Though we are expecting that by Q3 and Q4 some growth to return, overall the year 2020 will be even more challenging compared to 2019 for the domestic commercial vehicle industry. Satyakam Arya, MD & CEO, DICVAs per industry body SIAM data, in the April-December period of FY 2019-2020, total domestic commercial vehicle sales slumped by 21.09 per cent to 570,702 units as against 723,262 units in the year-ago period.

Medium and heavy commercial vehicles (M&HCV) segment declined by -36.69 per cent in the same period at 176,202 units as compared to 278,319 units in nine months of last fiscal.

Going by the industry estimates, Arya also expects BS-VI compliant commercial vehicles to be costlier by at least 10 per cent than the existing BS-IV models. He, however, believes that the current turmoil in the industry is temporary and can be controlled if the government takes concrete steps in the upcoming union budget.

"If the budget really brings out measures which can boost consumption and the investment in infrastructure continues we expect that the industry would return to a growth path from 2021," he said.

Further, DICV, the maker of Bharat Benz trucks, expects January-March quarter (Q1) to be positive after decline of multiple quarters, and is hoping for sops in the upcoming budget to drive consumption and cushion the decline that is expected post price increase of almost 10-15% in Q2 and Q3 of 2020 due to the implementation of BS-VI norms-compliant technology.

Satyakam Arya, managing director of DICV, said the liquidity situation in the market has improved and thanks to the government payout to contractors, the offtake in the market has improved too.

"All fleet owners know that the cost will go up and we have seen a change; some of them over the last few weeks have resorted to pre-buying. They have said that they have received the payment; new contracts are getting awarded. Scrappage policy, if defined well, can also help the industry," added Arya.

The DICV head said he is hopeful the finance minister will put out a budget

The DICV head said he is hopeful the finance minister will put out a budget that boosts consumption and revives investment, which may pull the industry out of this prolonged slowdown

that boosts consumption and revives investment, which may pull the industry out of this prolonged slowdown.

IIP growth turned positive in November after declining for four consecutive months. Capital expenditure by the Government of India has gained momentum after a tepid start at the beginning of the year.

After witnessing a 4% drop in the first four months of this financial year, government capex grew 32% during August to November to ₹1.06 lakh crore, ETIG data compiled from the Controller General of Accounts showed. In the first eight months of this fiscal, it grew 11.7% to ₹2.13 lakh crore. The budget estimate for FY20 had projected the figure at ₹3.38 lakh crore.

The Union government's capex is expected to rise further in the next fiscal if the targets for the national infrastructure pipeline are met. Infrastructure spending as a percentage of the gross domestic product is expected at 8.6% in FY21 as compared to 6.6% in the current fiscal, according to Axis Capital.

The pick-up in the infrastructure projects augurs well for the heavy truck makers given that nearly half the truck demand comes from this segment. It must be noted that heavy truck market and IIP growth have high positive correlation.

However, Arya cautions that despite demand rising in Q1, the market for medium and heavy trucks is likely to slip by another 10% this year to about 2.2 lakh units as against 2.49 lakh sold in 2019, making it the second consecutive year of decline after the industry registered a 34% fall in sales in 2019 from 3.78 lakh units sold a year earlier.

On its part, the company has come out with a new range of trucks, which it claims is 10% better on fuel efficiency and has 6% lower maintenance cost than the outgoing BS-IV trucks.

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"The difference between a successful person and others is not lack of strength not a lack of knowledge but rather a lack of will." - Vince Lombardi

VE Commercial Vehicles Total Sales Dip 6% in January

VE Commercial Vehicles Ltd, a Volvo Group and Eicher Motors joint venture, reported a 6.1 per cent decline in total sales at 5,544 units in January 2020.

The company had sold 5,906 units in Mauryan last year, VE Commercial Vehicles Ltd (VECV) said in a statement.

Eicher branded trucks and buses recorded sales of 5,388 units in January as compared to 5,808 units in the same month last year, a decline of 7.2 per cent, it added.

In the domestic commercial vehicle market, Eicher branded trucks & buses have recorded sales of 4871 units in last month, down 5.9 per cent, as compared to 5177 units in January 2019.

On the exports front, Eicher branded trucks & buses have recorded sales of 517 units in January 2020 as compared to 631 units in January 2019, representing a decline of 18.1 per cent.

Sales of Volvo Trucks stood at 156 units during the month under review as compared to 98 units in January 2019, representing a growth of 59.2 per cent.

EVs To Become Affordable

two electric vehicle solutions, including a technology that would allow sharing of stored battery power with another EV and even sell excess energy to make a fast buck, for making the clean vehicles more economical, said a professor at BITS Pilani reported ET Auto.

esearchers are working on

Along with the power sharing tool vehicle-to-everything (V2X), researchers are also examining the feasibility of battery swapping stations where an EV owner would simply replace the batteries like refilling of gas cylinders, Hitesh Datt Mathur, associate professor at the Birla Institute of Technology and Science (BITS), Pilani, said.

The two solutions can make EVs economical as customers would not need to buy expensive heavy batteries which account for around 25-30 per cent of the total cost of an EV currently.

The research projects are sponsored by the Department of Science and Technology and the Ministry of Human Resource Development.

Mathur, who has designed an EV with V2X technology, said the model is capable of sharing stored power with another EV, a grid, hotels, malls etc.

"The incentive could be seen by an example where a customer is charging EV with V2X feature at home at Rs 8 per unit and discharging some part of stored power at any commercial place at Rs 15 as commercial rates are higher than domestic rates of electricity," he suggested.

When the EV is not in use, some part of stored energy may be sold to others including the grid, another EV customer, even to some offices or homes. If a customer sells 20 units equivalent of power during this discharge, he will have Rs 140 earned. The power grid, at large, during peak hour, can also be supplemented by orderly managed owners of EVs with V2X feature.

"One can imagine a parking lot of a mall where, hundreds of V2X electric cars are parked for more than 6-7 hours in a day which is equivalent to a mid-sized power plant of 5 to 10 megawatt range since each electric car has battery power of 20-25 kilowatts. Even if 30-40 per cent customers decide to sell power to grid, it would be good enough for that mall itself. All this would be executed through a mobile app," he said.

"The project will develop a cyber physical network using artificial intelligence and machine learning algorithms," Mathur said.

However, the project faces some challenges, he said. The associated infrastructure at various commercial and non-commercial places to enable V2X EVs is a great challenge.

Developing battery swapping stations (BSS) is another aspect of the project as it would make EVs with V2X feature affordable because one does not have to buy a battery of EV that costs approximately 25-30 per cent of the total cost of the vehicle, Mathur said.

"This would just be like the refilling of gas cylinders we use. The opening of BSS has a huge commercial opportunity and many private players can be given option to open a BSS (similar to petrol pumps)," he added.

BSS may also have their own renewable power generation sources like solar, wind etc.

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Ashok Leyland Invests In

New Platform For BS-VI Transition

shok Leyland is investing around Rs 500 crore on a new platform as well the transition to BS6. This includes around Rs 300 to Rs 350 crore on the new modular platform on which it plans to roll out its BS6 range, said a top company official.

"Ashok Leyland is bringing a

completely new platform for BS6," said company COO Anuj Kathuria, Reported TNN. "BS6 requires more complex electricals and electronics and the new platform will allow us to position every aggregate in an optional way," he added. The new platform has been developed indigenously. The truck and bus maker, will stop producing BS4 vehicles from February

and will only make them based on specific customer requirements in an effort to keep inventory levels manageable in the run up to BS6 migration.

"From February onwards, BS4 models will only be made to order," said Kathuria. "Our BS4 pipeline is very manageable and we're not in a position where we will have to push BS4 stock. We will continue producting BS4 vehicles depending on specific customer requirements."

With BS4 vehicle registration stopping on March 31, any leftover aggregates will have several option of being cleared out. "We will use them to cater to after market requirements and to service export markets that are not yet BS6 compliant," said Kathuria. "Our entire supply chain is being streamlined as is our distribution

network," he added.

Ashok Leyland's BS6 range, will use a combination of iEGR (intelligent exhaust gas recirculation) and SCR (selective catalytic reduction) for India's largely stop-and-go traffic.

Notably, the flagship company of Hinduja Group has delivered the first batch of BS-VI trucks, ahead of the implementation of the new emission

ASHOR LEYLAND

Our BS4 pipeline is very manageable and we're not in a position where we will have to push BS4 stock. We will continue producting BS4 vehicles depending on specific customer requirements

norms on 1st April 2020. This first batch of BS-VI trucks was delivered in Delhi-NCR region. The automaker claims that its BS-VI compliant engine technology has been developed inhouse. Commenting on this, Anuj Kathuria, Chief Operating Officer, Ashok Leyland, said "We at Ashok Leyland have believed in indigenously developing innovative engine technology and after-treatment solutions that suit Indian conditions. Our new BS-VI iGen6 technology developed in-house is suited for Indian operating conditions."

He also added, "In addition, we are also introducing our new range of modular trucks that will deliver superior customized solutions to customers. We are excited to bring such innovations which will not only help our customers with better profitability but, also have a positive environmental impact."

Further, the truck and bus market, which has been battered by slowdown in sales, is seeing some revival particularly in tipper and medium duty intermediate trucks as well as bus segments.

According to commercial vehicle marketers, a combination of factors including pre-buying, infrastructure spending and e-commerce boom have all contributed to the trend.

Anuj Kathuria, COO, Ashok Leyland said, "In the first 9 months of the fiscal, trucks are down 42% but buses are doing better. Our bus volumes are up 20% and we have gained 5% marketshare due to big orders from some state transport units including Tamil Nadu." As for intermediate or medium duty trucks, that segment, has fared better all through because "it was not hit by the change in axle norms".

- x -

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Women in Logistics



Nandita Bhatt Joint GM - Architect, AAI

Nandita has spent the past 24 years in aviation, specializing in airport design. In her experience since 1996 in Airport Master Planning and Terminal Design and Airport Management, she has worked as an Architect, Department of Planning of Airports Authority of India (AAI). Over a period of 24 years, she has worked on various projects spread all over the country, providing platform to work in multilingual and multicultural environment.

In 2015, Nandita shifted her focus to airport management training, she is ICAO qualified Instructor and Course Developer with ICAO TRAINAIR PLUS program and also training at IAA (INDIAN AVIATION ACADEMY) IN VARIOUS FIELDS FOR DESIGNING GREENFIELD BUILDINGS, GENERAL MANAGEMENT AND INSPIRATIONAL TALKS. Being an IAP (International Airport Professional) she has

been in-class instructor for ATS course of the ACI/ICAO global Airport Management Professional Accreditation Program (AMPAP), for airport executives of AAI. AMPAP now completes a decade and boasts nearly 1,000 graduates of the 6-course program from 110 nations. Nandita has worked for a short duration in advertising. She has one daughter. She, her spouse and daughter enjoy painting and travelling. She has won a few awards in her organization, internally, for winning games in badminton and Chairman excellence award for generating STPs and Women's Award at IPE. Very close to her heart, she works with her friends to educate underprivileged kids under a forum called Education for ALLL and is an active member with the community walking group 'Lets Walk Gurgaon' and 'Gurgaon Walker' for weekend walking adventure and also into women health program at the Kalyanmayee AAI women welfare forum. She was the speaker earlier this year at Passenger Terminal Expo Amsterdam (March 2017) & Stockholm (2018) and presented on Airports as transport hubs: the importance of multimodal connectivity for tourists. She also spoke at Customer Experience Management for Airports Summit 2017 Deep Drive into Airport Innovative Approach in Exceeding Customer Experience through Terminal Design, Setup and Layout. She believes one cannot have a rainbow without a little

rain in life.

1988–1993 Graduation Degree from Sir J.J. College of Architecture, Bachelor in Architecture.

1993–1995 Master in Landscape Architecture Post-graduation at School of Planning & Architecture (SPA), New Delhi

QUESTIONNAIRE

(1) How many years have you been with the Aviation industry and how do you find the journey until now?

I have been in the industry more than two decades and the journey in aviation is like a dream of wanting to hit the skies living on the ground.

(2) How did you get inducted into Cargo, which is essentially a male-dominated industry?

This is like a family and I have many relatives and friends working, so it was just that I applied for the exam and cleared...once I joined there was no looking back

(3) What has been the reaction of your male colleagues and those reporting to you?

I believe industry has been very respectful in terms of gender equality. I believe as they say "The gender differences are small because the leader role itself carries a lot of weight in determining people's behavior."

(4) Do you specialize in any section of the industry, e.g., Export/Import/DGR, etc.?

My specializing has been in designing and training. I am a post graduate in architecture and have worked in master planning and designing of various projects across India.

I am ICAO qualified Course developer and instructor and have developed various Standard Training Packages and also spoken at various international platforms.

(5) What is so interesting about the Aviation / Cargo industry that keeps you attracted to it?

The Airports of the Future are Evolving from Transport orientation to Attraction. The aviation industry is enormous and it is like a family. It's hard to find a better industry than aviation. In addition to offering jobs that might require extensive travel, it keeps you grounded though you work with skies. It is an industry which is updated with the latest technology. The best part is that we connect people, borders and as they say one mile of runway can take you miles away....we are the industry which can make you can have breakfast at two different continents.

(6) How confident are you about future growth on equal opportunity basis, vis-à-vis male colleagues?

Aviation has continued to expand. It has weathered crises and demonstrated long-term resilience, becoming an indispensable means of transport...so I must say this will be also one of the growth factors which industry shall overcome with new generation and the job opportunities increasing

(7) How do you manage to balance the pressures of life at home and at office on regular basis?

I believe in reviewing myself personally and professionally. Consider all the things that compete for my time, and decide what to keep and what to discard. Set up rules and adhere to them. This allows you to be more aware and sensitive to your surroundings, family and friends and it just allows you to be more in control of how you work.

(8) What is your advice to youngsters, particularly women, on the verge of starting their career, to join the industry?

Be open to opportunities. Be resilient and Find your focus: Project confidence in all you do Build your team wisely Be yourself In the end, remember one cannot have a rainbow without a little rain in life, as I mentioned earlier.

Vinod Kaul

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

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वर्षांत समीक्षा-2019 सड़क परिवहन एवं राजमार्ग मंत्रालय



यह वर्ष पिछले पांच वर्षों के दौरान लिए गए प्रमुख नीतिगत निर्णयों से अर्जित लाभ को मजबूत करने, चालू परियोजनाओं की निगरानी करने और रोड़ ब्लॉक से निपटने तथा पहले से प्रभावी कार्य गति को बढ़ावा देने में पिछले वर्षों के दौरान हासिल किए गए पहले से ही प्रभावशाली कार्यों को अधिक गति प्रदान करने का वर्ष था। वर्ष 2018-19 के दौरान लगभग 5,494 किमी लंबाई की परियोजनाएं सौंपी गई और लगभग 10,855 किलोमीटर लम्बी सड़कों का निर्माण कार्य पूरा किया गया। सड़कों के विकास की दर जो 2013-14 के दौरान लगभग 11.7 किमी थी। इसमें महत्वपूर्ण वृद्धि हुई और अब यह बढ़कर लगभग 30 किमी हो गई है। चालू वर्ष के दौरान 3211 किमी लंबाई की परियोजनाओं का निर्माण कार्य सौंपा गया तथा नवंबर 2019 तक 5958 किमी लंबी सड़कों का निर्माण हुआ है।

वर्ष के दौरान मंत्रालय और इससे संबद्ध संगठनों ने पिछले वर्षों में किए गए अच्छे काम को आगे बढ़ाया, देश में राष्ट्रीय राजमार्ग नेटवर्क का विस्तार किया है, इन राजमार्गों को यात्रियों के लिए सुरक्षित बनाने के लिए विभिन्न कदम उठाए और पर्यावरण पर पड़ने वाले प्रतिकूल प्रभाव को कम से कम करने के लिए बेहतर प्रयास किए। परिणामस्वरूप राष्ट्रीय राजमार्गों (एनएच) की लंबाई अप्रैल, 2014 में 91,287 किमी थी जो 31 दिसंबर, 2019 को बढ़कर लगभग 1,32,500 किमी हो गई है।

राष्ट्रीय राजमार्गों का निर्माण

वर्ष	ठेका (किलोमीटर)		निर्माण (किलोमीटर)		
2019-20*	3211	5958			
2018-19	5493		10855		
2017-18	17055		9829		
2016-17	15948		8231		
2015-16	10098		6061		
2014-15	7972		4410		
*नवबंर 2019 त	क उपलब्धि				

2019-20 के लिए लक्ष्य ठेका दिया गया - 10,000 किलोमीटर निर्माण - 11,000 किलोमीटर

टीओटी मोड के तहत इस वित्तीय वर्ष के दौरान 566 किमी की कुल लंबाई वाली 9 परियोजनाओं के एक समृह का टीओटी मोड के तहत निर्माण ठेका 4,998.71 करोड़ रूपये आरक्षित मृल्य के सापेक्ष में 5,011 करोड़ रूपये के रियायती शुल्क पर प्रदान किया गया। इसके अलावा इस वित्तीय वर्ष के दौरान टीओटी मोड के तहत अधिक परियोजनाओं की ठेके की बोली आयोजित करने के लिए पहल की जा रही हैं।

राजमार्गों का त्वरित विकास

मंत्रालय ने अगले पांच वर्षों के लिए अतिरिक्त 60,000 किलोमीटर लंबे राष्ट्रीय राजमार्गों के विकास का प्रस्ताव किया है। इनमें 2500 किलोमीटर एक्सप्रेस वे/एक्सेस कंट्रोल्ड हाईवे, 9000 किलोमीटर आर्थिक गिलयारे, 2000 किलोमीटर तटीय और बंदरगाह जुड़ाव राजमार्ग तथा 2000 किलोमीटर सीमा सड़क/रणनीतिक राजमार्ग हैं। मंत्रालय इस अवधि के दौरान 100 पर्यटन स्थलों के लिए जुड़ाव में सुधार और 45 कस्बों/शहरों के लिए बायपास बनाने का भी इरादा रखता है।

मंत्रालय का व्यय जो 2013-14 में 33,745 करोड़ रूपये था जो 2018-19 में बढ़कर 1,37,354 करोड़ रूपये हो गया। चालू वर्ष के दौरान नवंबर 2019 तक एनएचएआई के आईईबीआर सहित 85,275 करोड़ रुपये का खर्च पहले ही हो चुका है।

नवाचार उपकरणों के माध्यम से वित्त पोषण में बढ़ोतरी

राष्ट्रीय राजमार्ग परियोजनाओं के वित्त पोषण के संसाधनों में बढ़ोतरी करने के उद्देश्य से एनएचएआई ने अगले पांच वर्षों में परिसंपत्ति मुद्रीकरण के मॉडल टोल-ऑपरेट-ट्रांसफर (टीओटी) के माध्यम से एक लाख करोड़ रुपये जुटाने का इच्छुक है। टोल राजस्व के प्रतिभूतिकरण के साथ-साथ इंफ्रा इंवेस्टमेंट टस्ट (इनविट) की स्थापना से भी वित्त जुटाने की संभावना है। एनएचएआई द्वारा उठाए जा रहे अन्य कदमों में एसपीवी के माध्यम से राष्ट्रीय निवेश एवं बुनियादी ढांचा कोष (एनआईआईएफ) द्वारा नई परियोजनाओं का वित्त पोषण भी शामिल है।

टोल ऑपरेट ट्रांसफर (टीओटी) और राष्ट्रीय राजमार्ग की उपयोगकर्ता शुल्क प्राप्तियों का प्रतिभृतिकरण

प्रतिभृतिकरण के माध्यम से पहचान की गई सार्वजनिक वित्त पोषित/हाइब्रिड एन्युइटी मॉडल (एचएएम) परियोजनाओं से टोल प्राप्तियों के सापेक्ष वित्त जुटाने के लिए टीओटी मोड के तहत मुद्रीकरण के लिए एनएचएआई के पास उपलब्ध परियोजना के आधार का विस्तार करने की आर्थिक मामलों की मंत्रिमंडलीय समिति (सीसीईए) ने पुष्टि की है। समिति ने (संदेश संख्या सीसीईए/ 20/2019 (i) दिनांक 25 नवंबर, 2019 के द्वारा): निम्नलिखित अनुमोदन प्रदान किया है–

एनएचएआई सार्वजनिक वित्तपोषित राष्ट्रीय राजमार्ग उन परियोजनाओं का मुद्रीकरण करने के लिए अधिकृत है, जो परिचालित हैं और मामले दर मामले आधार पर टोल ऑपरेट ट्रांसफर (टीओटी) के माध्यम से सीओडी के बाद कम से कम एक साल से टोल एकत्र कर रही हैं।

एनएचएआई परियोजना की विशेषताओं के आधार पर 15 से 30 वर्षों के बीच रियायत अवधि में परिवर्तन करने के लिए अधिकृत है।

प्रत्येक टीटी बंडल के लिए विस्तृत प्रस्ताव, जिसमें प्रस्तावित परियोजना खंड भी शामिल है; अनुमानित रियायत मूल्य और प्रस्तावित रियायत अविध एनएचएआई बोर्ड (प्राधिकरण) द्वारा अनुमोदित की जाएगी।

एनएचएआई को परिसंपत्ति मुद्रीकरण के वैकल्पिक मोड के रूप में शुल्क प्लाजा से उपयोगकर्ता शुल्क प्राप्तियों का मुद्रीकरण करके बैंकों से दीर्घकालिक वित्त जुटाने की भी अनुमति है।

प्रतिभूतिकरण पहचान किए गए सार्वजनिक वित्त पोषित/एचएएम परियोजनाओं से टोल प्राप्तियों के सापेक्ष वित्त जुटाने के लिए एक वैकल्पिक मोड का प्रस्ताव करेगा। एक मॉडल के रूप में प्रतिभूतिकरण कुछ परिसंपत्तियों द्वारा जुटाए गए आगामी नकदी प्रवाह के सापेक्ष अग्रिम निधि का सृजन करने के मॉडल को आवश्यक बना देता है।

ब्नियादी ढांचा निवेश ट्स्ट

एनएचएआई के संसाधनों में वृद्धि करने के लिए मंत्रिमंडल ने (संदेश 39/सीएम/2019 (i) दिनांक 13 दिसंबर, 2019 के द्वारा) निम्नलिखित मंजूरी दी हैं-

एनएचएआई सेबी द्वारा जारी इनिवट दिशानिर्देशों के अनुसार संपूर्ण राष्ट्रीय राजमार्गों को मुद्रीकरण करनेके लिए बुनियादी ढांचा निवेश ट्रस्ट स्थापित करने के लिए अधिकृत है, लेकिन राष्ट्रीय राजमार्गों का टोल संग्रह ट्रैक रिकॉर्ड कम से कम एक वर्ष का होना चाहिए। एनएचएआई के पास पहचान किए गए राजमार्गों पर टोल लगाने का अधिकार सुरक्षित है। एनएचएआई एसपीवी (एस) को शामिल करने के लिए अधिकृत है जो पूरे इनिवट ढांचे का आवश्यक और अभिन्न अंग हैं।

एनएचएआई बोर्ड द्वारा अनुमोदित संरचना के अनुसार पहला इनविट स्थापित करने के लिए तथा इनविट संरचना के आवश्यक और अभिन्न अंग दो एसपीवी को शामिल करने के लिए अधिकृत है:-

एसपीवी में एक इनविट में रखी जाने वाली सभी पहचान की गई सार्वजनिक वित्त पोषित परियोजनाओं को रखा जाता है।

एक एसपीवी प्रस्तावित इनविट में एक निवेश प्रबंधक के रूप में काम करती हैं। एनएचएआई इनविट से प्राप्त रकम से आरक्षित निधि का सुजन करने के लिए अधिकृत है। यह निधि ऋण चुकाने के लिए एक अलग खाते में रखी जाएगी।

मुख्य कार्यक्रमों/महत्वपूर्ण परियोजनाओं की प्रगति

शरावती बैकवाटर के लिए प्रमुख पुल का कार्य कर्नाटक में अंबरगोडु और कलासवाली के बीच पहुंच गया है। ट्रांस राजस्थान राजमार्ग परियोजना के 16 पैकेजों का टेका दे दिया गया है।

नई दिल्ली में 12 जुलाई, 19 को एनएच-8 पर मानेकशॉ केंद्र के पास परेड रोड जंक्शन पर एक तीन लेन के अंडरपास का उद्घाटन किया गया। इस अंडरपास के खुलने से एयरपोर्ट से धौला कुआं तक यातायात की आवाजाही सिग्नल फ्री हो गई है।

उत्तर प्रदेश के पिलखुवा में दिल्ली-मेरठ एक्सप्रेसवे (पैकेज-3) के डासना-हापुड़ खंड का माननीय मंत्री श्री नितिन गडकरी द्वारा 30 सितंबर, 2019 को उद्घाटन किया गया है। इस खंड का काम पूरा होने से राष्ट्रीय राजधानी क्षेत्र में भीड़ को और कम करने में मदद मिलेगी। इसके अलावा प्रदूषण का स्तर कम करने और यात्रा के समय में कटौती करने में भी मदद मिलेगी। कटक (ओडिशा) और बद्दी (हिमाचल प्रदेश) में एकीकृत बस पोर्ट के निर्माण की मंजुरी दे दी गई है और इन पर डीपीआर किए जा रहे हैं।

राष्ट्रीय इलेक्ट्रोनिक टोल संग्रह(एनईटीसी) कार्यक्रम

सड़क और राजमार्ग मंत्रालय ने राष्ट्रीय इलेक्ट्रोनिक टोल संग्रह (एनईटीसी) कार्यक्रम शुरू किया है। यह कार्यक्रम आरएफआईडी प्रौद्योगिकी पर आधारित फास्ट टैग के माध्यम से उपयोगकर्ता शुल्क का संग्रह करने का प्रावधान उपलब्ध कराता है। ईंधन, समय और प्रदूषण से बचाव तथा यातायात की इस सहज आवाजाही सुनिश्चित करने के लिए फास्ट टैग्स के माध्यम से इलेक्ट्रोनिक टोल संग्रह कार्यक्रम के लिए शुल्क प्लाजा में सभी लेन को समर्थ बनाने का निर्णय लिया गया है। यह टोल प्रणाली सभी राजमार्ग उपयोगकर्ताओं के लिए सहज टोल संग्रह का डिजिटल अनुभव उपलब्ध कराण्गी।

मंत्रालय ने अपने पत्र दिनांक 29 नवंबर, 2019 के द्वारा सभी लेन को 'फास्टैंग लेन ऑफ फी प्लाजा' घोषित करने की प्रक्रिया शुरू की। इसका 15 दिसंबर, 2019 से अनुपालन किया जाना था। हालांकि, एनएचएआई के अनुरोध पर विचार करते हुए कि इस शर्त से नागरिकों को असुविधा होगी इस शर्त को अगले 30 दिनों के लिए हटा दिया गया। तदनुसार यह निर्णय लिया गया 25% से कम फास्ट लेन शुल्क प्लाजा वाले उच्च यातायात वाले फी प्लाजा पर भारी ट्रैंफिक को देखते हुए इन्हें अस्थायी रूप से हाइब्रिड लेन में परिवर्तित किया जाए। यह भी सुनिश्चित किया जाना चाहिए कि कम से कम संख्या में लेनों को हाइब्रिड लेन में परिवर्तित किया जाए, तािक हर फी प्लाजा की कम से कम 75% लेनों को 'फास्टैंग लेन फी प्लाजा' घोषित और परिचालित किया जा सके और फास्टैंग वाले वाहनों को आसानी रहे। 26 दिसंबर, 2019 तक कुल 1,11,70,811 फास्टैंग जारी किए गए हैं।

मंत्रालय राज्य सरकारों के साथ फास्टैग की अंतर-परिचालनता लाने की कोशिश कर रहा है ताकि एक ही फास्टैग का राज्य राजमार्ग राजमार्ग प्लाजा और राष्ट्रीय राजमार्ग टोल प्लाजा दोनों पर उपयोग किया जा सके। एक एनएचएआई प्रीपेड वॉलेट की शुरूआत की गई है जिसमें ग्राहकों को अपने फास्टैग को अपने बँक खातों से न जोड़ने का विकल्प दिया गया है। इसमें यूपीआई रिचार्ज की सुविधा भी शामिल है।

' एकल-उपयोग प्लास्टिक' के उपयोग को निरुत्साहित करना

सरकार ने सभी कार्यालयों/अधिकारियों/कर्मचारियों को कार्यालय परिसर में

एकल उपयोग प्लास्टिक का प्रयोग करने से मना किया है। इसके अलावा पर्यावरण अनुकूल उत्पादों जैसे कुल्हड़, मिट्टी के गिलास और प्लेट आदि का नुकसानदेह प्लास्टिक उत्पादों की जगह उपयोग करने का भी सुझाव दिया है।

स्वच्छता ही सेवा अभियान (एसएचएस)

सरकार ने निर्णय लिया कि 2019-20 में 11 सितंबर, 2019 से 27 अक्टूबर, 2019 के बीच स्वच्छता ही सेवा अभियान आयोजित किया जाए। इसमें मुख्य विषय के रूप में प्लास्टिक अपिशष्ट प्रबंधन पर ध्यान केंद्रित किया गया। इस अभियान के लिए सड़क परिवहन और राजमार्ग मंत्रालय ने विस्तृत कार्य योजना तैयार की और कर्मचारियों ने श्रमदान किया। यह भी सुनिश्चित किया गया कि राष्ट्रीय राजमार्गों पर और उसके आसपास सभी प्लास्टिक कचरे का संग्रह सुनिश्चित किया जाए। जागरूकता पैदा करने के भी सफल प्रयास किए गए। मोटे तौर पर इस अभियान के दौरान लगभग 69000 व्यक्तियों को प्रोत्साहित किया गया और 2,22,226 लाख मानव घंटे का श्रमदान किया गया। नवंबर, 2019 तक प्लास्टिक कचरे का इस्तेमाल करके अन्य सड़कों का निर्माण किया जा रहा है।

सड़क सुरक्षा

राज्य सहायता कार्यक्रम – राज्य सहायता कार्यक्रम का उद्देश्य राज्यों को अपनी सड़क सुरक्षा कार्य में सुधार लाने के लिए प्रोत्साहित करना है। इसके अलावा 2024 तक सड़क दुर्घटनाओं में होने वाली मृत्यु दर में 25% तक कमी लाने का भी प्रस्ताव है। दुर्घटना के विवरण सही ढंग से दर्ज करने की दृष्टि से "इंटीग्रेटेड रोड एक्सीडेंट डेटाबेस (आईआरएडी)" के तहत एक जियो-टैगेड दुर्घटना डेटा संग्रह कार्यक्रम शुरू किया गया, ताकि समय पर सुधारात्मक कार्यवाई की जाए। सभी राजमार्गों के चार लेन पर आईटी आधारित सड़क सुरक्षा ढांचा खड़ा किया जाएगा। ऐसे सभी राजमार्गों पर दुर्घटना प्रबंधन प्रणाली भी उपलब्ध कराई जाएगी।

मोटर वाहन (संशोधन) अधिनियम, 2019 - मोटर वाहन अधिनियम, 1988 एक प्रमुख साधन है जिसके माध्यम से देश में सड़क परिवहन को नियंत्रित किया जाता है। इसे पहली बार एक व्यापक तरीके से मोटर वाहन (संशोधन) अधिनियम, 2019 द्वारा तीस वर्षों के बाद संशोधित किया गया है। इसे संसद द्वारा पारित किया था और 9 अगस्त, 2019 को भारत के राजपत्र में प्रकाशित किया गया था।

यह अधिनियम सड़क सुरक्षा के क्षेत्र में सुधार, नागरिक सुविधा, पारदर्शिता लाने के अलावा सूचना प्रौद्योगिकी की सहायता से भ्रष्टाचार को दूर करने और विचौलियों को दूर रखने में मदद करेगा। यह अधिनियम सार्वजनिक परिवहन को मजबूत बनाएगा और लोगों की सुरक्षा करेगा तथा बीमा और क्षतिपूत व्यवस्था में सुधार करेगा। यह चालक रहित वाहनों जैसे नवाचार और नई प्रौद्योगिकियों को सहमित देगा और परीक्षण और अनुसंधान में मदद करेगा। यह अधिनियम मोटर वाहनों को दिव्यांग के कार्योत्तर अनुमोदन से वाहनों को अनुकूलित बनाने तथा इन अनुकूलित वाहनों को चलाने के लिए लाइसेंस दिलाने में मदद करेगा। क्षतिपूत और दुर्घटना के बाद के उपचार के प्रावधानों में संशोधन किया गया है और दुर्घटना पीड़ितों के लिए कैशलेस उपचार प्रदान करने के उपाय किए जाएंगे।

सड़क सुरक्षा प्रावधान और दंड - यह यातायात नियमों को लागू करने के लिए वाहनों की इलेक्ट्रॉनिक निगरानी की सुविधा प्रदान करता है। ओवर स्पीलडग/शराब पीकर गाड़ी चलाने जैसे कुछ अपराधों के लिए लाइसेंस निलंबन या निलंबन या रिवोकेशन के बाद लाइसेंस प्राप्त करने के लिए एक रिफ्रेशर प्रशिक्षण पाठ्यक्रम का प्रावधान। नए अपराधों के लिए दंड की शुरूआत की गई है और मौजुदा अपराधों के लिए दंड बढ़ाया गया है।

किशोरों द्वारा किए गए अपराधों के लिए - मालिक/अभिभावक को 25000 रुपये का जुर्माना और 3 वर्ष तक का कारावास। डिजिटल मध्यस्थ और एग्रीगेटर (ओला और उबर) भी केंद्र द्वारा निर्धारित दिशा-निर्देशों का पालन करेंगे। सड़क सुरक्षा और यातायात प्रबंधन के बारे में पर सलाह देने के लिए राष्ट्रीय सड़क सुरक्षा बोर्ड का गठन।

नागरिक सुविधा, पारदर्शिता और भ्रष्टाचार में कमी - इस अधिनियम के तहत मानवीय हस्तक्षेप रोकने के लिए सभी फॉर्म, शुल्क और दस्तावेज ऑनलाइन जमा किए जा सकते हैं। डीलर प्वाइंट पंजीकरण - नए मोटर वाहनों के पंजीकरण के लिए, पंजीकरण हेतु आवेदन करने का काम डीलर को स्थानांतरित कर दिया गया है और प्राधिकरण के सामने वाहनों को प्रस्तुत करने की जरूरत को हटा दिया गया है। पारदर्शिता लाने के लिए ड्राइविंग लाइसेंस और पंजीकरण के लिए राष्ट्रीय रजिस्टर का गठन किया गया है। स्वचालित परीक्षण। ड्राईवंग लाइसेंसों को वैधता अवधि बढ़ा दी गई है। ड्राइविंग लाइसेंसों का नवीनीकरण लाइसेंस की अवधि समाप्त होने से 1 वर्ष पहले या 1 वर्ष बाद तक कराया जा सकता है, तािक घर से दूर गए या विदेश गए और पुराने रोिगयों आदि की मदद की जा सके।

रोजगार की सुविधा – परिवहन वाहनों को चलाने के लिए लाइसेंस बनवाने हेतु न्यूनतम शैक्षणिक योग्यता की आवश्यकता को हटा दिया गया है। केंद्रीय सहायता से ड्राइविंग स्कूल स्थापित करने की योजना।

मोटर वाहनों के निर्माताओं की जवाबदेही बढ़ी - केंद्र किसी भी दोष के लिए मोटर वाहनों को पेश करने का आदेश दे सकता है।

बीमा और मुआवजा - मोटर वाहन दुर्घटना निधि का गठन। हिट एंड रन मामलों के लिए मुआवजा। महत्वपूर्ण घंटे के दौरान सड़क दुर्घटना पीड़ितों को कैशलेस इलाज। बीमा के उद्देश्य से ड्राइवर और सह-चालक/सहायक को तीसरे पक्ष के रूप में शामिल किया गया है।

मोटर वाहन अधिनिमय, 2019 की कार्यान्वयन स्थिति - केंद्र सरकार ने पूरे भारत में 1 सितंबर, 2019 से शुरू होने वाले नए मोटर वाहन संशोधन अधिनियम के लगभग 60 प्रावधानों को शुरू कर दिया है। इन प्रावधानों के संचालन के लिए नियमों में संशोधन की कोई आवश्यकता नहीं है।

- 1 सितंबर से लागू किए गए प्रावधानों में निम्नलिखित से संबंधित प्रावधान शामिल हैं-
- मोटर वाहन अधिनियम के तहत अपराधों के लिए दंड बढ़ाया गया।
- लाइसेंस देने की प्रक्रिया को सुविधाजनक बनाया, तािक कोई भी नागरिक राज्य में लर्नर लाइसेंस, ड्राइविंग लाइसेंस या उसका नवीकरण प्राप्त करने के लिए कहीं भी आवेदन कर सके।
- ड्राइविंग लाइसेंस धारकों को लाइसेंस की अवधि समाप्त होने के एक वर्ष के पहले या एक वर्ष के बाद किसी भी समय लाइसेंस का नवीकरण के लिए आवेदन करने की अनुमित देना। इससे विदेशों में काम करने और रहने वाले नागरिकों को बहत मदद मिलेगी।
- वाहनों के पंजीकरण प्रक्रिया की सुविधा तािक नागरिक अपने वाहनों का राज्य में कहीं भी पंजीकरण कराने या किसी अन्य परिवर्तन को दर्ज कराने के लिए आवेदन कर सके।
- नियमों को लागू करने के लिए केंद्र और राज्य सरकारों को अधिकार उपलब्ध कराने के प्रावधान।

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9361515464	7010985749		7010985738	
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9361515464	7010985749		7010985738	
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7010985741	9361515465		7010985736	9361515463
9361515464				
GOA				PATNA
9361515464				79361515471





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 गंभीर अपराधों के लिए वसूल की जाने वाली राशि के संबंध में राज्य अधिसूचना जारी करने की प्रक्रिया में हैं।

जैसे ही उनके लिए नियमों का मसौदा तैयार होगा शेष प्रावधान भी संचालित होंगे। नियमों के निर्माण की प्रक्रिया चल रही है और हम उम्मीद हैं कि अगले 2 से 4 महीनों में नियम लागू हो जाएंगे।

परिवहन क्षेत्र

मंत्रालय ने जीएसआर 886 (ई) दिनांक 29 नवंबर, 2019 को अधिसूचित किया है तािक वाहनों के पंजीकरण से संबंधित किसी भी सेवा का लाभ उठाते समय मालिकों के मोबाइल नंबरों का पता चल सके। "दिल्ली में बिगड़ते यातायात के प्रबंध" विषय की जाँच के लिए विभागीय संबंधित संसदीय स्थायी समिति ने भी यह पाया है कि वाहन डेटा बेस के वाहनों में मोबाइल नंबर नहीं होते। उपरोक्त को ध्यान में रखते हुए और इस मुद्दे की तात्कालिकता पर विचार करते हुए केंद्रीय मोटर वाहन अधिनियम, 1989 के संबंधित फार्मों को जारी करने की जरूरत पर विचार करते हुए किया गया है। ये फॉर्म मोटर वाहनों की सेवा से संबंधित है। इन सेवाओं में पंजीकरण, स्थानांतरण, मोटर वाहन का पंजीकरण, नवीकरण, डुप्लीकेट कॉपी, एनओसी प्रदान करना, पते में परिवर्तन, प्रवेश या किराया/खरीद/हाइपोथेकेशन की प्रविष्टि में संशोधन करने का प्रस्ताव है। इसमें सेवाओं का लाभ उठाने के लिए मालिक द्वारा की गई कॉल से मोबाइल नंबर का पता लगाना शामिल करने का प्रस्ताव है

आरटीओ में कारोबार करने में आसानी सुनिश्चित करने के लिए, यह प्रस्ताव किया गया है कि 2020 से लिनेंग लाइसेंस ऑनलाइन जारी किए जाएंगे और वाहनों का पंजीकरण भी उसी दिन किया जाएगा तथा लाइसेंस के स्थानांतरण एवं पंजीकरण को ऐप द्वारा संभावित बनाया जाएगा। मंत्रालय ने 12 नवंबर, 2008 को जीएसआर 784 (ई) संख्या की अधिसूचना जारी की थी जिसके द्वारा यह अनिवार्य कर दिया गया था कि अप्रैल 2009 के बाद निर्मित सभी वाणिज्यक वाहनों पर रेट्रो-रिफ्लेक्टिव टेप लगाना आवश्यक होगा। यह सीएमवीआर के नियम 104 के अनुसार है। सरकार की यह जानकारी में आया है कि अधिकांश पुराने वाहन इस अधिसूचना का लाभ उठाकर अपने वार्षिक फिटमेंट टेस्ट के दौरान छूट प्राप्त कर रहे हैं। इस संबंध में इस मंत्रालय ने जीएसआर 80 (ई) दिनांक 23 अक्टूबर, 2019 के द्वारा रेट्रो-परावर्तक टेप का वाहनों पर निर्धारण जरूरी बना दिया है। चाहे वाहनों के निर्माण की कोईभी तारीख हो। इस विनिर्देश को भी अधिसूचित किया है। इससे सड़क सुरक्षा में वृद्धि होने की उम्मीद है।

आर्थिक रूप से पिछड़े और बेरोजगार लोगों की मांग को ध्यान में रखते हुए इस मंत्रालय ने जीएसआर 681 (ई) दिनांक 23 सितंबर, 2019 की अधिसूचना के द्वारा सीएमबीआर 1989 के नियम 8 को हटाने का निर्णय लिया है। इस नियम में ड्राइविंग लाइसेंस प्राप्त करने के लिए शैक्षिक योग्यता निर्धारित की गई है।

मोटर वाहन (संशोधन) अधिनियम, 2019 के प्रावधानों का पालन सुनिश्चित करने के लिए 23 सितंबर, 2019 को सभी राज्यों केंद्रशासित प्रदेशों को एक सलाह जारी की गई है ताकि नागरिकों को सुविधा प्रदान की जा सके कि वे ड्राइविंग लाइसेंस पंजीकरण प्रमाण-पत्र इलेक्ट्रॉनिक फॉर्मेट में दिखाने के लिए डिजिलॉकर या एमपाइवाहन ऐप का उपयोग कर सकें। राज्यों से यह भी अनुरोध किया गया था कि अपेक्षित एमपरिवहन या ई-चालान के लिए हाथ में लेने वाले उपकरणों के लिए प्रवर्तन अधिकारियों को पर्याप्त मात्रा पीओएस मशीनें उपलब्ध कराई जाएं।

मंत्रालय ने केंद्रीय मोटर वाहन नियम, 1989 में जीएसआर 527 (ई) दिनांक

6 जून, 2018 के द्वारा संशोधन किया है जिसमें वाहन डेटाबेस के साथ पीयूसी प्रमाण-पत्र का ऑनलाइन आईटी आधारित लिंकेज प्रावधान किया गया है। राज्यों को 23 सितंबर, 2019 को एक परामर्श के माध्यम से यह अनुरोध किया गया है कि पीयूसी निरीक्षण से संबंधित जानकारी मंत्रालय द्वारा उपलब्ध कराई जा रही ऑनलाइन प्रणाली का उपयोग करके दर्ज की जाए और यह डेटा एम-परिवहन मंच पर भी 'इलेक्ट्रॉनिक रूप' में नागरिकों को उपलब्ध कराया जाए।

वाहन में सुरक्षा सुविधाओं को बढ़ाने के उद्देश्य से इस मंत्रालय ने जीएसआर 521 (ई) दिनांक 24 जुलाई, 2019 अधिसूचना का मसौदा जारी किया जिसमें मोटर वाहनों, उनके पुर्जों, घटकों, एसेम्बिलयों, उप-एसेम्बिलयों को स्थायी रूप से और लगभग अ श्य माइक्रोडॉट्स में स्थापित किया जाए ताकि माइक्रोस्कोप की सहायता से भौतिक रूप से से पढ़ा जा सके।

कम प्रदूषित ईंधन के प्रयोग को बढ़ावा देकर प्रदूषण के मुद्दे से निपटने के लिए मंत्रालय ने अतिरिक्त वैकल्पिक ईंधनों के लिए उत्सर्जन मानकों के संबंध में मसौदा अधिसूचना जीएसआर 522 (ई) दिनांक 24 जुलाई, 2019 जारी किया।

मंत्रालय ने आर्थिक रूप से पिछड़े और बेरोजगार लोगों की मांग को ध्यान में रखते हुए सीएमवीआर 1989 के नियम 8 को सामप्त करने के लिए अधिसूचना जीएसआर 681 (ई) दिनांक 23 सितंबर, 2019 को जारी की है। बैटरी-ऑपरेटेड वाहनों/इलेक्ट्रिक वाहनों को पंजीकरण शुल्क का भुगतान करने में छूट देने के लिए 19 जून, 2019 को ड्राफ्ट अधिसूचना जारी की गई है।

इस मंत्रालय ने वाहनों के परीक्षण के लिए एक और वाहन परीक्षण एजेंसी को अधिकृत किया है। 18 जुलाई, 2019 की अधिसूचना जीएसआर 511 (ई) के अनुसार मंत्रालय ने मोटर वाहन संशोधन नियम, 1989 के नियम 126 में संशोधन के माध्यम से राष्ट्रीय ऑटोमोटिव टेस्ट ट्रैक्स (नेटरेक्स) इंदौर को जोड़ा है। इससे मौजूदा वाहन परीक्षण एजेंसियों जैसे एआरएआई, आईसीएटी, एआरएआई, जीएआरसी, आदि पर काम का बोझ और दबाव कम हो जाएगा।

"2018 में भारत में सड़क दुर्घटनाएँ" पर डेटा

सड़क परिवहन और राजमार्ग मंत्रालय ने भारत में सड़क दुर्घटनाएं 2018 पर अपना वार्षिक प्रकाशन जारी किया है। यह राज्यों और केंद्रशासित प्रदेशों के पुलिस विभाग द्वारा उपलब्ध की गई जानकारी के आधार पर वर्षवार दुर्घटना से संबंधित मौतों और चोटों के बारे में डेटा उपलब्ध कराता है। रिपोर्ट के अनुसार देश में सड़क दुर्घटनाओं वर्ष 2018 के दौरान 0.46% की मामूली वृद्धि हुई है। वर्ष 2017 में हुई 4,64,910 की तुलना में इस वर्ष 4,67,044 सड़क दुर्घटनाएं देखने को मिली हैं। इसी अवधि के दौरान मृत्यु दर में भी लगभग 2.37% और की वृद्धि हुई है। 2018 में 51,471 लोग मारे गए जबकि 2017 में 1,47,913 लोग सड़क दुर्घटनाओं में मारे गए थे। सड़क दुर्घटना में लगने वाली चोटों में 2017 के मुकाबले 2018 में 0.33% की कमी दर्ज हुई।

नवगठित केंद्रशासित प्रदेश, लद्दाख के लिए पंजीकरण मार्क

मंत्रालय ने मोटर वाहन अधिनियम, 1988 सेक्शन के 41 (6) के तहत वाहनों के पंजीकरण के लिए नवगठित केंद्रशासित प्रदेश लद्दाख को एसओ 4262 (ई) दिनांक 25 नवंबर, 2019 के तहत 'एलए' के रूप में नया पंजीकरण मार्क प्रदान किया है। यह इस अधिसूचना के प्रकाशन की तारीख से लागू हो गया है।







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Kashmiri Gate	÷	1564, Main Church Road, Kashmiri Gate, Delhi - 110006	9310659975	23867271	
Kamla Market	8	236, Asaf Ali Road side, Kamla Market, New Delhi - 110002	9350186924	23237429	
Okhla		F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	:	Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	:	F-62, Sector - 8, Near Dainik Jagran Press, Noida -201301	7838900483	0120-2422180	2422771
Faridabad		18/1, Mathura Road, Near Ajrounda Chowk, Faridabad - 121001	9350553301	9717773757	0129-2283542
Gurgaon	:	Shiv Ashram Palam Gurgaon Road, Dundahera Gurgaon - 122016 (Haryana)	8930198012	7995000449	
Gandhinagar	1	1123/55, Multani Mohalla, Gandhi Nagar, Delhi - 110031	8010082244		
Phoolbagh		WZ-40/7, Phool Bagh, Rohtak Road, New Delhi - 110035	7838900136	28312286,	28312063
Nangloi	:	580/2/2, Goga Marg, Firni Road, Mundka, Delhi - 110041	9312064194	7995000433	
Naraina	*	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	**	10/127, 18, Quarter Road, Near Radha Krishan Mandir, Viswasnagar, Shahdara, Delhi - 110032	9312099713	7995000479	
U.P.Border	÷	Rawalpindi Garden, C/2/11, Opp. New Telephone Exchange, P.O.Chikamberpur, U.P.Border - 201 006 (UP)	7995000457		9313544020
Karolbagh	:	949/3, Naiwala, Karol Bagh, New Delhi - 110005	9313834836	7995000429	
Chajjupur	÷	12/29, Main Chajjupur Gate, Babarpur Road, Shahadara, Delhi -110032	9350187302	22832404	
Sadar Bazar		Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	1	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	*	Shop No.11, Lakhmi Pyau, Kundli Border (Kamla Market) Sonepat (HR) 131028	7995000438	7428388316	9541905794
Rama Road	:	61, Rama Road, Near Bisleri, New Delhi - 110015	9310658047	7995000427	25410794
Manesar	9.00	Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
G.T.Karnal	:	B-96, G.T.Karnal Road, Behind Telephone Exchange, G.T.Karnal Road, Delhi - 110033	9310657964	7995000433	
Narela		Shop No.22, Chamanlal Market Main, Narela, Alipur Road, Bhorgarh, Delhi - 110040	7995000432	7995000428	
Bawana	21	"Plot Khasra No.154/1/3, Opp.Indene Petrol Pump, Outer Firni Road, Pooth Khurd, Bawana Industrial Area, Delhi – 110 039 "	9310655231	7995000425	

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Transactions via FASTag at highway tolls double in December

About 6.4 crore transactions FASTag transactions worth Rs.1256 crore was processed in December as against 3.4 crore transactions worth Rs.774 crore in November.

ransactions made through FASTag devices have more than doubled in the month of December after government's push to make them mandatory for toll collections at the highway booths.

About 6.4 crore transactions FASTag transactions worth Rs.1256 crore was processed in December as against 3.4 crore transactions worth Rs.774 crore in November, the latest National Payments Corporation of India (NPCI) data released on Wednesday showed. A total of three crore 3.1 crore transactions worth Rs.703 crore in October was processed by NPCI's electronic toll clearance channels called the NETC.

FASTags are electronically activated radio frequency identification stickers, which was introduced by the Ministry of Road Transport and Highway (MoRTH) and National Payments Corporation of India (NPCI) in 2014 to facilitate cashless collection of tolls at highway checkpoints.

The government earlier had made it mandatory for owners four wheelers to have these stickers deployed on their windshields, failing which they'd have to pay double toll at the payment plazas.

Since December 15, while all toll lanes have been converted to FASTag lanes, NHAI has allowed a leeway for commuters to accept toll through cash and FASTags in around 25% of lanes at every toll plaza. This was done as per a directive from the transport ministry to ease the transition phase.

But from January 15, only one hybrid lane for both cash and electronic transactions will be

These stickers are generally deployed on the vehicles windshields to enable commuters to roll out toll payments on the move without halting at the collection booths.

As per data released by the government last week, about 1.15 crore FASTags have been sold by the banks to date. The use of these devices is largely expected to phase out the use of cash at toll points and significantly reduce the waiting time on toll 'queues' as the collection mechanism will become automated.



फर्जी सेल्स टैक्स अधिकारी बन ट्रक वालों से करते थे वसूली, पुलिस ने पकड़ा शातिर गैंग

उन्नाव, 4 जनवरी।

उन्नाव पुलिस ने एक व्यक्ति की सूचना पर फर्जी सेल टैक्स अधिकारियों के गिरोह को पकड़ा है। पुलिस ने बोलेरो सवार छह लोगों को गिरफ्तार किया है। आरोपियों के पास से एक तमंचा, दो कारतूस, एक चाकू, 3 मोबाइल के साथ ही नगदी भी बरामद हुई है, पुलिस ने आरोपियों को गिरफ्तार कर जेल भेज दिया है, बताया जा रहा है कि आरोपी फर्जी सेल टैक्स अधिकारी बनकर टूकों से वसुली करते थे।

उन्नाव पुलिस को उस समय सफलता मिली जब हाथरस के रहने वाले रघुराज नाम के व्यक्ति ने पुलिस को सूचना दी कि उसके कंटेनर को बोलेरो सवार 6लोगों ने रुकवाया और खुद को सेल टैक्स अधिकारी बताकर 500 रुपये वसूले। पीड़ित ने इसकी सूचना पुलिस को दी। जिसके बाद थाना आसीवन पुलिस ने मुरौव्वतपुर मोड़ के पास बोलेरों को पकड़ लिया। पुलिस ने बोलेरों सवार 6फर्जी सेल टैक्स अधिकारियों को गिरफ्तार कर जेल भेज दिया है।

पुलिस ने आरोपियों के पास से 315 बोर का तमंचा, दो कारतूस, एक चाकू, 3 मोबाइल और नगदी बरामद की। एडिशनल एसपी धवल जायसवाल ने बताया कि आसीवन थाना क्षेत्र के अंतर्गत बांगरमऊ जाने वाले रास्ते पर कुछ लोगों द्वारा सूचना मिली थी कि कुछ लोग फर्जी सेल्स टैक्स अधिकारी बनकर अवैध वसूली कर रहे थे। जायसवाल ने जानकारी देते हुये बताया कि इनके पास से बिना नंबर की बोलेरो गाड़ी भी बरामद की गई है।

एडिशनल एसपी ने कहा कि ये फर्जी तरीके से सेल्स टैक्स ऑफिसर बनकर वसूली करते थे, पुलिस अन्य आरोपियों के रिकॉर्ड भी खंगाल रही है।

As FASTag penetration increases, PMO seeks report on waiting time at toll plazas

NHAI is currently monitoring the status of nearly 100 toll plazas and it has also been receiving the video feed from around 200 plazas.

ASTag sales crosses 1.02 crore and nearly 55% of the total toll collected across NH network came through tags on Thursday. NHAI officials said the number of vehicles paying toll through FASTag also increased to nearly 22 lakh and the trend is likely to continue for the next few weeks as more vehicle go for electronic mode of paying the user fee.

Meanwhile, the Prime Minister's Office, which has been monitoring the progress of toll transaction through FASTags on National Highways has asked the road transport ministry to carry out a detailed analysis of the impact of this new intervention on waiting time at toll plazas. in vehicles However, NHAI officials admitted there is huge room for improvement.

NHAI is currently monitoring the status of nearly 100 toll plazas and it has also been receiving video feed from around 200 plazas.

While there are no correct estimates of how many vehicles pass through toll plazas and pay the user fee, sources said on an average there could be 60 lakh toll transactions across the NH network.

Currently, there are about 20 crore registered vehicles across the country and barely six crore could be fourwheelers and above since nearly 70% of the all vehicles are two-wheelers. "Out of this six crore, 1.02 crore have got the smart tags. There are also a sizable number of vehicles which operate within the cities, only in limited areas and they may not require a FASTag. Once another 40-50 lakh vehicles get the tags, we may have almost 80-90% vehicles with this facility which come on to the NHs." said a source.

टाटा मोटर्स की 100 से अधिक बीएस-6 मॉडल उतारने की योजना

नईदिल्ली, 9 जनवरी । टाटा मोटर्स आने वाले समय में भारत स्टेज-छह उत्सर्जन मानक के अनुकृल 100 से अधिक मॉडल और उनके एक हजार से अधिक संस्करण बाजार में उतारने की योजना है। कंपनी अगले महीने से इसकी शुरुआत करेगी। कंपनी ने बृहस्पतिवार को एक बयान में कहा कि वह आगामी ऑटो एक्सपो में 14 व्यावसायिक तथा 12 यात्री वाहन प्रदर्शित करने वाली है। इसके अलावा कंपनी की चार वैश्विक प्रदर्शन की भी योजना है। टाटा मोटर्स के अध्यक्ष एवं मुख्य प्रौद्योगिकी अधिकारी राजेंद्र पेतकर ने एक बयान में कहा, ''जनवरी 2020 के बाद हम एक हजार से अधिक संस्करणों के साथ 100 से अधिक अग्रणी मॉडल उतारने वाले हैं।'' टाटा मोटर्स के मुख्य कार्यकारी अधिकारी एवं प्रबंध निदेशक गुंतर बुल्शेक ने अगले महीने ऑटो एक्सपो को लेकर कंपनी की योजना के बारे में हा कि इसमें कपंनी कनेक्टेड इलेक्टिक. शेयर्ड और सेफ पर ध्यान देगी।

सनसनीखेज : वाराणसी आरटीओ मैं चोरी की टुकों का पंजीयन

चोरी की 25 ट्रकों का हुआ पंजीयन - मध्य प्रदेश से पंजीकृत ट्रकों का झारखंड से टीआर लेकर आए - परिवहन कर्मियों की मिलीभगत से परिवहन कार्यालय में हुआ पंजीयन

बाराणसी 4 जनवरी ।

व्यारामधी परिश्वटर कार्यालय में पोरी की हुन्हों के पंत्री पर कर सरसारिक्षेत क्षमाण उत्यार हुन्छ है। परिश्वत अभियों की मिम्मिशात से पोरी को पांच हुन्हों कर मही, बर्गिक 25 हुन्हों का परिश्वटर कार्यालय में पोरीमण हुआ है। जोभ में पोरी को 25 हुन्हों का परिश्वटर कार्यालय से पंत्रीकृत होने का समारा प्रकास में आती ही अध्यक्तीयों और कर्मभातियों के होत उट्ट गए हैं। मध्य प्रदेश में पंत्रीकृत हुन्हों के स्वाव्यक्तिया व्यक्तिस इंटरवर्डट में देशीयों प्रीतन्त्रिता (दीगीड़) सेकर आग्र के उत्तरी के स्वाव्यक्त प्रश्निक क्यांचित में पंत्रीहर माध्यक त्रवट में दीन रहे हैं। अब परिश्वटर अध्यक्त पर परिश्वटर कार्यालय में पंत्रीहर माध्यक त्रवट में दीन रहे हैं। अब परिश्वटर अध्यक्त पर परिश्वटर क्यांचित में पंत्रीहर माध्यक त्रवट में दीन रहे हैं। अब परिश्वटर

विकास जानकारे के अनुकार चोती को खोड़कों का परिवास कार्यासम में पंजीवन कारने का मिरोड़ कान कर रहा है। दो साम से एक-एक कर परिवास कार्यासम में 25 हमीं का पंजीवन हो गया। मिरोड़ सभा प्रदेश में पंजीवस इसमें के चीवम और इंटन नंबर के सहये जाती मील सेटर कमाकर तथा झारबांड से टीपी लेकर सावास्त्र परिवास कार्यासम में इसी का पंजीवन कार्यत हों.

टक को टैंकर में किया कन्वर्ट

भोरी की दुक को तथाकरिया मारिकों ने गंधीयन कराने के कदा उसमें से कुछ दुकों को टैकर में कम्बर्ट कर तहरा में आता रहे हैं। कीकों के टीकर परिवाद करिकारी और पुनिता टैकर को कम दोका हो हैं, क्योंकि से किसी ने किसी क्यारी के मंद्रद तहते हैं। ऐसे में अभिकारी मानते हैं कि टैकर के कारावाद करी होंगे। पंजिध्यान अनुमारा में खोला पुराना।

चरिकार विभाग में चेती को चाहियों का खेल कोई नवा मोर्ड है। इसके पहले भी कई बमाने काणार हो चुके हैं। दो दालक में 100 से अधिक विभाग प्रकार को भी को मौता है। मार्चना होने का माम्मान कागत होता नहा है। मांत्री से कराती हैं पैंदरी

चिनकार विचान में पंजीपन अनुभाग मानाईका चाना जाता है। यहां नैनती कराने के लिए चिनकार विचान के बाबू मंत्री से लेकर पंचाय तता तक पैसी कराने हैं। वर्ष बार तो विचानक और अन्यत्य जामने सामने ही गुर्व हैं। पूर्व करियान मंत्री के मही वीच्यान होने पर पूरार राज्य निकाता। बाबू की आधा-आधा करा बार दिया गांव विकास विचार की मिन्दीर पैस नहीं हो। इध्या चोड़ों के हुनों का पंत्रीयन करने कालों के विकारक परिवाद विधान में दूरकार को कहारोंक पाने में मुकरमा दर्ज कराया। दुलिस मुकरमा दर्ज कर मामले की जांच में जुट पाई है। मुकरमा दर्ज डीने के साथ दुखों के परिवाद में हार्थित परिवादन विधाय के अधिकारीयों और कम्पनियों के हाल मांच पुलाने करते हैं। परिवाद की गाड़ियों का परिवाद कराने चाले गिरोद स्वित्य हो गए हैं। वे पुलिस्स में बचने के लिए एकता कोको लो हैं। उधर, चोड़ों को एक इक को लेकर विभागीय जांच हुतन

भोरों के हुओं का बाहे पैसाने कर पंत्रीपत के सामारे में विभाग के अधिकारी सुद को पंत्रास देख प्रमात खोजने में दुर गए। उन्होंने विभागीय पिर्तेत तिया का के साथ हुओं का पंत्रीपत कारों काले पिराइ के विभाग का पुत्रास देख जाना साथ होक समझा 3.5 दिसंबर-2216 को प्रमादीओ समूर्णांक पाने में मुक्टपा दर्ज कारों पहुंचे तो बाल प्रमाद ने में काकर समाल दर्ज नहीं किया कि लिया बाहिड़ अधिकारीओं के स्वीत में मित्र प्रमाद में कही न कही है किया नारत है दे दुआं के करते का प्रधान है। हुम समाधे में कही न कही है पिराइ करिएमा होती किया। वाहिड अधिकारों के किया बहुत कार पी धार प्रचारी में मुख्याद दर्ज नहीं किया। वाहिड अधिकारों के किया बहुत कार प्रीवास में प्रमादीओं सर्वेत में स्वार प्रमाद के स्वार प्रधान पर्यावस्था के स्वार प्रधान करिएमा करिया।

परिवहन विभाग ने दर्ज कराया मुकदमा

परिवारण विश्वार को ओर से कांग्रे रिपरेंट में निरुद्ध है कि इस्तब्रंड के सिम्परेगा के पंजीकरण अधिकारों को ओर से कांग्रे अस्पाई प्रमाण्यत्र पर करियम हुक पंजिबन कांग्रेसकारों को ओर से कांग्रे पह हिस्त प्रमाण पत्र क्रम कांग्रेस के स्थारण पत्रों के दे हुई के कांग्रेसका में मेंग्रेसन कांग्रास पत्र है जो कहां से कांग्रे नहीं हुई है। कांग्रेस कुरावित कुराय में परिवादन मानिका था गिरोह साधिक कींने से प्रेकार नहीं किया जा सकता। ऐसे में पंजीवृत्त कांग्रर सकती के किहातक कुक्तपार पूर्व कर कांग्रेस कीं 1 इस करें में साथ प्रमाण कांग्रिस क्यां निवाद सिंह में कहां कि प्रमारकों से स्थार सिंह की तहतीर पर चौरों के 24 हक मानिकों के जिलाक कुक्तपार में करणा पार्च है। बामोटी में कींग्र आधिकारी उपार्थिक्श अस्ति इसकार कुक्तपार के स्थाप मान्य है। बामोटी में कींग्र साथिकार के हुई कीं कांग्रीकार मानिक



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		For The Month For The Period April To Nov.							
S.	Airport		r The Mo	nth	For The I	Period Apr	l To Nov		
no.		Nov.	Nov.	%	2019-20	2018-19			
		2019	2018	Change			Change		
(A)	20 International	Airports							
1	Chennai	29574	31222	-5.3	244960	284440	-13.9		
2	Kolkata	13520	12910	4.7	109720	108401	1.2		
3	Ahmedabad	9055	9427	-3.9	74103	69911	6.0		
4	Goa	471	352	33.8	3697	3122	18.4		
5	Guwahati	1801	1984	-9.2	14604	15549	-6.1		
6	Lucknow	919	714	28.7	10327	4748	117.5		
7	Jaipur	1677	1495	12.2	12120	12078	0.3		
8	Trivandrum	1785	1856	-3.8	18587	16061	15.7		
9	Bhubaneswar	854	789	8.2	6574	6146	7.0		
10	Calicut	2068	1416	46.0	19194	9939	93.1		
11	Coimbatore	1008	921	9.4	8464	8828	-4.1		
12	Varanasi	308	285	8.1	2514	1666	50.9		
13	Srinagar	480	588	-18.4	5548	5650	-1.8		
14	Amritsar	130	126	3.2	1658	1134	46.2		
15	Mangalore	627	222	182.4	2498	2486	0.5		
16	Portblair	623	621	0.3	4612	3660	26.0		
17	Trichy	597	521	14.6	5551	4445	24.9		
18	Imphal	717	507	41.4	5377	4128	30.3		
19	Vijayawada	132	91	45.1	1550	382	305.8		
20	Tirupati	0	0		0	0	20010		
Tota		66346	66047	0.5	551658	562774	-2.0		
	7 JV Internation			0.5	331036	302114	-2.0		
(B)	/ JV Internation	ai Airpor	ts						
21	Delhi (DIAL)	80007	85665	-6.6	659242	696908	-5.4		
22	Mumbai (MIAL)		81580	-9.4	584398				
23	Bangalore	31374	29558	6.1	257487	265078	-2.9		
	(BIAL)								
24	Hyderabad (GHIAL)	12165	11378	6.9	97947	96702	1.3		
25	Cochin(CIAL)	5325	5856	-9.1	52487	45307	15.8		
26	Nagpur (MIPL)	637	815	-21.8	6754	6551	3.1		
27	Kannur (KIAL)		0	2,1,0	0	0	-		
Fota		203450	70	-5.3		1757693	-5.7		
	10 Custom Airp		211002	0.00	1000010	1101000	V-1		
-			0.0000	35020		0.0002	414170		
28	Pune	3261	3333	-2.2	25465	35077	-27.4		
29	Patna	932	872	6.9	8735	7760	12.6		
30	Bagdogra	623	476	30.9	5285	4406	20.0		
31	Visakhapatnam	346	325	6.5	4020	3513	14.4		
32	Chandigarh	1003	448	123.9	6561	3747	75.1		
33	Madurai	301	431	-30.2	2202	3506	-37.2		
34	Surat	147	107	37.4	678	660	2.7		
35	Aurangabad	86	162	-46.9	511	1508	-66.1		
36	Gaya	0	0	-	0	0	-		
37	Indore	834	920	-9.3	7377	8172	-9.7		
Fota		7533	7074	6.5	60834	68349	-11.0		
(D)	58 Domestic Air	-							
38	Ranchi	458	356	28.7	4056	3769	7.6		
39	Raipur	575	422	36.3	4191	3200	31.0		
40	Agartala	165	432	-61.8	2942	3663	-19.7		
41	Udaipur	- 0	0		3	2	50.0		
42	Jammu	113	205	-44.9	984	1334	-26.2		
43	Dehradun	17	20	-15.0	111	137	-19.0		
44	Vadodara	306	124	146.8	2299	1628	41.2		
45	Leh	159	236	-32.6	1358	941	44.3		
46	Bhopal	129	189	-31.7	894	1169	-23.5		
47	Jodhpur	0	0	-	1	5	-80.0		
48	Hubli	8	0	-	70	0	-		
49	Rajahmundry	0	6		0	47			
50	Silchar	62	94	-34.0	569	560	1.6		
51	Dibrugarh Rajkot	89	82	-80.0	663	583	13.7		
20	LIC STREAT	4	70	-X0.0	21	177	-88.1		
52 53	Gorakhpur	0	0	0010	0	0			

S.	Airport	Freight (For The I	il To Nov	
no.	17.000 .0 000.000	Nov.	Nov.	%		2018-19	%
D	58 Domestic Air	2019	2018	Change			Change
-	-					14.1	
54	Jabalpur	0	0	26.7	0	1	33.0
55	Dimapur	44 0	60	-26.7	233	349 22	-33.2
56 57	Bhuj Tuticorin	3	4	25.0	39	26	50.0
58	Prayagraj	0	0	25.0	0	0	50.0
59	Jorhat	0	4	-	0	30	
60	Juhu	29	26	11.5	247	228	8.3
61	Kanpur(chakeri)	2	0	- 11.0	93	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	95	0	0	
66	Jamnagar	0	1		0	3	
67	Belgaum	0	0		0	0	
68	Bikaner	0	0	2	0	0	
69	Porbandar	0	0		0	0	- 1
70	Khajuraho	0	0	-	0	0	
71. 72	Bhavnagar Kandla	0	0	- 2	0	0	-
73	Adampur	0	0		0	0	
13	(Jalandhar)	:0			- 0	- 0	
74	Mysore	0	0	20	0	0	
75	Salem	0	0	-	0	0	
76	Agatti	9	2	350.0	47	18	161.1
77	Bhatinda	0	0	330.0	0	0	101.
78	Bhuntar	0	0	- 2	0	0	
79	Gwalior	0	0	-	0	0	
80	Diu	0	0	-	0	0	
81	Agra	0	0		0	0	
82	Kishangarh	0	0	- 2	0	0	
83	Pakyong	0	0		0	0	
84	Ludhiana	0	0	- 7	0	0	
85	Kolhapur	0	0	25	0	0	- 1
86	Patnagar	0	0		0	0	- 5
87	Barapani	.0	0	- 5	0	0	
	(shillong)						
88	Pathankot	0	0	-	0	0	-
89	Lakhimpur	0	0		0	0	
90	(lilabari) Shimla	0	0		0	0	
91	PRODUCTION CONTRACTOR	0	0	-	0	0	-
92	Tezpur Jalgaon	0	0	-	0	0	
93	Pasighat	0	0		0	0	
94	Jharsuguda	7	0		34	0	
95	Hindon	0	0	- 2	0	0	
		2179		-	18855	17892	
-	8 Domestic Airports	747-747-74	2286	-4.7	18833	1/892	5.4
	10 St.Govt, / Pv	t Airports					
95	Shirdi	0	0		0	0	
96	Lengpui(aizwal)	69	45	53.3	312	351	-11.
97	Nanded	0	0	-	0	0	- 2
99	Vijayanagar Durgapur	0	0	-	0	0	
	Nasik(Hal ozar)	0	30	-	7	141	-95.0
	Mundra	0	0	-	0	0	-95.1
	Jagdalpur	0	0	1	0	0	
	Pithoragarh	0	0	-	0	0	
	Hisar	0	0	-	0	0	
	0 St.Govt. / Pvt Airports	69	75	-8.0	319	492	-35.3
	Other Airports	0	0	-	0	0	
	nd Total						
Ole		279577					

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

(*) TENTATIVE

Source: LP.A.

86.0

2.02

00.0

1.51

-17.08

20.17

32.01

-1.97

TRF APRIL-DEC., 2019 TRF APRIL-DEC., 2018

ALL PORTS

% Variation from previous year

The Game Changer On The Tracks



Shri Anurag Sachan MD- DFCCIL

Shri Anurag Sachan is presently the Managing Director of Dedicated Freight Corridor Corporation of India Limited (DFCCIL). Civil Engineer by profession, he is an officer of Indian Railway Service of Engineers (IRSE). He has executed large number of extremely challenging and technologically advanced Railway infrastructure projects during his 35 years long career with the Indian Railways.

Prior to this assignment, Shri Sachan was serving

as Chief Administrative Officer, Udhampur-Srinagar-Baramulla Rail Link Project, one of the most challenging and iconic railway projects undertaken, so far, by Indian Railways which involves construction of 160 Kms tunnels in the Himalayas and world's highest railway arch bridge, which is 359 metres high over river Chenab.

As Managing Director, Dedicated Freight Corridor Corporation, he is looking after the flagship project of Indian Railways, costing 13 billion USD to create 3300 Km double line, electrified freight corridor, which will be a game changer for the country in the field of freight transportation.

Questionnaire

(1) How long have you been in operation?

DFCCIL was incorporated as a company under the Companies Act 1956 on 30th October 2006. Hence, we have been in operation for over 13 years.

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

Our business model is of a rail transport which is faster, heavier, cheaper and multimodal friendly. The design is poised to offer increased throughput at a faster pace and reduced unit cost.

DFCCIL is in the construction stage. At present, we work on 2 corridors – Eastern Dedicated Freight Corridor (1875km) from Ludhiana (Punjab) to Dankuni (West Bengal) and Western Dedicated Freight Corridor (1506 Kms) from Jawaharlal Nehru Port (JNPT), Maharashtra to Dadri (UP) are under progress. All civil contracts have been finalised.

Total 1000 Kms is expected to be operationalized by March 2020. We intend to position logistics parks and high tech freight terminals all along dedicated freight corridors to facilitate mechanised handling of cargo and value added services. Adoption of heavy haul system, automated signalling, automated track and vehicle inspection regime, enhanced average speed, computerised train control, IT enabled freight information and customer interface systems, etc., will offer higher scale throughput with time certainty and reduced unit cost which will propel enriching of freight basket on IR and DFCCIL and pave way for modal shift in favour of railways. There will be emphasised focus on ease of transaction for the customers. DFCCIL will endeavour to bring flexibility in its service offerings and structure products like mini rake, long hauls, RO -RO trains, bulk cement/fly ash trains, hopping parcel trains, etc., Double deck container trains

will be a major attraction on our system which will make Indian goods competitive in International market.

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

Technology has provided efficiency, quality, transparency and ease in performance to the logistics industry. IOT (Internet of things), robotics, automation, drones, self-driving vehicles, cloud computing are some of the glaring examples which have given the Logistics industry innovative dimensions. Today, drones are being used for a variety of purposes, like in-track inspections, for construction surveys, etc.

DFCC is already using mechanised track laying and Mechanised erection of Over Head Equipment during construction. DFCC is also utilising drones for the monitoring of the project and is in the process of procuring automated inspection system for track, rolling stocks, etc. which will offer efficiency in asset maintenance and ultimately boost throughput and avoid idling of assets. Mechanisation of cargo handling in transportation and material handling in rail construction has brought a revolution in delivery and customer satisfaction.

DFCC will promote sophisticated mechanisation in loading/ unloading at its logistics park, freight terminals etc. IT and computerised automation will be put to use in customer care.

(4) Who are your present clients?

To a major extent client base of Indian Railways will be also common to DFCC. Terminals which fall on the side of DFCC track will be connected to DFCC. Some of the industry and operators who will be directly having connectivity with DFCCIL, are as below:

Indian Railways, CONCOR, IWAI, Ultratech Cement, Shree Cement, JK Lakshmi Cement, DMICDC, Meja Thermal (NTPC), Navkar, AMTEK, Nabha Power Ltd., Jawaharpur Thermal (UPRVUNL), SFA Logistics, SAIL, Dankuni Coal Complex (Coal India), JNPT, Nargol Port, JSW Nandgaon port, Mejia Thermal, BPCL, etc.

DFCCIL is marketing for more private sidings to be connected to it. Cargo presently moving on east and west quadrilateral routes will be diverted on DFCCIL routes to a great extent.

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

DFCCIL will be offering scheduled movement of traffic with assured timeline; products like mini rake, long hauls, double decker container service, RO-RO, etc., will be offered on a higher scale.

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

In present estimation, logistics industry in India is projected to grow at rate of 8-10 % in medium term. The growth in last 4-5 years was 7.8 %. Indian logistics performance was ranked # 44 globally, as per the WB Logistics Performance Index 2018. Further, India is poised to become the largest job creator in logistics in 3 to 4 years.

Increasing consumerism is another driver for logistics. Department of Commerce is working on National Integrated Plan for logistics. In India a lot of investment is projected in construction of warehouses and Indian market for warehouse automation is expected to grow by 10-12 % to US \$3.49 billion by 2020-21. Freight movement in India, has a present market of approximately 4.5 billion tonnes but present transport infrastructure is inadequate and needs to play a very important role in meeting the growing demand of cargo transport, products movement and services.

Vinod Kaul

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





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JK UNIVERSAL FITMENT REGIONAL HAULAGE 5 PATTERN EVOLUTION





Size	Rim Size (in)	PR	Outer Diameter (mm)	Section Width (mm)	NSD (mm)	Speed Index	Load Index
10.00R20	7.50 x 20	16	1054	282	16.50	K (110)	146/143

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Logistics Solutions







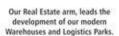














Affiliated to NSDC and LSC, TIOL offers training programs for different entry-level employees in the logistics sector.



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



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

KEY FACTS

Group Turnover



Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

Transport Corporation of India Limited

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











