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<u>Parivahan Pragati</u>

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

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A Promising Budget But Not For Instant Results



Ashok Gupta

Friends,

Like every year, this year too people were eagerly waiting for the budget presentation day. From commoners to the founders of leading companies were anticipating their share of benefits. So then, did Ms. Sitharaman managed to deliver a budget that touched everyone's heart? Or, there were lacunas which she could have avoided to draft a popular budget?

In my eyes, this was a budget which may not have a direct impact on a lot of industries/ sectors but most definitely will help the system grow in the long run. For instance, the finance minister has talked about the launch of a "National Logistics Policy (NLP)" which she claimed would be the singlewindow for E-logistics market. Besides, ensuring that the whole logistics system runs in as a smooth, hassle-free manner the focus would also be on the generation of employment, skill and making MSMEs competitive. There is an iota of doubt that once the NLP is introduced there would be any looking back for the logistics sector, but then, the process would never be going to give an overnight result.

A lot of money is pumped into road and highway development. This will cut the logistics cost, as we will see a huge transformation in delivery timing. A stretch of 2,500-km is planned as access control highways. Further, 9,000-km of economic corridors, 2,000-km of coastal and land port roads and 2,000-km of strategic highways are on the list of priority to change the map of India. However, let me also add that this is not a task of a few months, so, while the impact this will be there to see in coming years but we cannot expect a result instantly.

We have seen how Inland Waterways has received a boost in the last five years. The announcement to soon complete the Jal Vikas Marg on National Waterway-1 is a welcoming step. Additionally, the finance minister's declaration to open the

890 Km Dhubri-Sadiya connectivity by 2022 is another positive message for the logistics sector.

The defragmented nature of the sector is affecting the industry as well as businesses associated with it. The government's aim to reduce logistics cost from the present 14 per cent of GDP to less than 10 per cent by 2022 will reap benefits to one and all. However, this will not be a cakewalk. First, the industry has been fragmented. This will cut the indirect cost and reduce the logistics cost but let's not forget that this will only be possible by eliminating the long-chain of brokers/ aggregators from the market, which will be timing consuming.

The minister for road transport and highways - Sh. Nitin Gadkari announced to release Old Vehicle Scrappage policy within a month, which means over 28 million vehicles (registered before 2005) have to be discarded by March 2020. This figure includes a very large number of trucks as well, however, nothing has been spoken about how the small owners of theses scrapped trucks will be helped.

Other than this, the government has not given any clue about how the Road tax collections will be spent. Also, the same is the case with Road and Infrastructure Cess on Petrol and Diesel and taxes paid on purchase 0f trucks by the government and etc. It is estimated that nearly 3 lac crores have been collected so far through these taxes/cess. The government should come forward and explain where all these amounts being spent, which was ostensibly meant for road development. It is also unknown why the tax collection from transporters hasn't stopped for the road use when such a huge amount is already collected?

Furthermore, nothing has been mentioned about drivers' welfare initiatives, which Sh. Gadkari promised to introduce.

Regards









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Union Budget 2020: The Takeaways...

n recent years, February has become synonymous with the Union Budget. And, just like every year, the \$160 billion logistics market in India had a lot of expectations from Union Budget 2020. Though, Finance Minister Nirmala Sitharaman's announcements in the budget plan for the financial year 2020-21 would not have any direct, positive impact, many pronouncements are expected to push the logistics sector forward. And, a national policy for the sector reflects a strong road map that has not disappointed the transport and logistics fraternity.

Notably, the Indian logistics sector provides livelihood to more than 22 million people. And it is estimated to employ up to 40 million people by the end of 2020. Improving and developing the sector will cause a 10 percent decrease in indirect logistics cost, which will further result in a 5-8 percent growth in exports. Considering this, the Indian logistics market will grow to become a \$215 billion affair by 2022. Further, the sector is expected to attract investments worth \$500 billion by 2025, claims an IBEF study.

In order to deliver a robust national policy, which will drive economic growth and business competitiveness of India through an integrated, seamless, efficient, reliable, green, sustainable and cost effective logistics network, the finance minister plans to include the following:

- Geo-tagging of all warehouses
- Provision of viability gap funding for setting up of warehouses at block or taluka levels

- · Krishi trains
- Krishi Udaan scheme for air transportation of perishable commodities like fruits and vegetables
- A Rs 100 lakh crore national infrastructure pipeline towards the creation of roads, railway lines, airports, and ports

The new policy is expected to streamline regulations and provide much clarity. And, this will optimize India's modal mix (road, rail and water) to meet global standards. Not just this, it will upgrade the status of logistics sector and make the country a major hub.

Other than proposing a national logistics policy, the union budget also announced the allocation of Rs 1.7 lakh crore for transport infrastructure development. It has promised to monetise 12 highways, spreading more than 6,000 km by 2024. Undisputedly, this would further benefit the sector by easing out the freight movement and lowering down transportation costs.

It is evident that the Modi-led government through its Budget 2020 has sought to bring down the cost of operations and improve efficiencies. Other than building a road and railway network, the government knows that a critical way to move towards infrastructure development is creating supporting bases in terms of warehouses and storage facilities.

For the logistics sector, the warehousing segment has always been a close companion. And, one's survival in the business is next to impossible without warehouses and storage facilities. Businesses need



Mahendra Arya
National President, AITWA

well-oiled warehouses to keep their supply chain spiffy. With this in mind, the finance minister has unveiled various measures in the budget plan that are expected to expand the warehousing segment and make it a more organised industry.

Warehouse clusters outside Delhi to Bhiwandi and Pune in Maharashtra, Sriperumbudur-Oragadam on Chennai's outskirts, and Jeedimetla-Medchal near Hyderabad, have developed in the recent years. Even smaller cities like Ahmedabad and Pune are seeing a mushrooming of such facilities. The consolidation of smaller units is also taking place. And, this has triggered the race to secure warehousing space near hubs of demand in the corridors of large and modern warehouses.

Notably, the introduction of the Goods and Services Tax (GST), which subsumed an array of inconsistent state levies, has accelerated the demand in these hubs. From July 2017 onwards, businesses no longer need to operate creaky godowns in every state for tax optimisation purposes. Also, the rationalisation of warehousing capacity is pushing demand.

Further, the finance minister said the GST has facilitated the formalisation of economy. And, this has resulted in efficiency gains in the transport and logistics sector. The turnaround time for trucks has witnessed a substantial reduction to the tune of 20 percent due to the abolition of checkpoints in the GST era.

Recent years have changed the logistics landscape in India big time. Technology-driven new incumbents are rewriting the rules of the game. They are taking the established players in the arena by storm. Take the example of Delhivery and Rivigo, which are not only expanding the scope of this market but also coming out with innovative use cases driven largely through their technology platform. And, if businesses like these gain government's support, then the supply chain and logistics industry can reap unprecedented benefits.

The Government of India has realized that new-age technologies, such as artificial intelligence (AI), Internet of Things (IoT), quantum tech and data analytics, will give the much-needed impetus to logistics activities and propel India into the future. And, this is the reason enough for Finance Minister Nirmala Sitharaman to single out emerging technologies in her Budget 2020 speech. The minister spelt that the Indian government is all set for technological adoption.

In the budget plan, the finance minister allocated Rs. 6,000 crore to the national optical fibre network, BharatNet, and Rs. 8,000 crore to the national mission on quantum tech. She also announced that a policy for setting up data centre parks across the country to build data connectivity would also be rolled out soon. Taking the Digital India initiative further, the budget announcements are expected to increase the adoption of technologies of the future.

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Through the union budget, the Indian government has also looked at the fragmentation associated with managing supply chains in the country. The key to streamline the sector will depend on the execution of the new proposed policy and the integration of new-age technologies.

Despite the encouraging announcements in Budget 2020, logistics still continues to be marred with challenges. And, the biggest among this being the cost for transportation. Currently, the Indian logistics sector costs come to about 14% of GDP, which is considerably higher compared to logistics costs in developed countries. Higher logistics costs lead to higher export costs, which directly impacts the competitiveness of Indian goods in international markets.

While the logistics sector is dominated by transportation, comprising 85% share in terms of value, followed by warehousing that contributes the remaining 15%, strategic reforms can help to considerably reduce the logistics cost.

Another threat that is looming over the industry is driver shortage. Poor remuneration, long working hours, unsafe environment, no job security, no risk cover, poor healthcare facilities and above all no respectable place in the society, have led the existing members to leave truck driving. Also, these factors are responsible for keeping the new and young drivers at bay. There is a need to address drivers' issues and inspire people to join the profession.

Without a doubt, the union budget has provided a direction. The logistics fraternity hopes that this will give a boost to entrepreneurship in the sector, resulting in significant job creation. Simultaneously, there is a need to take up the unsaid tasks that could not make their way in Budget 2020.

Union Budget:

National Logistics Policy Proposal Deserves A Thumbs Up!



S. D. Goyal, General Secretary, AITWA

n India, logistics is no longer a mere business process, it has grown to become an integral part of the value chain operations. And, the rise of international business has contributed a lot to its growth. Valueadded infrastructure, new-age technology, excessive import opportunities and improved trade policies are also large contributors.

Considering this, the logistics sector is poised to reach \$215 billion by 2020, while it might attract investments worth \$500 billion by 2025, concluded a study by IBEF. Besides, the domestic logistics sector is set to grow at 8-10 percent over the medium term, suggests ratings agency ICRA.

To realize this, Finance Minister Nirmala Sitharaman in Union Budget 2020 has sketched plans to improve transportation conditions and logistics infrastructure. Witnessing an increase of 10% in its budgetary allocation, the Ministry of Road Transport and Highways (MoRTH) is all geared up to double its action in the coming year. For the financial year 2020-2021, the total budget allocation has gone up from Rs. 83,015 crore in last fiscal to Rs. 91,823.2 crore. Of this hike of Rs. 8,808 crore, as much as Rs. 5,809 crore is through investment in National Highways Authority of India (NHAI) met from monetisation of national highways.

Carrying a positive approach for the logistics industry, the government is all set to release the National Logistics Policy for seamless transportation. This will bring in efficiency and reduce the turnaround time of the vehicle. Also, the policy would create a single window e-logistics market. It will

focus on the generation of employment, development of skills and making MSMEs competitive.

Also, Finance Minister Nirmala Sitharaman has come up with several measures to make India ready for new technologies (artificial intelligence, quantum technology and Internet of Things). Notably, the minister has allocated Rs. 6,000 crore for the national optical fibre network BharatNet. The budget also talks about the allocation of Rs. 8000 crore to support the national mission on quantum tech. Moreover, the minister said that soon a policy for setting up data centre parks across the country will be announced.

Other than this, there are many infrastructure projects in the pipeline that will further improve connectivity big time upon completion. With dedicated freight corridors and logistics parks on the map, the government is also working to develop waterways and air connectivity. Certainly, a focused approach will put development on the fast track for the logistics sector. Further, the authorities need to reconsider subsidies on electricity for cold storage units and special warehouses. In order to give an additional boost to the sector, incentivizing green initiatives will play a vital role.

Notably, India maintains about 1.2 crore retail outlets out of a total of 3 crore in the world. Here, the industry is largely dependent on the first mile and last mile logistics, which forms the spine for intra-city logistic movement. Also, it is considered to be the most challenging and expensive part of the entire delivery process.

With organised players forming only

10 percent of the total market share, the logistics landscape in India is highly fragmented and unorganised. There is a need to reduce the logistics cost from the current 14 per cent of GDP, which is considerably higher when compared to developed countries. As higher logistics costs lead to higher export costs, this straight away negatively affects the competitiveness of Indian goods in international markets.

In the logistics sector, transportation has an 85 percent share in terms of value, and warehousing contributes the remaining 15 percent. When talking about the hindrances in the path, the lack of seamless movement of goods and technology driven solutions top the list. There is no other way India can meet its target of reducing the logistics cost to less than 10 percent by 2022 than introducing strategic reforms in the transportation area. Majorly, the government needs to improve road infrastructure and traffic congestion.

Further, there is a need to embrace technology and integrate it into the day-to-day tasks. Automation and simplifying processes can easily address the entire spectrum of logistics and supply chain needs. Besides focusing on new technology, the need of the hour calls out to improve intermodal transportation.

Along with this, emphasis must be laid on reducing the knowledge gap between consumers and drivers. To fall in line with this, transporters and logistics service providers must bring instant order-matching, transparent pricing and GPS vehicle tracking technologies on board. And, this becomes all the important if one wants to win through the digital freight marketplace.

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Budget 2020: From The Logistics' Perspective



he government of India presents the budget every February to express its financial plan for the upcoming year. It also includes planned sales volumes and revenues, resource quantities, costs and expenses, assets, liabilities and cash flows. Further, the government proposes strategic plans of activities or events in measurable terms. The budget 2020 is no different than that and we will open up about the government's goals for Logistics sector.

Background of the Logistics Sector

With a market size of \$160 billion, involving more than 20 government agencies, 37 export promotion councils, 500 certifications and

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and import

10,000 commodities, the logistics sector is a very complex yet one of the sought-after industries in India. The industry involves 12 million employment bases and also supports 200 shipping agencies, 36 logistics services, 129 ICDs, 168 CFSs, 50 IT ecosystems and banks & insurance agencies. In addition, 81 authorities and 500 certificates are required for export and import.

So, what Ms. Nirmala Sitharaman, Union Finance Minister, had for a sector of such magnitude in the budget 2020? Did she consider all the aspects of the logistics sector before presenting the budget? Let's open up.

Logistics Cost Cutting

India's logistics sector is highly fragmented and the government's aim

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to reduce the logistics cost from the present 14% of the GDP to less than 10% by 2022 is a well-thought-out step for the benefit of the mankind. However, to realize this goal, the government has to improve the sector. From international level roads to controlling the fuel pricing, skilled drivers to bettering storage facilities are the keys to pull the logistics cost, which otherwise is impacting the business. Further, the development of the sector will facilitate a 10% decrease in indirect logistics cost, leading to a growth of 5 to 8% in exports. Once this is taken care of, it is believed that the net worth of the Indian logistics market will be around \$215 billion in the next two years, compared to about \$160 billion at present. Further, the Indian logistics sector provides livelihood to more than 22 million people and this will go many folds up once the market becomes bigger.

National Logistics Policy

On the budget day, Finance Minister Ms. Nirmala Sitharaman in her speech said, "A National Logistics Policy will be released soon," adding that it envisages creation of a single-window e-logistics marketplace and focus on the generation of employment, skills and making MSMEs competitive.

The e-marketplace will act as a onestop platform for exporters and importers. The policy is being worked out by the logistics division under the Commerce Ministry. The policy, which is also aimed at reducing the high transaction cost of traders, may propose setting up of a central portal, which will provide end-to-end logistics solutions to companies.

The announcement assumes significance as high logistics cost impact competitiveness of domestic goods in the international market. Effective implementation of the policy would help provide an impetus to trade, enhance export competitiveness, and improve India's ranking in the Logistics Performance Index and eventually pave the way for India to become a logistics hub.

Further, the subsequent declarations made by the finance minister in the Budget were to make the policy more robust. These announcements include geo-tagging of all warehouses, village storage scheme, promotion of cold chains for fish and perishables, running Krishi trains on PPP mode, and establishment of 100 more airports under the UDAN scheme.

Infrastructure Development

The budget 2020 talked about various infrastructure projects in the pipeline and the objective attached to them. The dedicated freight corridors and logistics parks to development of waterways and air connectivity, a relook at subsidies on electricity for cold storage, special warehouses, and incentivizing green initiatives would go a long way to boost the sector.

Nevertheless, improving connectivity, a focused approach to logistics would help fast track the development. Amongst all the activities, a stretch of 2,500-km is planned as access control highways. Besides, 9,000-km of economic corridors, 2,000-km of coastal and land port roads and 2,000-km of strategic highways are on the list of priority to change the map of India. However, these are not the tasks of a

Reaction On Budget 2020:

The Budget announcements were in line with our expectations...continuance of large outlays on infrastructure creation, building, and improving large sections of national highways to facilitate road transportation...one hopes that the new focus on analytics and machine learning is deployed for linking movement of goods (logistics) to the chain, from production to consumption, and then arresting GST-revenue leakages across all industries. Anjani Mandal, CEO and Co-Founder, Fortigo Network Logistics, told YourStory

The creation of a single window e-logistics market will not only reduce overhead logistics expenses but make the sector less fragmented. Kushal Nahata, CEO and Co-founder, FarEye, told YourStory Facilitating seamless
multimodal freight transfer
will make freight movement
for key commodities costefficient. The proposed policy
also aims to standardise the
key elements of a warehouse,
which will lead to new
demand and capacity creation
of Grade A warehouses.

R K Narayan, CEO, Allcargo
Logistics and Industrial
Parks,
told YourStory



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few months; so, the people of the industry will have to be patient for the end result.

We have seen how Inland Waterways has received a boost in the last five years. The announcement to soon complete the Jal Vikas Marg on National Waterway-1 is a welcoming step. Additionally, the finance minister's declaration to open the 890 Km Dhubri-Sadiya connectivity by 2022 is another positive message for the logistics sector.

Digital Push to the Sector

Finance Minister Nirmala Sitharaman has announced several measures to make India ready for new technologies such as artificial intelligence, quantum technology, Internet of Things. Ms. Sitharaman has allocated Rs 6,000 crore for the national optical fibre network BharatNet and Rs 8000 crore for national mission on quantum tech. The minister also announced that a policy for setting up data centre parks across the country will also be announced soon.

But the biggest challenge of the sector remains the lack of trained manpower. With innovations and developments in

Reaction On Budget 2020:

Transport infrastructure is the backbone of our economy. Mega investments of \$25 billion allocated to transport infrastructure covering roads, railways, aviation, inland waterways, and maritime as a part of National Infrastructure Pipeline projects, if implemented on a timely basis, could be a gamechanger.

KPMG, told YourStory

This (the policy) will result in lower distribution and transactional costs apart from promoting a conducive environment for businesses, especially MSMEs, to thrive competitively. The focus around creating a skilled workforce for logistics and supply chain, and further churning logistics professionals through skill development programmes will ensure availability of needed talent and quality manpower. T A Krishnan, CEO and Cofounder, Ecom Express, told YourStory

With the announcement of government's most ambitious BharatNet project to link the entire country through a common optical fibre network, and launching quantum computing scheme with an investment of more than \$1 billion over five years, India will surely showcase its true potential in the technology sector this year. The way technology is sweeping in the common man's day-to-day activities, data has become the new need in today's date.

Sumit Sood, Managing Director, Asia Pacific, GlobalLogic India, told YourStory



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the cold supply chain, specialized warehousing, and digitization, it has become crucial to have a skilled workforce that is well-equipped and efficient. Today, the logistics sector is one of the largest job creators with a large percentage deployed in transportation. A policy that streamlines the training and employment process for logistics, other than transportation, would be of great help.

Goods and Services Tax (GST)

The finance minister has not spoken about GST for the logistics sector. Giving a considerate thought would have helped the sector more. There is no denying that the implementation of GST has helped streamlining several systems but somehow it has impacted badly the leasing of warehouses. Tax subsidies and relaxation in the indirect taxes for warehouse leasing can help boost the growth of 3PL service providers and warehousing operators. The slump in sectors like automobile and real estate have impacted the revenues for warehouses as well, which seek additional support,

subsidy, and tax relaxations so as to continue growing.

Green Initiatives

Road Transportation remains one of the largest contributors to air pollution, especially in urban areas. While freight forwarding across railways and roadways is a more environmentally viable option, these are currently ill-equipped and marred with long journeys and delays. Therefore, the government should think of introducing eco-friendly fuel, which the finance minister completely missed out.

Additionally, setting up of a green supply chain, with sustainable warehousing, use of electric vehicles and recycling of packaging material etc., is yet to become mainstream and cost-effective.

Policy support, through tax relaxations or incentivizing players pushing for greener solutions, will help boost the green SCM, thereby contributing to the environment and attract global players seeking responsible corporate practices for logistics.

What Else the Budget Could Have Talked?

- Fitness certificate for trucks should not be every year but every 3 years for up to 6 years old trucks and after that every 2 years. For new vehicles, it should not be required to be given by RTO and OEM should issue that
- Factory license norms to be easedpost-GST manufacturing footprint needs to change, but procedural delays are impacting the process (CTE, CTO, FLetc).
- Specifically, make multimodal logistics a reality.
- As a logistics service provider, we end up creating/utilizing infrastructure across the country.
 There should be identified geographies, where promoting employment, hiring for skilled/semiskilled manpower is incentivised.
- MLL is working with CII National Council for Logistics and Department of Logistics for issues of standardization in the logistics industry. This standardization process should be taken on priority by the government.

Reaction On Budget 2020:

"Measures such as geo-tag warehouses and establishment of efficient facilities at the block level will be key to ensure zero wastage and optimise resource allocation. We are now excited to witness how the industry makes the most of these initiatives for entrepreneurship and drives innovation to further the spirit of India Vision 2025."

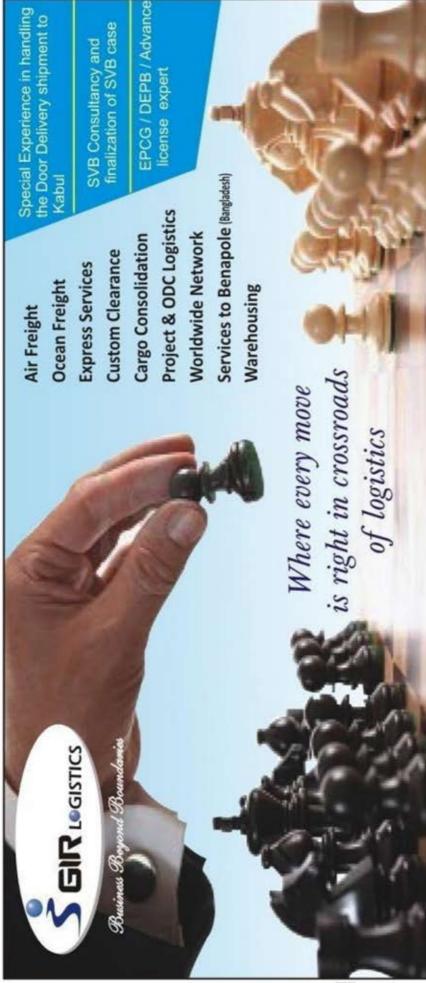
Vartul Jain, SVP and Chief Financial Officer, GreyOrange, told YourStory "We also require cohesive measures towards improving the ease of doing business and strengthening the overall ecosystem. To ease the working capital crunch faced by startups, a lowering of TDS rates on payments to DPIIT registered startups and MSMEs is necessary."

Nakul Saxena, Director - Public Policy, iSPIRT, told YourStory

"With regards to perishable goods, measures for its transportation will help minimise the losses that the industry faces due to lack of it. Seamless national cold supply chain through PPP Model for fast transportation on national and international routes will help companies to reach more markets — domestic as well as international — where one can be assured of the freshness of the products."

Musthafa P.C., Co-founder and CEO, iD Fresh Food, told The Hindu

X ·



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Scrappage Policy To Hit The Floors Soon!

he long-anticipated scrappage policy is set to get the cabinet's approval as soon as March 2020. The proposed policy that has been in works for over six months is seen as an attempt by the government to boost automobile demand, which has been hit by weak consumer demand amid a slowdown in the broader economy. It is also expected to remove old, polluted vehicles off the roads.

On Feb. 4, Finance Minister Nirmala Sitharaman said that several round of inter-ministerial consultation pertaining to the scrappage policy has already been done and it is close to finalization. "I have cleared it from my end," said Gadkari reported Mint. The scrappage policy, thereafter will have to get the Union Cabinet's nod.

Speaking at the Federation of Automobile Dealers Association's (FADA) 11th Auto Expo 2020, Union Minister of Road Transport and Highways, Nitin Gadkari announced, "Our scrappage policy is in its final stage right now and we are awaiting the cabinet's approval," reported NDTV. Sharing the timeline Gadkari added, "The cabinet is likely to approve the policy in next 15 days to a month." This comes as a piece of big news for the automotive industry, which has been waiting for a proper scrappage policy for almost three vears now.

Now, the government has been

mulling over the plan to not allow reregistration old vehicles that are more than 15-years old, which means they cannot ply on the roads. But that also raised the question as to what will happen to these old vehicles? And a proper and effective scrappage policy was the answer to that. The Society of India Automobile Manufacturers (SIAM) had asked the government to come up with an incentive-based scrappage policy. SIAM said that a proper scrappage policy will ensure the withdrawal of old and polluting vehicles from the road along with giving a flip to the sales of new vehicles which are comparatively ecofriendly and safer.

The policy is expected to help the automobile industry as it will reduce the need to import of raw materials such as copper and aluminum, which can be extracted from scrap, the minister said.

Separately, the road ministry issued draft guidelines in October to set up vehicle scrapping centres in the country, to protect the environment and promote a legally-backed dismantling and scrapping industry. "The final guidelines are being vetted by the law ministry," a senior government official told Mint.

Satyakam Arya, MD and CEO of Daimler India Commercial Vehicles had earlier mentioned that scrappage policy plays an important role in not just pollution control by automobiles, but also help the industry in this economic slowdown.

Gadkari also talked about the idea of using the upcoming scrapping facility for not just Indian vehicles, but also old scrapped vehicles from other countries. The Union Minister said that the Kandla port in the Kutch District of Gujarat, where they have built an 80-metre draft, could be used for this purpose. This would help both the automotive and other industries in India to recover important metals and reduce manufacturing and import cost. A lot of Indian OEMs has come forward with the plan to set up scrappage facilities in the country. Home-grown utility vehicle and electric vehicle manufacturer Mahindra has already set up one such centre in India, while Toyota-Suzuki has announced their intent to open a similar facility in Gujarat soon.

In August, the finance minister had announced several steps for the automobile sector, including a scrappage policy for automobiles, aimed at increasing production and capacity utilization.

The minister further said that the government has been trying to push clean, alternative fuels such as ethanol, methanol as well as bio diesel, as one of its ways to reduce pollution.

Further he said that a Cabinet note has

Further, he said that a Cabinet note has been floated to introduce 15% blending of methanol into petrol and diesel, move when implemented, will reduce import bill of fuel as well lower vehicular pollution.

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 April 2020.

X





PRIDE of INDIA -DRS GROUP

Sri Davanand Agarwal is the founder of the brand Agarwal Packers and Movers - DRS Group, since the year 1984. Initially, for a few years, his two younger brothers were with him in the business, but later

He is the Chairman of DRS Group and leader / mentor and a successful

businessman who made

his entry into transport business in the mid

1980's with a single

truck and went on to

build a big business empire. Prior to setting

up his own company,

Sri. Agarwal worked

with ETO. The group is

parted ways.



Shri Dayanand Agarwal Chairman - DRS GROUP

into transportation of goods, warehousing and the education field.

In the year 1988, he conceived the idea of Packing and shifting of household goods with focus on Defence and Banking sector officials, who were subject to frequent transfers. The service was well received to the extent that Agarwal Packers and Movers (DRS Group) has become one of the brands, synonymous with household relocation today.

DRS group ventured into Education field and established DRS International School in Hyderabad in the year 2003. In pursuance of this vision of Dayanandji, to expand the education opportunities to other places across the country, DRS set up MDN Edify Education Pvt Ltd in the year 2009 , which has franchised world class K-12 Schools and Preschools under the brand Edify Schools / Edify Kids.

For the past 25 years, Mr. Anjani Kumar Agarwal and Mr. Sanjay Agarwal, both sons of Sri Dayanand Agarwal together with their father have been instrumental in taking the group business to commendable heights and also in the successful diversification of the group into warehousing and education fields.

The philosophy of Mr D.N. Agarwal is: "Work is LifeLife is Work"



Sanjay Agarwal, Dayanand Agarwal, Anjani Kr Agarwal

Some of their innovative designs have earned accolades (1) CHAPP Van: (see end of page). This unique custom designed composite container is used in shifting of entire

household goods, i.e., Car, Household goods, Artefacts, Plants and Pets, all in one. It is a door to door service appreciated and well received by the customers. This innovative vehicle has also entered the Limca Book of Records and World Book of Records.





A Double Decker Van With Interior

(2) Double Decker vehicles (DDV): Yet another innovation from Agarwal Packers and Movers (DRS Group) for additional safety in the movement of electronic and fragile goods. Double Decker Vehicles are provided with a horizontal partition inside the container to protect the goods placed at the bottom from damage by the weight of the goods stacked over it. This vehicle is also provided with a fixed steel box for loading LCD TV. This new design DDV ensures that goods are not damaged due to jerks, jumps and number of layers, during transit.



A Chapp Van





Our business consists of transportation of different types of goods and transport related allied activities.

- (1) Agarwal Packers and Movers (DRS Group): This is one of the brands strongly entrenched with relocation business in the country. They have introduced several innovations in packing of the goods over the years.
- (2) DRS Dilip Roadlines Ltd (DRS) The Company is also into transportation of bulk goods—Finished goods and raw materials for several corporates and MNCs, in company owned closed container trucks. It is a continuous process and executed mainly under a transportation agreement with the customers.
- (3) DRS ODC Movement: We also have our own fleet of trailer vehicles for transporting certain special type of goods—Over Dimensional Consignments (ODC).
- (4) Agarwal Packers and Movers (DRS Group) Worldwide shifting: The Company is also into packing and shifting of goods overseas with tie- ups with around 150 agents spread over 90 countries worldwide. We make around 500 international packing/movements annually worldwide and approximately around 300 movements from other parts of the world to India.



(5) DRS Warehousing: The DRS group has also diversified into warehousing with around 1.5 million sq.ft. space in Hyderabad, Telangana State. It is one of the biggest warehouse facilities in South India/the country.

They conduct operations through a wide network of branches and hubs located across the country. They have around 60 branches and approximately 2000 dedicated staff who are driving the company.

(6) School Education: DRS is today a Rs. 400 crores annual turnover group, operating since the

past 30 years mainly into household relocation and transportation of goods. The group has diversified into warehousing and Education sector.

The company has a fleet of around 650 vehicles of different capacities to meet the different requirements of business.



Agarwals With Vishwanathan Anand

They give a strong indication as an ambitious group having roped in multiple times International chess champion Viswanathan Anand as their Brand Ambassador.



PRIDE OF INDIA – DRS GROUP

(1) How long have you been in operation?

Our company, Agarwal Packers and Movers (DRS Group), has been in operation for over three decades, since 1984.

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

Our business model consists of transportation of different types of goods and transport related allied activities. The business is conducted through a network of around 60 branches and a workforce of around 2000 team members.

(3) Could you list a few Vital Statistics details, in the format below:

	VITAL	STATIS	TICS	
Name of Compan	y: AGARWAL	PACKERS :	and MOVERS	(DRS GROUP)
No. Years In Operation	Last Turnover	Owned Vehicles	No. Of Branches	Manpower
36 Years	400	650	60	2000

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

Our company's strength is: (1) Own fleet of vehicles, 2) Wide network of branches.

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

Technology is already playing a vital role in the Indian logistics industry like Online tracking of the vehicles, getting vehicle details on Vahan portal etc.

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

Our company has:

Online vehicle tracking facility; An App for use by clients through internet and GPS. Our ERP helps to provide real time information to the clients and our team. We at DRS develop our own software / improve technology almost every day.

(7) What certifications / accreditations do you hold? Our company is:-

- ISO 9001:2015 certified
- In the Approved list of transporters of Indian Banks' Assn. (IBA)
- Member of International Association of Movers (IAM)

(8) Who are your present clients?

Some of our major clients are Tyre manufacturers, MNCs

and host of individual/retail customers, PSUs, FMCGs and Project executors.

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

Some of the special services offered by our company and appreciated by our customers and others are:

- (1) CHAPP Van:- This award winning unique custom designed composite container is used in shifting of entire household goods, i.e., Car, Household goods, Artefacts, Plants and Pets, all in one.
- (2) Double Decker vehicles (DDV):- This vehicle is also provided with a fixed steel box for loading LCD TV. This new design DDV ensures that goods are not damaged due to jerks, jumps and number of layers, during transit.
- (3) Online tracking of vehicles:- Through this facility the customer as well as our team can track the movement of the vehicle and it helps them to know the tentative time of the vehicle reaching the destination

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

Our company is under RCM in GST. However, we strongly believe and appeal to the GST Council to bring Diesel under GST regime.

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

With signs of improvement in the manufacturing industry, we are hopeful of significant growth in our transport business in the coming year. Of course, we are confident our household shifting business—brand" Agarwal Packers and Movers (DRS Group)" shall continue to grow, as in the past.

We also plan to enter the International market for movement of household goods.

(12) Is Product / Business diversification being considered in your Organization?

We have diversified into warehousing business a couple of years back. Presently, we have more than 1.5 million sq. ft. warehouse space at a single site in Hyderabad.

With an intention to provide better education to children, DRS International School in Hyderabad was established in the year 2002. DRS next set up MDN Edify Education Pvt. Ltd in the year 2009, which has franchised world class K-12 schools and Pre-schools under the brand Edify Schools / Edify Kids. Today, we have successfully set up 58 K-12 schools and 125 Pre-schools in different parts of the country.

(13) Are you working on a Succession plan for



the next generation?

These are long term plans which will take time to crystallize.

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

Transport industry is a great and strong industry and plays a vital role in the economic growth of the country, with great employment potential.

Gradually, IT companies / new technologies are making inroads into the transport industry.

Youngsters planning to join and grow in transport industry should focus largely on Innovation and application of technology in the business.

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

CSR activities in our company are routed through D N Welfare Trust, an in-house organisation, with company directors and all staff members forming a part of the trust.

As a part of our CSR activities, presently, we are extending the following benefits to 500 families of the staff members:

- (1) Education subsidy from KG to 12th Class and also for professional courses.
- Reimbursement of medical expenses including hospitalisation charges to staff, their children and parents.
- (3) Providing "Shagun" amount on the occasion of

marriage of self and/or children of all staff members

(4) In the unfortunate incident of death, providing financial support to the legal heir of the deceased staff.



Mr. AK Agarwal receiving the AITWA PRIDE OF INDIA Award

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

- · Has entered the Limca Book of Records for Innovation of CHAPP van
- · Certificate of Honour by World Book of Records for Innovative van design
 - Pride of India Award -2019 by AITWA
 - TAA VIRTUOSO Award for Best Packer-2019

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

in getting the issues of the transporters resolved through various government departments and agencies, to the satisfaction of transporters and we are sure it will continue to be a great facilitator in the industry for years to come.

AITWA has been playing a credible role Vinod Kaul 1133 Mobile: 9711875283 Dayanand Ji With Sri Mohd Ali , Dy CM, Govt Of Telangana, On The occasion Of Launch Of DRS - CHAPP Van

e-mail: v4kaul@gmail.com

GST New Returns Mechanism: Coming Soon



CS Payal Kataria
M.COM, FCS GST Consultant
payal6india@gmail.com

GST is wonderful concept adopted by approximately 160 countries in the world. India launched and rang GST bell on 1st July 2017. Policy makers developed mechanism of return filing through system and process of GSTR 1, 1A, 2, 2A and 3 which sustained only for one month and later this systematic chain of return filing was broken and all taxpayers were permitted to file only GSTR 1 and 3B.

This broken chain instead created problems both for tax payers and Government. Fake Invoicing, wrong availment of ITC (Input Tax Credit) matters increased. Tax payers find difficulty in reconciliation. To mitigate this problem, 27th GST Council meeting approved principles for filing of new return design based on the recommendations of the Group of Ministers on IT simplification.



Since then efforts have been done to design new Returns on the Principle, **Keep it Simple**. New Return filing mechanism is proposed to be implemented we f 1st April 2020. New Return Trial is available on www.gst.gov.in. CBIC organised a nationwide "GST stakeholder feedback divas" on new GST return across all GST offices upto Divisions on 7th December, 2019.

Wonderful Concept of GST requires wonderful mechanism of Return Filing. It seems New return filing system will do wonders and provide solution to various problems. One of the unique feature of New Return Filing system is, Invoice details can be uploaded continuously by supplier and can be viewed by recipient on real time basis.

It is based on "Upload" → "Lock" → "Pay" process
It's time to start Vendor Management and take the benefit

of GST Return filing process to secure and manage payments, tax collection and Input Tax Credit.

Let's understand returns under New system. There are Three types of Returns:

· Sahaj · Sugam · Normal

Sahaj Features:

Applicable where aggregate Turnover is up to INR 5 Cr.
It is a quarterly return • Taxpayer can declare outward supply under B2C category and inward supplies attracting reverse charge only. • Such taxpayers cannot make supplies through e-commerce operators on which tax is required to be collected under section 52. • Such tax payers shall not take credit on missing invoices and shall not be allowed to make any other type of inward or outward supplies. Such taxpayers may make Nil rated, exempted or Non-GST supplies which need not be declared in the said return. • Auto-populated ITC as uploaded by supplier

Forms Filed under Sahaj

Form ANX-1	Outward Supplies B2C Inward Supplies Attracting RCM 10th of subsequent month ANX1A for amendments
Form ANX-2	Inward Supplies Auto populated 18th of subsequent month
Form RET-2 Sahaj	Quarterly Return 25th of subsequent month Max Auto populated RET 2A for amendments
Form PMT-08 Monthly	Monthly payment of tax To be paid on 20th of succeeding month to which the liability pertains

Amendment in Sahaj

Government experienced the importance of amendment in Returns, therefore provide facility to amend ANX 1 and RET2 through Form ANX-1A and RET-2A respectively.



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SugamFeatures

- Applicable where aggregate Turnover is up to INR 5 Cr
- It is a quarterly return Taxpayer can declare outward supply under B2C and B2B category and inward supplies attracting reverse charge only. Such taxpayers cannot make supplies through e-commerce operators on which tax is required to be collected under section 52. Such tax payers shall not take credit on missing invoices and shall not be allowed to make any other type of inward or outward supplies. Such taxpayers may make Nil rated, exempted or Non-GST supplies which need not be declared in said return. Auto-populated ITC as uploaded by supplier.

Forms Filed under Sugam

Form ANX-1	Outward Supplies B2C Outward Supplies B2B Inward Supplies Attracting RCM 10th of subsequent month Form ANX 1A for amendments	
Form ANX-2	Inward Supplies Auto populated 18th of subsequent month	
Form RET-3 Sugam	Quarterly Return 25th of subsequent month Max Auto populated ANX 3A for amendments	
Form PMT-08 Monthly	Monthly payment of tax To be paid on 20th of succeeding month to which the liability pertainst	

Amendment in Sugam

To make amendment in Sugam, facility to amend ANX 1 and RET 3 is provided through Form ANX-1A and RET-3A respectively.

Sahaj & Sugam Key Points

- Interest and late fee to the extent of late filing of return, making late payment of taxes, uploading preceding tax periods' invoices shall be computed by the system. Other interest due to reversals etc. shall be entered by the taxpayer on self-assessment basis.
- Payment of tax on account of supplies attracting reverse charge, interest, late fee, penalty and others shall be made in cash only.
- Details of documents uploaded by the supplier will be shown to the concerned recipient on near real time basis.

Form PMT-08 Key Points

- Taxpayers opting to file the return on quarterly basis have to make payment on monthly basis on the supplies made during the month.
- · Only eligible ITC shall be claimed through this FORM.
- Payment of the self-assessed liabilities shall be made by 20th of the month succeeding the month to which the liability pertains.

Normal Features

- · Turnover exceeding INR 5 Crore: Monthly Normal
- Turnover below INR 5 Crore: there is option either to adopt Monthly (Normal) or Quarterly (Normal)
- Taxpayers opting to file monthly or Quarterly (Normal) return shall be able to declare all types of outward supplies, inward supplies and take credit on missing invoices
- All suppliers with annual aggregate turnover of more than INR 5 crore and that in relation to exports, imports and SEZ supplies will upload HSN level data. HSN code shall be reported at least at six-digit level for goods and at least at six-digit level for services. Other taxpayers (turnover upto INR 5 crore) shall have an optional facility to report HSN code in the relevant table or leave it blank
- Place of supply shall have to be reported mandatorily for all supplies
- Mandatory bifurcation of ITC capital and input goods & services in RET

Forms Filed under Normal

Form ANX-1	All type of Supplies 10th of subsequent month	
Form ANX-2	Inward Supplies Auto populated 18th of subsequent month	
Form RET-1 Normal	Monthly or Quarterly Return Max Auto populated 20th/25th of subsequent month	
Form PMT-08 Monthly	Monthly payment of tax To be paid on 20th of succeeding month to which the liability pertains	

Amendment in Normal

To make amendment in Normal, facility to amend ANX 1 and RET 1 is provided through Form ANX-1A and RET-1A respectively

Switch Over option

Change in periodicity of return filing allowed only once

 at the time of filing first return for the year • Switch from
 Quarterly (Normal) to Sugam or Sahaj – allowed only once in a year (at beginning of any quarter) • Switch from Sahaj to Sugam or Quarterly (Normal) and from Sugam to Quarterly (Normal) allowed more than once (at beginning of any quarter)

Unique facility to file NIL return through SMS Conclusion:

Indeed, New Return filing mechanism is simple and maximum auto population is provided. Now more discipline is expected from Supplier to upload Invoice on real time bases and from Recipient to accept/ confirm purchases. This system will further help to mitigate Tax evasion. At the launch of new return system, again industry has to show patience and cooperation. To avoid future hassle, start testing and filing New system under trial version which is available on GST Portal.

- X -

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Government To Go Beyond Budget 2020-21 To Improve Economy



inance Minister Nirmala
Sitharaman said that if
required, the government
would take more steps
beyond the announcements
made in the Union Budget 2020-21 to
boost economic activities.

At an interactive session on 'Budget and Beyond' with professionals from asset management, wealth advisory, tax consultancy and other related industries, the minister also said the Budget 2020-21 was a budget where the impact on equity, bond and currency markets was positive.

"If more has to be done beyond the Budget 2020, we are willing to do that," Sitharaman said at the session, reported ET, where the participants made several suggestions to boost economic activities in the country.

The government announced a host of steps in the Union Budget, presented on February 1 in Parliament, to expand the economic activities at a time when the country is faced with demand slowdown due to several reasons.

The country's GDP growth is estimated to slow to an 11-year low of

The country's GDP growth is estimated to slow to an 11-year low of 5% in the current financial year

5% in the current financial year.

During the interactive session, participants made suggestions for increasing consumption, giving more money into the hands of consumers, measures required to boost liquidity and host of suggestions for the capital markets.

Several suggestions were also made on the 'Vivad se Vishwas' scheme to deal with the disputes related to the direct taxes. It was announced in the Budget 2020-21.

Besides, RBI Governor Shaktikanta Das said he does not see any inflationary impact of the Budget Fy21.

"Direct inflationary impact of any budget is the fiscal deficit number, if borrowing goes up. The government has adhered to the principle of fiscal prudence," said Das, reported IANS.

"The deficit numbers for the current year and next year are very much within the parameters of the Fiscal Responsibility and Budget Management (FRBM) committee recommendation. A good part of the government borrowings is budgeted to come from small savings. So I don't see much of inflation impact," Das said after the customary Budget briefing meeting by Finance Minister Nirmala Sitharaman.

The Finance Ministry has used the "escape clause" under the FRBM Act by 0.5 percentage point because of poor revenue from taxes. The RBI is internally reviewing the monetary policy framework, which was adopted in 2015 and set an inflation target of 4 per cent, within a tolerance band of +/-2 per cent, for the country's central bank.

The agreement between the

government and the RBI in February 2015 had set the inflation target for a period of five years till March 2021. But questions have been raised about efficacy in targeting headline inflation instead of core inflation, which is more reflective of demand conditions in the economy.

The 4 per cent target chosen has been debated. Governor Das, while speaking after a meeting of the central board in New Delhi, said these aspects are being reviewed.

"Internally we are reviewing, analysing how the monetary policy framework has worked over the last three-and-a-half years," Das said, responding to a question whether the RBI should start targeting core inflation when the inflation target comes up for review in March 2021.

The Governor said declining crude oil prices will have a positive impact on inflation. "The main spike is coming from food inflation, that is vegetables and protein items. Core inflation has slightly edged up because of revision of telecom tariffs," he added.

On transmission of rate cuts, he said it is steadily improving and should improve more in the coming months.

"Transmission to fresh rupee loans has increased from 49 bps in December MPC meet to 69 bps in February MPC meet. It's a consequence of rate cuts, surplus liquidity which we have ensured in the system and external benchmarking which was brought into operation from October onwards," he added.

The Governor said credit offtake is picking up. "Because of the measures announced by the government and RBI prior to the Budget and after the

BUDGET

The agreement between
the government and the RBI
in February 2015 had set the
inflation target for a period
of five years till March 2021.
But questions have been
raised about efficacy in
targeting headline inflation
instead of core inflation,
which is more reflective of
demand conditions in
the economy

Budget, we hope credit flow to improve in the coming days," Das said.

Further, RBI Governor Shaktikanta Das said that transmission of policy rate is steadily improving. He said, "Impact of the rate cut has not plateaued. Transmission of rate cut has been witnessed in fresh rupee loan by 69 basis points. Transmission of policy rate is steadily improving," reported ANI.

"The Monetary Policy Committee decided to pause because inflation is looking high," he added.

The transmission of the monetary policy describes how changes made by

the Reserve Bank to the cash rate - the 'instrument' of monetary policy - flow through to economic activity and inflation. Changes to the cash rate flow through to other interest rates in the economy.

The RBI governor also exuded confidence that India will be able to achieve its growth target of 6 per cent as projected by the Economic Survey.

"We have given a growth projection of 6 per cent for the next year, which is in line with Economic Survey projection."

The year 2019 was a difficult year for the global economy with world output growth estimated to grow at its slowest pace of 2.9 per cent since the global financial crisis of 2009, declining from a subdued 3.6 per cent in 2018 and 3.8 per cent in 2017.

Uncertainties, although declining, are still elevated due to the protectionist tendencies of China and the United States besides and rising US-Iran geopolitical tensions.

Amid a weak environment for global manufacturing, trade and demand, the Indian economy slowed down with GDP growth moderating to 4.8 per cent in the first half of 2019-20, lower than 6.2 per cent in the second half of 2018-19.

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Government Looking To Get Zojila Tunnel Completed Without Cost Escalation

he strategic Zojila tunnel for all-year connectivity between Leh and Srinagar may undergo some design changes to prevent cost escalation as the government plans to complete the project at the earlier estimated cost of about Rs 6,800 crore, Union minister Nitin Gadkari said.

The tunnel project, stalled for about six years, holds strategic significance as Zojila Pass is situated at an altitude of 11,578 feet on the Srinagar-Kargil-Leh National highway and remains closed during winters due to Ladakh region from Kashmir.

"We are planning to make some design changes that may include doing away with escape tunnel and instead (have) alternative tunnels to cross from one side to the other as it will be my endeavour to prevent cost escalation and build it at the previous estimated cost of Rs 6,800 crore," Road Transport and Highways Minister Gadkari told PTI.

Though the revised project cost estimate of a little over Rs 8,000 crore has been sent to the Cabinet, "we are deliberating on minor design changes to prevent cost escalation," the minister said.

"Besides the escape tunnel, we can do away with vertical shafts not compromising with safety," he said, adding that rebidding for the project was expected in a month or two.

Prime Minister Narendra Modi had in May 2018 laid the foundation stone for the Rs 6,800 crore project, billed as the

Asia's longest bi-directional tunnel, in Jammu and Kashmir.

However, barely months after the foundation, the National Highways and Infrastructure Development Corporation Ltd (NHIDCL) on January 15, 2019 terminated the

However, barely months after the foundation, the National Highways and Infrastructure **Development Corporation** Ltd (NHIDCL) on heavy snowfall, cutting off January 15, 2019 terminated the contract awarded to troubled IL&FS group company IL&FS Transportation after it abandoned the project

> contract awarded to troubled IL&FS group company IL&FS Transportation after it abandoned the project citing financial problems.

citing financial problems

"The project which was earlier constructed on hybrid annuity mode will now be converted into EPC (engineering, procurement and construction) mode," Gadkari said.

The cancellation of the award in January last year was the second time NHIDCL had scrapped the contract for the 14.15-km tunnel project which would cut down the 3.5-hour long drive through the mountainous Zojila Pass to just 15 minutes.

The corporation had earlier cancelled the bid of IRB Infrastructure. IL&FS Transportation in 2017 emerged as the lowest bidder in the rebidding process.

Unveiling a plaque for commencement of work for the tunnel, Modi had said, "Zojila tunnel

is not a mere tunnel but a modern day marvel."

The Cabinet on January 3, 2018 had approved the Zojila tunnel project with Parallel Escape (Egress) tunnel between Baltal and Minamarg on the Srinagar-Leh section of NH-1A at a total cost of Rs 6,800 crore.

The project was expected to be completed in seven years.

On March 1, 2016, the Ministry of Road Transport and Highways had ordered "re-bidding" for the project, which had been awarded to IRB Infrastructure.

The decision was taken at a highlevel meeting, chaired by Gadkari, after Congress leader Digvijay Singh had alleged that guidelines

were violated while awarding the contract.

The original plans of the tunnel included fully transverse ventilation system, uninterrupted power supply (UPS), tunnel emergency lighting, CCTV monitoring, variable message signs (VMS), traffic logging equipment, overheight vehicle detection and tunnel radio system.

Besides, it included pedestrian cross passages at every 250 metres and motorable cross passages and lay-bys at every 750 metres, as well as emergency telephones and firefighting cabinets at every 125 metres.



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Government Invites Players For Electric Lane Of Delhi-Mumbai Expressway



nion minister Nitin Gadkari urged industry players to join hands with the government for the proposed electric lane on ₹1.03 lakh crore Delhi-Mumbai Expressway while promising to provide policy support to serious players.

He said while a stretch of the Delhi-Mumbai Expressway is planned as electric lane, the Delhi-Jaipur part of the 1,320 km expressway will be completed before Diwali.

While addressing a conference on 'Developing a Roadmap for Low Carbon & Sustainable Mobility in India' by FICCI, the road transport and highways minister said, "Indian investors should come forward for investing in electric lane stretch of the Delhi-Mumbai expressway to be built at a cost of ₹1.03 lakh crore within three years," reported PTI.

The minister said the government is ready to provide policy support to serious investors and also appealed them to come forward in the field of alternative fuel including bio-CNG and electric vehicle.

This could cut on India's huge ₹7 lakh crore crude imports, he said.

Stressing on modern transport infrastructure, he said he will also take

Stressing on modern transport infrastructure, he said he will also take up the issue of electric highways during his ensuing visit to Sweden this month

up the issue of electric highways during his ensuing visit to Sweden this month.

The minister also said that electric vehicles have become popular among Indian companies and start-ups, and days were not far-off when India will be a key player in export of electric vehicles.

He also said that water transport was one of the viable mobility solutions and added that metros could be successful in tier 2 and 3 cities.

Besides Delhi-Mumbai Expressway, work has been initiated on six other express highways out of proposed 22 projects, he said.

The entire Delhi Mumbai Express Highway will be completed in the next three years, the minister said, adding that land acquisition for the project has been completed and resulted in savings to the tune of ₹16,000 crore on it being on a new alignment.

"We have saved about ₹16,000 crore on land acquisition front alone as land could be acquired at a cost of ₹80 lakh per hectare for the project," he said, adding that the expressway will unlock new economic opportunities in hinterland districts of Haryana, Rajasthan, Madhya Pradesh and Gujarat.

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Government Focuses On Sustainable Mobility

he future is bright for investors, who are putting their money in sustainable mobility solutions, said Nitin Gadkari, Union minister for road transport and highways. Speaking at an event, Gadkari said that the government is ready to provide policy support to "serious investors" because private funds are needed for implementing large projects.

"I urge industry bodies to find private investors who are serious about investing in sustainable infrastructure projects. I assure you that the government will provide policy support to the investors. These investors should come to me and I will be upfront about those suggestions which can be incorporated and those which cannot be... But we need to have larger participation of private entities," said Gadkari reported CNBC-TV18.

He added that projects like electric mobility, electric expressway have immense potential and those investors who will invest in sustainable mobility solutions will have a "bright future". Gadkari also reiterated that there is no need for the government to set a deadline for transition to electric mobility as once these vehicles enter the market, it will automatically present a more economic case for the customer.

"I launched electric two-wheelers recently. 10,000 electric buses will come this year. Electric vehicles have become popular among Indian vehicle manufacturing companies and startups. Startups are doing research in this field."

"An electric vehicle which will run for Rs 1,000 and have no maintenance cost will be more economical than a petrol vehicle which will mean expenses to the tune of Rs 5,000-6,000 per month," Gadkari added.

Gadkari, who was also the Union shipping minister in the first term of the Modi government, said that public transport on electricity and water transport are the two most viable mobility solutions.

"Departments should not work in silos. There should be synergy and coordination. I see a great case of better mutual support between railways and metro. Broad gauge rail network can be used for metro services as well. I have spearheaded the efforts to implement it in Nagpur," Gadkari said.

He also said that metro model is successful only in some tier-1 cities and not in tier-2 and 3 cities as the charges are not as per the buying capacity of Indians.

"Metros in Tier-2,3 cities not that successful as charge is higher... Buying capacity of Indians should be kept in mind while setting service charge," Gadkari said.

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Indian Auto Industry Leapfrog To BSVI In Record Time

Four years ago, a tweet by Minister of Road Transport and Highways Nitin Gadkari had set the cat among the pigeons in India's automobile industry. "My colleagues — Prakash Javadekar, Anant Geete, Dharmendra

Pradhan — and I have taken the unanimous decision to leapfrog from Bharat Stage (BS)-IV to BS-VI directly from April 1, 2020," read the post.

Four years since, a lot has changed. Automakers in India have nearly completed the onerous task Gadkari had chalked up.

In his address to industry leaders at the AutoExpo in Greater

Noida, Gadkari, who has often pulled up automakers for showing resistance in complying with the government's regulations on emission and sustainable mobility solution, was all praise for the industry. "I would like to thank the industry for its efforts in leapfrogging to BSVI in record time. I was tough on you. Many of you had reservations. But all of you cooperated. I can see you are about to succeed in a very challenging mission," said the minister reported Business Standard.

Amid a dawdling economy that has put India's auto sales in reverse gear, automakers are ready to take the leap from April 1 and transition to the strict emission regime.

Over the past four years, automakers

and their suppliers have made a combined investment of more than Rs 10,000 crore in the switchover. The switchover is set to increase prices of automobiles across all segments and mount further pressure on the already slothful sales.



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Shahrukh Khan at the unveiling of the new Creta by Hyundai Motors | Photo: Sanjay K SharmaShahrukh Khan at the unveiling of the new Creta by Hyundai Motors | Photo: Sanjay K Sharma

Gadkari said the government is fully

cognizant of the industry's contribution in India's manufacturing growth and the fact it's the biggest employment generator. He said electric vehicles (EVs) have strong growth potential. "I am confident that in times to come, India's automobile industry will be the No. 1 exporter and manufacturer of EVs," he said.

The confidence reposed in the industry was in stark contrast to his remarks in September 2017. "Switch to clean vehicles or get bulldozed," he had warned the industry.

His comments on Thursday come against the backdrop of the Centre's consistent policy push for EVs. After initial resistance, two-wheeler makers and passenger vehicle makers are firming up plans and ready to launch EVs — many of which are on display at the Expo.

Updating on the scrappage policy, Gadkari said, "I have cleared it," adding it will be a blessing for the industry, as all the copper and aluminium imported can be substituted by smelting the scrap.

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"Ambition is the path to success, Persistence is the vehicle you arrive in" - Bill Bradley



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Auto Expo 2020:

70 Launches, 6.08 Lakh Visitors



ndia's flagship motor show
Auto Expo ended on Feb. 12
after witnessing over 70
product launches and unveils,
recording a total of 6.08 lakh
visitors over eight days. This edition of
the Auto Expo witnessed over 352
product displays from 108 exhibitors,
including eight global premiers, over
70 launches and unveils, said the
Society of Indian Automobile
Manufacturers reported PTI.

Tata Motors unveiled the new Winger and the new Tata Prima 5530.S Facelift. The Tata Prima facelift comes with a power-packed drivetrain of ISBe 6.7L, 300HP, BS-VI engine and G1150 gearbox, known for its robust durability and reliability. It is designed to deliver high performance, fuel efficiency and better TCO.

In the commercial electric vehicle space, Tata Motors displayed the Tata 4/12m Low Floor Entry Electric Busthe first fully electric drivetrain. It is a state-of-the-art solution for urban transport requirements. The Tata Ultra

T.7 Electric was also on display, as India's first-ever intermediate commercial electric truck. The Tata Ultra T.7 Electric is designed to foster agile goods movement across all businesses, making it the best fit for city transportation.

Commenting on the launch, Tata Sons Group Chairman, N Chandrasekaran said,"The theme of our pavilion is a thoughtful representation of what India needs, how Tata Motors can contribute, and how we as the Tata Group are taking the lead in providing a transformative ecosystem solution in India. We are proud to offer one of the largest range of BS-VI portfolios and this shows our commitment towards a clean and green environment. Tata Group has taken lead in driving the Government's vision of electrifying India and building a comprehensive and sustainable ecosystem, by leveraging the Group's rich experience and diversified competencies. The recently launched Tata uniEVerse is a holistic approach addressing all aspects of e-mobility solutions, from infrastructure to charging network and phase-wise manufacturing plan, to provide our consumers with a future-ready sustainable and efficient e-mobility environment," reported News 18.

Guenter Butschek, CEO and MD, Tata Motors Ltd., said: "We're super excited to showcase our new and upgraded products across passenger, electric and commercial vehicles as they are not only BS-VI ready, but they go beyond in terms of value, technology, features, experience, to meet the mobility aspirations of our customers. Each product at the Tata Motors pavilion is a careful, practical and emotional work of art designed to provide more delight to its customers".

Keeping in pace with the trend for ecofriendly vehicles, the expo also saw launch of 35 electric vehicles, while 15 concepts were showcased.

New participants included Chinese players such as Great Wall Motors and Haima Automobile along with Olectra.

The expo, however, missed the likes of Toyota, Honda, BMW, Audi and twowheeler majors Hero MotoCorp, Bajaj Auto and TVS Motor Co, which had stayed away from the show.

The biennial motor show had kicked off on February 5 at India Expo Mart here under the shadow of coronavirus outbreak as officials of Chinese participants stayed away from pavilions, on a day when China's Great Wall Motor announced an investment of USD 1 billion to tap into the country's auto market.

Reflecting on the experience of the latest edition of the expo, SIAM President Rajan Wadhera said, "Auto shows globally have evolved and transformed from being mere static displays to providing a unique and enriching experience for every segment of the society at large. Auto Expo- The Motor Show 2020 saw a great response with an overall footfall of 6.08 lakh, enabling them to Explore The World Of Mobility."

Keeping in tune with the changing landscape of the automotive industry globally which has also been reflected in India, major manufacturers such as Maruti Suzuki India, Hyundai, Tata Motors, Mahindra & Mahindra, Renault, Mercedes-Benz, Voklswagen and Skoda along with new entrants such as Kia and Hector showcased their range of electric vehicles, concepts and upcoming SUVs during the expo.

Like the previous editions, this year witnessed many celebrities who were part of the grand Auto Expo canvas. Some of the names include Shah Rukh Khan, Huma Qureshi, Gul Panag, Narian Karthikeyan, Daler Mehndi, Angad Bedi, Nafisa Ali, Designer Gauri & Nainika, Kusha Kapila, Rahul Singh, Soha Ali Khan and Kat Kristian.

SIAM Director General Rajesh Menon said the expo "saw an excellent showcase of clean vehicles, safe vehicles, connected vehicles, electric and fuel cell vehicles and futuristic concepts".

The auto expo is organised by SIAM with support from the Automotive Component Manufacturers Association of India (ACMA) and the Confederation of Indian Industry (CII).

Amidst unveiling of new concepts and vehicles at the just concluded Auto Expo, a Tyre Safety Zone set up by Automotive Tyre Manufacturers' Association (ATMA) made its presence felt amongst visitors to Asia's biggest motor show,.

Set up on the theme "Play your PARRT, Be Tyre Smart", the tyre safety zone engaged the audience in gripping games woven around the theme of Tyre safety.

PARRT is an acronym for Pressure, Alignment, Repair, Rotation and Tread. Sensitizing motorists on these five points is central to all tyre safety drives, states ATMA. Indian Tyre Technical Advisory Committee (ITTAC) the technical wing of ATMA led the initiative.

"ATMA has been spreading tyre safety for quite some time through tyre clinics and direct interface with motorists. This time, we integrated the concept of tyre safety with few entertaining games and animated quizzes so as to spread the message in an entertaining format especially relevant for the youth," said V K Misra, Chairman ITTAC, reported

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Be it Basketball, Carom or Dice, games were customized to sensitise visitors on five aspects of tyre safety. An animated tyre quiz on a large screen was another attraction that drew visitors in large numbers.

"The added advantage for creating awareness at Auto Expo is the fact that visitors are mentally receptive to learn more about cars, new automotive concepts and technologies. Tyre safety fits naturally in that mind space," said Rajiv Budhraja, Director General ATMA.

Significantly, a delegation from The Japan Automobile Tyre Manufacturers Association (JATMA) led by Kenji Kurata, Executive Director, JATMA visited the Tyre Safety Zone set up by ATMA/ITTAC at the Auto Expo and took a keen interest in the tyre safety activities being undertaken.

ATMA has been mandated by Ministry of Road Transport and Highways (MoRTH) for creating awareness on tyres to serve the larger purpose of road safety in India. In collaboration with MoRTH, ATMA has developed posters to spread awareness on the hazards of worn-out tyres and the need to check Tread Wear Indicators (TWI). TWI are present in tyres as a visual indicator of the degree of tyre tread wear.

Worn out tyres require a longer distance to stop which could lead to accidents.

ATMA members which have been participating in Tyre Safety campaigns include Apollo Tyres, Birla Tyres, Bridgestone India, CEAT, Continental India, Goodyear India, JK Tyre & Industries, Michelin, MRF, TVS Tyres and Yokohama.

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"Instead of letting your hardships and failures discourage or exhaust you, let them inspire you" - Michelle Obama

Eicher Trucks & Buses Comes Up With New 3s Dealership In Bengaluru

icher Trucks & Buses, as part of VE Commercial Vehicles Limited has inaugurated its new 3S (Sales, Service & Spares) dealership facility in Bengaluru, Karnataka.

According to the company, the dealership is located in the Nelamangala area on the Pune-Bengaluru National Highway which adds significant value to Eicher trucks and buses plying on the route.

The dealership has also opened two Eicher select sales outlets, located on Langford road and Mysore road.

Vinod Aggarwal, MD and CEO, VE Commercial Vehicles said, "The region offers best-in-class infrastructure development, strong rural economy and a high potential for e-commerce and last mile delivery segments making it a perfect location for a 3S facility. Being an IT and industrial hub, the region also presents with a huge opportunity for staff transportation, which will further help Eicher to expand its bus portfolio," reported ET Auto.

With this facility, Eicher now has 27 dealerships in Karnataka, including 14 3S facilities in the state and 9 dealerships in and around Bengaluru, informed the company in a release.

Aggarwal added, "Eicher Trucks and Buses offers innovative and customized service solutions to meet specific customer needs. Our warranty offerings are among the best in the industry, where customers can opt for extended warranty programs. Apart from on-site services, we offer additional after sales programs like "Eicher Freedom" – annual maintenance contracts and "Eicher Promise" – to put the vehicle back on road in promised time, for superior uptime and a higher level of productivity."

"These programs are in line with our "Pro Customer" philosophy where we strive to ensure maximum profitability and prosperity for them. With our vision to lead the modernization of the Indian trucking industry, we are taking our partners, customers and the Indian trucking ecosystem to a whole new level with our Lifetime Support Solutions," he further stated.

Ashok Leyland: Q3 Net Profit Plunges 87% at Rs 57 Crore

induja Group flagship Ashok Leyland on Wednesday reported a 86.68 per cent decline in its consolidated net profit to Rs 57.11 crore for the third quarter ended December 31, 2019.

The company had posted a consolidated net profit of Rs 428.76 in October-December period 2018-2019, as per a regulatory filing. Its consolidated revenue stood at Rs 5,188.64 for the third quarter, down 30.5 per cent as compared with Rs 7,469.64 crore in the year ago period.

Commenting on the results Vipin Sondhi, MD & CEO Ashok Leyland Limited said, "The industry continued to witness a decline in volume (39 per cent). Ashok Leyland also witnessed a volume drop in this quarter. Despite this, we have been able to achieve an EBITDA of 5.6 per cent," reported ET Auto.

He further said the company has been seeding heavy duty BS VI vehicles in the market, well before the April 2020 deadline. Along with the rollout of the BS VI vehicles, he added, the company will also be introducing unique modular business platform that will give customers the flexibility to choose vehicles as per their requirement.

"We have done extensive testing on the innovative i-Gen6 solution, which is a specially designed innovative, intelligent, and indigenous solution that uses Mid-NOx technology. We are confident that with this, we will be providing the best suited solution for Indian conditions," he added.

Gopal Mahadevan, Whole Time Director & Chief Financial Officer, Ashok Leyland Limited said, "We continue our productivity and cost reduction programs started earlier in the year. These initiatives have helped us achieve a sizeable reduction in costs. We are also focusing on cash flows and conserving resources for future growth initiatives".

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Innoviz Partners With China's Shaanxi For Autonomous Trucks

SoftBank-backed Innoviz Technologies, which makes sensors for self-driving vehicles, said it had partnered with China's Shaanxi Heavy Duty Automobile Co to deploy 600 autonomous trucks at one of the biggest ports in China, reported Reuters.

The company's remote sensing technology, lidar, which uses pulsed laser light as a radar uses radio waves, is seen by experts as a crucial element for self-driving vehicles.

Israel-based Innoviz, backed by tech and auto-parts suppliers Aptiv Plc and Magna International Inc respectively, was founded in 2016. The company had raised \$170 million in a private investment round in June last year.

Innoviz had also forged a deal with BMW in 2018 to supply lidar-equipped cars in 2021.

Nikola Teases With Its New Electric Pickup Truck

ikola Corporation, an Arizona-based EV startup is aiming to challenge the Tesla Cybertruck, with its new electric pickup truck that would be named as Badger. The startup has already teased the upcoming e-pickup truck and claims it can run 965 km on a single charge, reported ET Auto.

However, the Nikola Badger is not a battery-electric vehicle like the Tesla Cybertruck. Instead, the upcoming pickup truck runs on hydrogen fuel cell technology. But, there will be an auxiliary battery pack onboard the Nikola Badger.

The pickup truck can produce 918 PS of peak power and 1,328 Nm of torque output. It can drive up to 482 km on pure electric mode.

It is claimed to be capable of reaching 0-100 kmph in 2.9 seconds. Also, it can operate in both FCEV and BEV modes.

As the company claims, the

electric pickup will be available in limited numbers in 2020 only, starting from September.

Nikola also claims that the upcoming pickup truck is powered by a scaled-down version of the technology that the company has already developed for larger commercial trucks.

In fact, the pickup truck is apparently powered by a scaleddown version of the tech that Nikola developed for its big commercial trucks.

Commenting on the upcioming electric pickup truck, Trevor Milton, Nikola's CEO and founder, said, "Nikola has a billions worth of technology in our semi-truck program, so why not build it into a pickup truck?"

He also said, "I have been working on this pickup program for years and believe the market is now ready for something that can handle a full day's worth of work without running out of energy."

Kubota's X Tractor Runs On Crawlers

Agricultural machinery manufacturer Kubota has developed a driverless tractor that is fully electric. Known as X tractor, it has been designed as part of the company's Agrirobo automated technology program reported ET Auto.

The company has now revealed much of the technical details of the tractor, but it looks like to have been inspired by Mars Rover.

It gets power from lithium-ion battery packs and solar panels installed onboard.

For autonomous driving, the tractor gets a host of sensors, cameras, GPS technology and an artificial intelligencebased guidance system, claims the company. It also says the tractor can monitor weather and growth rate of crops. Apart from that, it can perform tasks like seeding, harvesting and tilling.

Instead of conventional wheels, the X tractor gets four crawlers and there is a Formula One car-like cockpit as well. These crawlers are claimed to be giving the tractor optimum traction.

Kubota also claims the height of the vehicle can be adjusted according to the owner's preference, in order to bring additional stability. While thee is no news about the production of this tractor, but if Kubota starts rolling out this model for the mass market, it could compete with self-driving tractors from Yanmar and CNH Industrial.

- X -





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KEY FACTS

Group Turnover



Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

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AIR CARGO FORUM INDIA- (ACFI) CONFERENCE

"Air Cargo-Digitization to Digitalization" 5th Feb'2020, Hyatt Regency New Delhi

The steps toward digitization & digital transformation of our industry could play a vital role for bringing improvements with the help of Digital India program of government of India.

The digital disruptions are coming forward with the new innovations like Artificial Intelligence (AI). Robotics, Block chain, Data Cloud, Drone Technology is going to transform the air cargo logistics industry and the economic development of the country.

The conference brought together prominent players from the air cargo fraternity, including government, other regulatory officials, major Exporters, Importers, profound industry specialists from Air Cargo Logistics Trade & Industry.

Yash Sharma highlighted the key objectivities, activities, achievements of ACFI, saying that Policy and Advocacy, knowledge & research, process simplification, skill development and Event Management are the pillars of ACFI.

In the international collaboration ACFI is the Affiliate Member of The International Air Cargo Association (TIACA).

ACFI signed MoU with KPMG as its Knowledge partner.

ACFI signed MoU with AASSC to promote skills development for the betterment of the industry by creating a long term mutually rewarding partnership between ACFI and AASSC under National Skills Qualifications Framework (NSQF)

Aims and Objectives of ACFI always striving for the development of country's major airports as Cargo Gateway Airport and promoting them as major international transit cargo hubs.

ACFI claims to have achieved 25-30% success rate out of the total issues raised. The remaining cargo logistics issues are under active consideration of various government authorities already raised & deliberated by ACFI supported by solutions to each issue.

ACFI is committed to make all out efforts to improve the level of ease of doing business in the processing of EXIM trade at the gateway airports of the country for the ultimate growth of air cargo industry and the international trade by air of our country.

In his welcome address President ACFI, Tushar K Jani, said that the growth of Blue Dart came from digitization. The industry needs to understand GST, supply chain inventory management, only then the proper utilization and adaptation of IoT (internet of things), AI (artificial intelligence) and robotics will come into the picture. We urge the ministries to simplify the procedures at different scales and simplify the cost of optimization." He strongly focused on spend money on data science.

Any new system demands on-time delivery for which trade needs to be faster and more reliable. For efficiency and cost reduction in the air cargo industry, Digitalization would play a very important role.

Dr John Joseph, Chairman, Central Board of Indirect Taxes and Customs, stressed upon data privacy and security standards to be high. Single window tool for export import is required. "Freight forwarding industry is the barometer for the Indian economy and it is vital to work together for the national building activity.

Vandana Aggarwal, Economic Advisor, Ministry of Civil Aviation talked about the announcement of Krishi Udaan scheme in the Budget 2020, in which farmers can export their produce internationally

Mr Keshav Chandra, Joint Secretary, (Logistics), Ministry of Commerce & Industry, assured full support of his ministry in adopting the digital transformation to bring fundamental changes in their workings as an enabler of innovation for improving the ease of doing business in the entire cargo supply chain.

Amber Dubey, Joint Secretary (AD), Ministry of Civil Aviation talked about skill development, drones development, Amethi Aviation University. He said, tracking, mapping, traffic management for drones—all are in process.

Tahseen Ahmad Khan, Vice Chair, United Nations Centre for Trade Facilitation and Electronic Business (UN/ CEFACT), said that there is a need to have mutual recognition of documents in the electronic form.

Vineet Vijayavargia, Partner, Boston Consulting Group (BCG), stressed that Speed is the new mantra. There is a need to unlock value of digitalization and take the growth at the next level." Urged on seamless logistics system.

The business session "Digitalisation - Opportunities & Challenges",

Session began with Satish Lakkaraju, Chief Commercial Officer, Agility Logistics Private Limited, the Moderator of the Session.

Kunal Bhatt, Vice President - Cargo

Corporate Services, Qatar Airways. He emphasized to the digital evolution, need for digitalization, and enablers of business digitalization for transparency.

Denny Fikri, President Director, PT Angkasa Pura Kargo, Indonesia, talked about his experience and workings in Indonesia as his company is responsible for serving cargo terminals at 19 airports and the target of the Indonesian government is to have 100 airports operational in the next 15 years.

Anisha Bhardwaj, Twill, A.P. Moller – Maersk talked about Digitalisation – Opportunities & Challenges her company. Ajith Pai, Chief Operating Officer, Delhivery Private Limited talked about that the air cargo industry including the government agencies required to adopt complete digital transformation bringing fundamental changes for improving the ease of doing business in the air cargo industry.

Panel discussion on 'digitization to digitalization-the path'

Yashpal Sharma, Moderator began said that it was indeed quite interactive from the point of view of freight forwarders, airports, customer perspective, witnessed exchanged of talks on data security, drones, digitalization aspects, etc. The following speakers contributed their perspectives in the panel discussion.

Lt. Cdr. John Livingstone (Retd.), Founder CEO & Product Architect, Johnnette Technologies Private Limited and Founder & Executive Director, Indian Institute of Drones

Gurpreet Singh Gill, Regional Head-Supply Chain & Logistics Solutions, Samsung Data Systems India Private Limited

Parvinder Singh, Managing Director, Hans Infomatics Private Limited

Raman Srinivasan, Chief Information Officer, Delhi International Airport Limited

Vineet Malhotra, Director, Kale Logistics Solutions Private Limited

In line with the theme of the ACFI conference, the conference organizing team of ACFI lead by Yashpal Sharma conducting a quiz program twice in a very different manner through an e-tool called 'Kahoot' after the Business Session and Panel Discussion respectively. The live Kahoot was hosted on a large projector screen with the questions and answers through their mobiles and the winners were suitably awarded.

- x



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Eicher Trucks & Buses Strengthens Its Retail Footprint In Karnataka; Inaugurates A New 3s Dealership In Bengaluru

Bengaluru, 13 Feb, 2020: Eicher Trucks & Buses, part of VE Commercial Vehicles Limited. inaugurated its new 3S (Sales, Service & Spares) dealership facility in Bengaluru, Karnataka. The state-ofthe-art facility has been set up in association with M/s Agustya to provide the best in class service support to Eicher customers. Strategically located in Neelamangala area on the Pune-Bengaluru National Highway, the dealership will add significant value to Eicher trucks and buses plying on the route. The dealership also has opened two Eicher Select Sales outlets located on Langford road and Mysore road.

Presently, Eicher has 296 dealerships across the country, which are catering to the customer needs across the truck and bus segment in the 5-55T range. With this dealership, Eicher now has 27 dealerships in Karnataka, including fourteen 3S facilities in the state and 9 dealerships in and around Bengaluru. The dealership inauguration was attended by a large number of customers, financiers and other dignitaries from all over the city.

From a business perspective, Bengaluru's urban and rural activity constitutes over half of the Total Industry Volume (TIV) of Karnataka. Furthermore, expansion of ecommerce and logistics in the area has also boosted sales of light and medium duty trucks. Over the years, Eicher has developed a robust presence in Bengaluru with a market share of over 32% in light and medium duty trucks, 25% in buses and 6% in heavy duty trucks. Eicher is a leader in staff buses in Bengaluru with a strong presence in the State Transport

Corporation (STC) fleet, too.

Commenting on the occasion, Vinod Aggarwal, MD and CEO, VE Commercial Vehicles said, "It is a moment of great pride for us to inaugurate the state-of-the-art facility in Bengaluru, which is going to be a one stop solution for any kind of aftermarket support required by our

and Buses offers innovative and customized service solutions to meet specific customer needs. Our warranty offerings are among the best in the industry, where customers can opt for extended warranty programs. Apart with from on-site services, we offer additional after sales programs like "Eicher Freedom" - annual



customers in that region. The region offers best-in-class infrastructure development, strong rural economy and a high potential for ecommerce and last mile delivery segments making it a perfect location for a 3S facility. Being an IT and industrial hub, the region also presents with a huge opportunity for staff transportation, which will further help Eicher to expand its Bus portfolio."

Further commenting on the aftermarket support solutions to the customers, he added, "Eicher Trucks

maintenance contracts and "Eicher Promise" - to put the vehicle back on road in promised time, for superior uptime and a higher level of productivity. These programs are in line with our "Pro Customer" philosophy where we strive to ensure maximum profitability and prosperity for them. With our vision to lead the modernization of the Indian trucking industry, we are taking our partners, customers and the Indian trucking ecosystem to a whole new level with our Lifetime Support Solutions."







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Okhla	:	F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indi 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	0129-228354
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Gandhinagar	:	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	8	CB/382/11, Indira Market, Ring Road, Naraina, New Delhi - 110028	7995000434	9310657970	
Vishwash Nagar	1	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	1	Shop No. 58, New Kutab Road, Sadar Bazar, Delhi - 110006	9350186138	7995000436	
Sanjay Gandhi	31	BG-316, Sanjay Gandhi TPT Nagar, Near Delhi Dharam Kanta, Delhi - 110042		27832833	45170449
Kundli	1	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	***	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	
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Bawana	:	"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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सुप्रीम कोर्ट ने सुनाया फैसला

वाहन चोरी की लेट जानकारी देने पर कंपनी नहीं कर सकती क्लेम खारिज

वाहन चोरी के मामले में इंश्योरेंस कंपनी और सर्वेयर की भूमिका अहम होती है

 जस्टिस एनवी रमन्ना, आर सुभाप रेड्डी और बीआर गवई की बेंच ने इसे लेकर 2017 में सुप्रीम कोर्ट के फैसले से सहमति जताई

नई दिल्ली, ट्रांसपोर्ट टाइन्स । सुग्रीम कोर्ट ग्राहकों के हक में फैसला सुनाते हुए कहा है कि अगर कार चोरी के बारे में किसी वजह से बीमा कंपनी को सूचना देने में देर हो जाती है तो इस आधार पर वह क्लेम खारिज नहीं कर सकती है। हालांकि पुलिस को इस बारे में समय से सूचित करना होगा। सुग्रीम कोर्ट ने कहा है कि वाहन चोरी के मामले में इंग्योरेंस कंपनी और सर्वेयर की भूमिका स्विमित होती है। इसलिए मामले में अगर पुलिस को सूचना दे दी जाती है और इंग्योरेंस कंपनी को सूचना देने में देरी भी होती है तो ऐसे में कंपनी क्लेम खारिज नहीं कर सकती।



2017 के फैसले पर सहस्रात जीवर प्रवर्ध प्रमान, आर मुनाप रेड्डी और बीआर एवर्ड को बीच ने इसे लेकर 2017 में सूपीय कोर्ट के पैताले से सहस्रात जातई। तब सूपीय कोर्ट ने कहा था कि गाड़ी चोसी की जानकारी देने में अधर देशे हो जाने को आधार अनकार बीसा कंपनी क्लेम देने से मना कर देती है तो यह करफी अधिक कमनीकी पहलू हो जाएगा। कमर्शियल व्हीकल्स पैकेज पॉलिसी...

सप्रीम कोर्ट का कहना है कि चोरी की ऐसी वारदातों के बाद लोग अक्सर परेशान हो जाते हैं। वे पुलिस को तो सूचना दे देते हैं। लेकिन, यही जानकारी इंश्योरेंस कंपनी को देना भूल जाते हैं। हालांकि, कंपनी ने दावा किया था कि कमर्शियल वरीकरूम पैकेज पॉलिमी के स्टैंडर्ड फॉर्म में उसने साफ बताया है कि वाहन चोरी के मामले में इसकी सूचना तुरंत कंपनी को दी जानी चाहिए। अगर ऐसा नहीं किया जाता है तो कंपनी बलेम को खारिज कर सकती है।

पटना हाईकोर्ट का फरमान

ट्रक ओवरलोडिंग चेक करने का अधिकार पुलिस को नहीं

 कोर्ट ने कहा कि मोटरयान कानून की धारा 114 के तहत ओवरलोडिंग की जांच का काम परिवहन विभाग का है

पटना, ट्रांसपोर्ट टाइस्स। पटना हाईकोर्ट ने बिहार स्टेट ट्रक ऑनर एसोसिएशन की ओर से दायर लोकडित याचिका पर सुनवाई के बाद अपने आदेश में कहा है कि ट्रकों की ओवरलोडिंग चेक करने का अधिकार पुलिस को नहीं है। कोर्ट ने कहा कि मोटरवान कानून की धारा 114 के तहत ओवरलोडिंग की जांच का काम परिवहन विभाग का है। कोर्ट ने मामले को निश्मादित कर दिया।

मुख्य न्यायाधीश न्यावमूर्ति संजय करोल तथा न्यायमूर्ति मोहित कुमार शाह की खंडपीठ ने मामले की सुनवाई की। सुनवाई के दौरान अधियका सुजीत कुमार सिंह ने कोर्ट को बताया कि राज्य में टुकों की ओवरलोडिंग की जांच का काम पुलिस करती है, जबकि मोटरवान कानून की धारा 114 के तहत ओवरलोडिंग की जांच परिवहन विधाग को करना है। हालांकि



हकीकत यह है कि राज्य के किसी भी भाग में परिवहन विभाग ओवरलोडिंग की जांच नहीं करता है। उनका कहना था कि पुलिस द्वारा ओवरलोडिंग जांच किए जाने का विरोध करने पर पुलिस वाले ट्रक छुड़वरों से मारपीट भी करते हैं। कभी-कभी तो गलत केस में भी फंसा देते हैं। यही नहीं ट्रक को कई माह तक थाने में रखे रहते हैं। उन्होंने कोर्ट को बताया कि ट्रक जब्त करने का कोई कागज नहीं देते हैं। पढ़े-लिखे ट्रक मालिक व छुड़वर जब पुलिसिया कार्रवाई का विरोध करते हैं तब पुलिस ट्रक में दारू दिखा कार्रवाई कर देती है।

Vehicle Scrappage Policy to be Implemented In India Soon

nion Minister for Road Transport and Highways, Nitin Gadkari, has announced that the vehicle scrappage policy for India could be implemented within a month's time. The policy has received clearances from his end, only a nod from the cabinet remains for it to be implemented. This comes after an expected announcement during the 2020 Budget didn't materialise.

This policy is expected to urge car owners to replace older cars. This will have a two-pronged effect, stir demand in the automobile sector and reduction of pollution, given that there will be fewer less efficient cars on the road. This proposal was first put forth around the middle to 2019, but Gadkari assures that the policy is finally close to being implemented. The draft guidelines suggest that re-registration fees for cars older than 15 years be heavily increased. The end-of-life vehicles will also include those that are damaged heavily or are not properly registered. The guidelines also called for the setting up of environment-friendly scrappage facilities so as to properly process the discarded vehicles.

The scrappage policy couldn't come sooner for the Indian auto industry. The sector has been facing a heavy downturn over the last year and this development could bring some relief. Well-thought-out scrappage policies have been implemented the world over which have resulted in rejuvenating demand in vehicles. A policy such as this can also be a huge leg up for EVs in our country, given that owners could be incentivised to replace their older vehicles with EVs.



वाणिज्यिक वाहन बिक्री में सुधार की उम्मीद

बट से वाणिजिक पाहन (सीवी) विश्वी में सुधार आएसा। अर्जेश्वरस्था पर दबाव बरकरार रहने की वजह से यह विश्वी कमजोर बनी हुई है। उद्योग के प्रतिनिधयों का कहना है कि ट्रांसपोर्टरों के पास अधिशेष अमता की जब कहना है कि ट्रांसपोर्टरों के पास अधिशेष अमता की जब के ए मएनसीवी विश्वी बसजोर बनी रहने

देल की सबसे बड़ी सीवी निर्माता टाटा मोटर्स की घरेलू बाजार में वाणिन्यक बाहत किकी जनवरी 2020 में 15 प्रतित्तत तक घटकर 31,348 बाहत रही जो एक माल पहले 37,089 बाहत थी। विकी को एकऐडएकसीवी खेट की कजह में दबाव का सामना करना पड़ा। एमएडएकसीवी की विकी एक साल पहले के 15,694 बाहतों की तुकता में 41 प्रतिजत घटकर 6,914 बाहत रह बट्टा बालू दिन वर्ष के दौरान कुल घरेलू मीवी विकी एक साल पहले के 378,664 में 26 प्रतिजत तक घटकर 279,947 बाहत रह बट्टा एमएडएकसीवी विकी एक साल पहले के 12,22,41 की तुनना में 46 प्रतिजत घटकर 6,145 रह गरी। टाटा मोटर्म में कमर्त्रियन प्लीकन्स विक्रनेस पुनिट के अध्यक्ष निरीत बाप ने कहा कि सुदरा विक्री लगानार सातवें महीने बीक विक्री से कामे रही है कियमें स्टॉक पटाने में मदद मिली है, क्योंकि हम बीएम-6 क्रियान्यकन के तक्षीण है। खावकर बाहत मानिकों के बीच खरीदारी दिस्तवस्पी बढ़ते से जनवरी 2020 में एमएंटएपनीची विक्री चिद्रते सात महीनों में दूसरी मर्वाधिक रही। छोटे याचिनिक बाहतों में, खरीदारी ब्लान अल्य मंग्मेट्स की तुक्ता में बहतर बना हुआ है क्रियंद एप्लिमस्वरूप दसमें 2 प्रतिकत की सामाना बृद्धि दर्ज की गई है।

अलोक लीलेंड के एमएंडएक्सीबी की घरेलू विकी जनवरी 2020 में 49 प्रतिजत घटकर 6,949 बाहन रह गई जो एक साथ पहले 13,663 थी। जहां एमएंडएक्सीबी टुकों की विकी समान महीने के दौरान 60 प्रतिजत तक घटी, वहीं बसों की विकी में 30 प्रतिजत तक का दबाएक दर्ज किया गया। घरेलू बाजार में एमएंडएक्सीबी टुकों की विकी 4,837 बाहन दर्ज की वर्ट लो जो पिछले 12,042 बाहनों के आंकडे की तुलना में 60





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		2019	2018	Change			Change
(A)	20 International	Airports					
1	Chennai	30147	31360	-3.9	275107	315800	-12.9
2	Kolkata	11868	12254	-3.1	121588	120655	0.8
3	Ahmedabad	8796	8536	3.0	82899	78447	5.7
4	Goa	502	393	27.7	4199	3515	19.5
5	Guwahati	1490	2240	-33.5	16094	17789	-9.5
6		1275	496	157.1		5244	121.2
	Lucknow				11602		
7	Jaipur	1652	1636	1.0	13772	13714	0.4
8	Trivandrum	1783	1849	-3.6	20370	17910	13.7
9	Bhubaneswar	884	748	18.2	7458	6894	8.2
10	Calicut	2314	1610	43.7	21508	11549	86.2
11	Coimbatore	1056	1021	3.4	9520	9849	-3.3
12	Varanasi	286	309	-7.4	2800	1975	41.8
13	Srinagar	371	529	-29.9	5919	6179	-4.2
14	Amritsar	164	133	23.3	1822	1267	43.8
15	Mangalore	569	175	225.1	3067	2661	15,3
16	Portblair	518	658	-21.3	5130	4318	18.8
17	Trichy	594	575	3.3	6145	5020	22.4
18	Imphal	698	540	29.3	6075	4668	30.1
19	Vijayawada	158	0	-	1708	382	347.1
20		158	0			382	347.1
	Tirupati				0		
Tota	Company of the Compan	65125	65062	0.1	616783	627836	-1.8
(B)	7 JV Internation	al Airpor	ts	10.	O		
		01.007	00000				190
21	Delhi (DIAL)	81624	88271	-7.5	740866		-5.6
22	Mumbai (MIAL)		81734	-5.5	661636		-9.2
23	Bangalore	30968	30784	0.6	288455	295862	-2.5
	(BIAL)						
24	Hyderabad (GHIAL)	12305	12086	1.8	110252	108788	1.3
25	Cochin(CIAL)	5141	6353	-19.1	57628	51660	11.6
26	Nagpur (MIPL)	747	749	-0.3	7501	7300	2.8
27	Kannur (KIAL)		0	-0.5	0	7,500	2.10
Tota	and the second section of the second section is a second section of the secti	208023	219977	-5.4		1977670	5.0
			219977	-5.4	1000330	197/070	-5.6
(C)	10 Custom Airp	orts	2	114			
28	Pune	3145	3312	-5.0	28610	38389	-25.5
29	Patna	959	940	2.0	9694	8700	11.4
30	Bagdogra	577	494	16.8	5862	4900	19.6
31	Visakhapatnam	384	360	6.7	4404	3873	13.7
32	Chandigarh	666	370	80.0	7227	4117	75.5
				-35.9		3924	
	Madurai	268	418		2470		-37.1
34	Surat	230	119	93.3	908	779	16.6
35	Aurangabad	45	140	-67.9	556	1648	-66.3
36	Gaya	0	0	-	0	0	-
	Indore	917	957	-4.2	8294	9129	-9,1
Tota		7191	7110	1.1	68025	75459	-9.9
(D)	59 Domestic Air	rports					
38	Ranchi	483	360	34.2	4539	4129	9.9
39	Raipur	565	449	25.8	4756	3649	30.3
40	Agartala	281	441	-36.3	3223	4104	-21.5
	Udaipur	- 0	- 0		3	2	50.0
	Jammu	98	174	-43.7	1082	1508	-28.2
43	Dehradun	21	23	-8.7	132	160	-17.5
44	Vadodara	363	657	-44.7	2662	2285	16.5
45	Leh	184	212	-13.2	1542	1153	33.7
	Bhopal	149	210	-29.0	1043	1379	-24.4
47	Jodhpur	0	1	-	1	6	-83.3
	Hubli	10	0	-	80	0	
49	Rajahmundry	0	4	-	0	51	
50	Silchar	56	92	-39.1	625	652	-4.1
51	Dibrugarh	40	76	-47.4	703	659	6.7
52	Rajkot	3	14	-78.6	24	191	-87.4
		- 20	4.70	7,0710	44.7	1.24	0.11
53	Gorakhpur	- 0	0		0	- 0	

S.	Airport	For	The Mo	Freight on the		Period Apr	il To Dec
no.	Table Kristin	Dec.	Dec.	%		2018-19	%
		2019	2018	Change			Change
(D)	59 Domestic Air	ports					
54	Jabalpur	-0	0		0	1	
55	Dimapur	28	36	-22.2	261	385	-32.2
56	Bhuj	0	4	22.2	0	26	
57	Tuticorin	2	3	-33.3	41	29	41.4
58 59	Prayagraj Jorhat	0	0		0	32	
60	Juhu	34	29	17.2	281	257	9.3
61	Kanpur(chakeri)	22	0	17.2	115	0	7
62	Jaisalmer	0	0	-	0	0	
63	Guggal(kangra)	0	0	2	0	0	
64	Cuddapah	-0	0		0	0	
65	Pondicherry	0	0		0	0	
66	Jamnagar	0	0	-	0	3	
67	Belgaum	.0	0	×	0	0	
68	Bikaner	0	0	-	0	0	
69	Porbandar	0	0	- 2	0	0	-
70	Khajuraho	0	0	- 2	0	0	
71 72	Bhavnagar	0	0		0	0	
73	Kandla Adampur	0	0	-	0	0	
13	(Jalandhar)	0	0	-	.0	0	
74	Mysore	0	0	-	0	0	
75	Salem	0	0		0	0	
76	Agatti	- 8	3	166.7	- 55	21	161.9
77	Bhatinda	0	0	100.7	0	0	1.07.13
78	Bhuntar	0	0	- 2	0	0	
79	Gwalior	0	0	- 2	0	0	
80	Diu	0	0		0	0	
81	Agra	0	0	- 2	0	0	
82	Kishangarh	0	0	- 2	0	0	
83	Pakyong	0	0		0	0	
84	Ludhiana	0	0	-	0	0	
85	Kolhapur	0	0.		- 0	0	-
86	Patnagar	- 0	0		0	0	
87	Barapani	0	0	- 5	0	0	
00	(shillong) Pathankot		- 0		- 0		
88	Lakhimpur	0	0		0	0	-
89	(lilabari)	0	0	7.	0	0	
90	Shimla	0	0		0	0	
91	Tezpur	0	0		0	0	
92	Jalgaon	0	0		0	0	
93	Pasighat	0	0	- 2	0	0	
94	Jharsuguda	8	0	-	42	0	
95	Hindon	0	0	-	0	0	
96	Kalaburgi	0	0	-	0	0	
(D) 4	59 Domestic Airports	2355	2790	-15.6	21210	20682	2.6
_	10 St.Govt. / Pv	22.24.46.24	1.75.7 92.000	-15.0	21210	20002	
97 98	Shirdi Langui(ainual)	37	51	-27.5	240	402	-13.2
98	Lengpui(aizwal) Nanded	0	0	_	349	402	-15.2
	Vijayanagar	0	0	-	0	0	
101	Durgapur	0	0		0	0	
	Nasik(Hal ozar)	0	26	-	7	167	-95.8
	Mundra	0	0	-	0	0	
	Jagdalpur	0	0	2	0	0	
105	Pithoragarh	0	0	-	0	0	
	Hisar	0	0		0	0	- 7
(E) I	0 St.Govt. / Pvt Airports	37	77	-51.9	356	569	-37.4
(F)	Other Airports	0	0	-	0	0	
	and Total						100
	+B+C+D+E+F)	282731	295016	1.0	2572712	2202217	-4.5

OCEAN FREIGHT

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

PORT	TRAFFIC	P.O.L.	Other	Iron Ore		Fertilizers	Coal	=	Containers	ners	Other	TOTAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage TEUs	TEUS	Misc. Cargo		AGAINST 2018-19
KOLKATA	TRF APRIL-JAN 2020	503	592	31	684	9	,	1833	8293	578	2673	14615	
Kolkata Dock System	TRF APRIL-JAN., 2019	999	473	7	150	25	6	2624	8296	549	3042	15290	-4.41
Holdin Doob Complay	TRF APRIL-JAN., 2020	7999	4039	2762	137	323	1751	12736	2615	145	6030	38392	
aidia Dock Complex	TRF APRIL-JAN., 2019	7202	4005	359	214	328	2100	13908	2604	150	6403	37123	3.42
TOTAL: KOLKATA	TRF APRIL-JAN., 2020	8502	4631	2793		329	1751	14569	10908	723	8703	53007	
	TRF APRIL-JAN., 2019	7866	4478	366	364	353	2109	16532	10900	669	9445	52413	1.13
PARADIP	TRF APRIL-JAN., 2020	31847	1349	18557	434	3491	21879	9984	188	10	5658	93387	9
	TRF APRIL-JAN., 2019	31407	1411	9724	114	3712	26710	10580	164	10	0919	89982	3.78
VISAKHAPATNAM	TRF APRIL-JAN., 2020	15868	1786	11846	1966	747	8475	6203	7322	429	6526	60739	
	TRF APRIL-JAN., 2019	13437	1638	8030	1951	809	9548	5330	6637	378	7349	54729	10.98
KAMARAJAR(ENNORE)	TRF APRIL-JAN., 2020	4205	117		66		16168	829	2112	109	3024	26554	
10.00.1.Cocococococococococococococococococococ	TRF APRIL-JAN., 2019	3905	96	95		23	20007	1028	189	35	2932	28649	-7.31
CHENNAI	TRF APRIL-JAN., 2020	11281	1193	33	70	175	•	•	22875	1185	4280	39804	
	TRF APRIL-JAN., 2019	11024	1304	,	26	195	9	,	26331	1364	5555	44435	-10.42
V.O.CHIDAMBARANAR	TRF APRIL-JAN., 2020	479	1067	9.	296	547	9699	4969	13773	029	3106	29933	
	TRF APRIL-JAN., 2019	515	804	160	248	410	7442	3891	12388	614	2765	28623	4.58
COCHIN	TRF APRIL-JAN., 2020	19003	463		22	157	9		7189	519	1186	28020	
	TRF APRIL-JAN., 2019	18041	418		15	165	43		6548	483	918	26148	7.16
NEW MANGALORE	TRF APRIL-JAN., 2020	17918	1634	4172	459	76	3598	557	1828	125	652	30915	
	TRF APRIL-JAN., 2019	21612	1715	3642	313	107	4544	1319	1578	108	689	35519	-12.96
MORMUGAO	TRF APRIL-JAN., 2020	528	145	1213	52	30	1175	6712	348	27	3242	13415	
	TRF APRIL-JAN., 2019	491	499	3972	235		1360	5207	402	32	3053	15219	-11.85
MUMBAI	TRF APRIL-JAN., 2020	32179	0691	5838	235	16	2978	2392	267	24	5676	51346	
	TRF APRIL-JAN., 2019	31066	1580	5300	230	83	3282	1933	290	24	6476	50240	2.20
J.N.P.T.	TRF APRIL-JAN., 2020	3253	2125	100	-6	10	**	-	50414	4205	848	56640	
	TRF APRIL-JAN., 2019	4077	2262	•		i i		*)	51446	4248	819	58604	-3.35
DEENDAYAL	TRF APRIL-JAN., 2020	52755	8479	586	4154	99	12883	872	5776	371	16394	101965	
	TRF APRIL-JAN., 2019	49545	8125	1178	3528	30	12698	753	3032	185	15656	94545	7.85
ALL PORTS	TRF APRIL-JAN., 2020	197818	24679	45005	8538	5700	74603	47087	123000	8397	59295	585725	
	TRF APRIL-JAN., 2019	192986	24330	32372	7024	5864	87743	46573	120397	8180	61817	579106	1.14
% Variation from previous year	/ear	2.50	1.43	39.02	39 02 21 55	-2 80	-14.98	1.10	2.16	590	4 08	1.14	

Source: LP.A.

सड़क परिवहन एवं राजमार्ग मंत्रालय ने एडवाइजरी जारी कर राज्यों/केन्द्र शासित प्रदेशों से मान्य प्रारूप प्रमाण पत्र एवं फॉर्म 22 पर आधारित वाहन पंजीकरण प्रणाली को लागू करने को कहा



सड़क परिवहन एवं राजमार्ग मंत्रालय ने केन्द्रीय मोटर वाहन अधिनियम 1988 के तहत अधिसूचित नियमों के अनुसार वाहन पंजीकरण प्रणाली लागू करने के लिए सभी राज्यों/केन्द्र शासित प्रदेशों के प्रशासन को एडवाइजरी जारी की है। मंत्रालय ने अपनी एडवाइजरी में कहा है कि उसे इस आशय की जानकारी मिली है कि कुछ राज्यों में वाहनों को मान्य प्रकार मंजूरी (अधिकृत परीक्षण एजेंसियों से प्राप्त सड़क परिचालन पात्रता प्रमाण पत्र) मिल जाने के बावजूद वाहनों का पंजीकरण नहीं कराया जा रहा है। मंत्रालय का कहना है कि उसे इस आशय की भी जानकारी मिली है कि राज्यों में वाहनों के पंजीकरण से पहले ही वाहन के प्रत्येक मॉडल का निरीक्षण राज्य के परिवहन विभाग द्वारा किया जाता है।

एडवाइजरी में यह कहा गया है, 'वाहन प्रणाली दरअसल मान्य प्रकार मंजूरी प्रमाण-पत्रों को ध्यान में रखते हुए वाहन निर्माताओं द्वारा अपलोड किए जा रहे वाहनों की इन्वेंट्री के लिए एक उपयुक्त व्यवस्था मुहैया कराती है। जब तक आपूर्ति किए गए वाहनों की विशिष्टताओं को चुनौती देने के कारण नहीं हों, जब तक ऐसे किसी भी वाहन के किसी मॉडल का पूर्व-निरीक्षण नहीं किया जाना चाहिए जिसके विशिष्ट प्रकार को पहले ही मंजूरी मिल चुकी है। इसका कारण यह है कि इससे अनावश्यक विलंब एवं उत्पीड़न होता है। राज्यों और केन्द्र शासित प्रदेशों के परिवहन विभागों से अनुरोध किया जाता है कि वे मान्य प्रकार मंजूरी प्रमाण पत्र और फॉर्म 22 पर आधारित वाहन पंजीकरण प्रणाली को लागू करें।

सभी अधिकृत परीक्षण एजेंसियां विभिन्न मॉडलों के प्रारूप का परीक्षण करती हैं और मान्य प्रकार प्रमाण पत्र प्रदान करती हैं। फॉर्म 22 दरअसल प्रदूषण मानकों, उपकरणों के सुरक्षा मानकों और सड़क परिचालन पात्रता के अनुपालन को दर्शाने वाला एक गुणवत्ता प्रमाण-पत्र है।

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9361515464	7010985732	9361515470	7010985738	7010985733
PUNE	COIMBATORE	HYDERABAD	JAIPUR	BHUBANESHWAR
7358289033	8610561791	8919955307	9371199759	6901119314
9361515464	7010985749		7010985738	
AHMEDABAD	TIRCHY	VIJAYAWADA	AMBALA	GUWAHATI
7010985744	7010985748	7010985735	8296911066	7010985743
9361515464	7010985749		7010985738	
NAGPUR	COCHIN		RUDRAPUR	SILIGURI
7010985741	9361515465		7010985736	9361515463
9361515464				
GOA				PATNA
9361515464				79361515471





🌄 93 8282 4141

केंद्रीय मंत्री नितिन गडकरी ने वर्ष 2030 तक सड़क दुर्घटनाओं को कम करने के लिए संयुक्त राष्ट्र के निर्धारित लक्ष्यों के प्रति भारत की प्रतिबद्धता को दोहराया



केंद्रीय सड़क परिवहन और राजमार्ग और सूक्ष्म, लघु एवं मध्यम उद्यम मंत्री नितिन गडकरी ने संयुक्त राष्ट्र द्वारा 2030 तक सड़क दुर्घटनाओं में कमी लाने के लिए 'यूएन डिकेड ऑफ एक्शन' के प्रति भारत की प्रतिबद्धता को दोहराया है। स्टॉकहोम में 'वैश्विक लक्ष्यों की प्राप्ति के लिए सड़क सुरक्षा पर तीसरे उच्च स्तरीय वैश्विक सम्मेलन 2030' में भारत का प्रतिनिधित्व करते हुए उन्होंने कहा कि भारत विश्व बैंक, विश्व स्वास्थ्य संगठन और अन्य संस्थाओं के साथ मिलकर काम कर रहा है जो सड़क सुरक्षा के लिए विभिन्न संस्थानों की क्षमताओं को मजबूती प्रदान करने के लिए जागरूकता बढ़ाने के लिए और हमारे इंजीनियरिंग डिजाइनों को बेहतर बनाने में हमारी सहायता कर रहे हैं।

गडकरी ने कहा कि सरकार परिवहन क्षेत्र में सुरक्षा, दक्षता और स्थिरता के लिए पूरी तरह से प्रतिबद्ध है। केवल एक 'सुरक्षित प्रणाली वाला दृष्टिकोण' ही लंबे समय तक के लिए व्यावहारिक हो सकता है। संयुक्त राष्ट्र द्वारा अपनाया गया यह दृष्टिकोण भारत जैसे देशों के लिए विशेष रूप से प्रासंगिक है, जहां पर सुरक्षा की समस्या सामाजिक समानता के साथ भी जुड़ी हुई है। सड़कों पर बड़ी संख्या में पैदल चलने वालों, साइकिल चालकों और दोपहिया मोटर वाहनों की बड़ी आबादी जगह प्राप्त करने के लिए मशक्कत करती हैं, इन कमजोर वर्गों के लिए सड़क सुरक्षा की जरूरतों

को ध्यान में रखना आवश्यक है।

गडकरी ने कहा कि वर्तमान में भारत में 200 मिलियन से ज्यादा वाहन हैं, लेकिन सड़क दुर्घटनाएं देश के लिए सबसे महत्वपूर्ण सार्वजनिक स्वास्थ्य चिंता का कारण हैं, अकेले वर्ष2018 में 4,67,044 सड़क दुर्घटनाओं में 1,51,417 लोगों की मौत सड़क दुर्घटनाओं के कारण हुई। जब इसकी गणना आर्थिक रूप से की जाती है, तो ऐसा अनुमान है कि इसके कारण हमारी जीडीपी पर प्रतिवर्ष 2-3: का प्रतिकृत प्रभाव पड़ता है। सड़क दुर्घटनाओं का न केवल आर्थिक प्रभाव पड़ता है, बल्कि ऐसी दुर्घटनाओं में शामिल लोगों और उनके परिवारों के लिए भी इसका गंभीर प्रभाव होता हैं, जो इस घटना के कारण गंभीर रूप से शारीरिक और मनोवैज्ञानिक आघात को झेलते हैं।

गडकरी ने कहा भारत द्वारा आम नागरिकों के बीच सड़क सुरक्षा पर जागरूकता फँलाने के लिए विभिन्न जागरूकता उपायों को अपनाया जा रहा है, गैर सरकारी संगठनों की सहायता- गैर-सरकारी संगठनों के माध्यम से भी इन अभियानों का लाभ उठाया जा रहा है। उन्होंने कहा कि नेक लोगों (मुसीबत में मदद करने वाले) को भी सक्रिय रूप से आगे बढ़कर आने के लिए और सड़क दुर्घटना में पीड़ितों को सहायता प्रदान करने के लिए प्रोत्साहित किया जा रहा है।





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गडकरी ने कहा कि हाल के वर्षों में भारत में सड़क परिवहन क्षेत्र का विकास, भारतीय अर्थव्यवस्था द्वारा उठाए गए तीव्र प्रगति का पर्याय रहा है। भारत में लगभग 6 मिलियन किलोमीटर सड़को का नेटवर्क है जो कि दुनिया का दूसरा सबसे बड़ा सड़क नेटवर्क है। केंद्र सरकार द्वारा देश में सड़कों का विकास और उन्नयन करने के लिए एक महत्वाकांक्षी कार्यक्रम की शुरूआत की गई है, विशेष रूप से राष्ट्रीय राजमार्ग नेटवर्क के लिए। पिछले वर्षों में, एनएच के निर्माण की गित में प्रभावशाली वृद्धि दर्ज की गई है। इसका निर्माण 2013-14 में 11 किमी प्रति दिन से बढ़कर 2016-17 में 22.5 किलोमीटर प्रति दिन हो गया। वर्ष 2017-18 में यह 27 किमी प्रति

दिन था और पिछले वर्ष इसने औसत 30 किलोमीटर प्रतिदिन के निर्माण का आंकड़ा पार कर लिया। वर्तमान वर्ष 2019-2020 में एनएच के निर्माण का लक्ष्य 11,000 किलोमीटर है।

नितिन गडकरी ने कहा कि उनका मंत्रालय वाहन चालन प्रशिक्षण को मजबूत करने के लिए राज्यों और वाहन निर्माताओं के सहयोग से काम कर रहा है। वाहन चालन प्रशिक्षण और अनुसंधान संस्थान, क्षेत्रीय वाहन चालन प्रशिक्षण केंद्र और वाहन चालन प्रशिक्षण केंद्र को स्थापना की गई है जो कलात्मक बुनियादी ढांचे के के साथ मॉडल वाहन चालन प्रशिक्षण केंद्रों के रूप में काम करते हैं।

प्रशिक्षण सुविधा के निर्माण और रिफ्रेशमेंट का समर्थन करने के लिए- जिला स्तर पर भारी वाणिज्यक वाहन चालकों के लिए प्रशिक्षण कार्यक्रम, देश के सभी जिलों में वाहन चालन प्रशिक्षण केंद्र स्थापित करने की एक नई योजना की शुरूआत की गई है। देश के प्रत्येक राज्य में, वाहनों की स्वचालित फिटनेस जांच के लिए निरीक्षण और प्रमाणन का एक मॉडल केंद्र स्थापित किया गया है।

गडकरी ने कहा कि देश में सड़क परिवहन को नियंत्रित करने वाला प्रमुख साधन, मोटर वाहन अधिनियम में तीस वर्षों के बाद पहली

बार व्यापक तरीके से संशोधन किया गया है। उन्होंने कहा कि उन्हें इस बात का भरोसा है कि यह अधिनियम सूचना प्रौद्योगिकी का उपयोग करके सड़क सुरक्षा, नागरिक सुविधा, पारदर्शिता और दक्षता से लेकर कई सुधारों को करने में नेतृत्व प्रदान करेगा। मंत्री ने उम्मीद जताया कि यह सार्वजनिक परिवहन को मजबूत करेगा, अच्छे समेरिटनों का बचाव और रक्षा करेगा और बीमा और मुआवजा व्यवस्था में सुधार लाएगा।

गडकरी ने कहा कि भारत प्रौद्योगिकी के माध्यम से स्वचालित प्रणाली समाधानों की ओर बढ़ रहा है और अपने वर्तमान लाइसेंसिंग और फिटनेस प्रमाणपत्र व्यवस्था में कम से कम मानवीय इंटरफेस रखता है। उन्होंने कहा कि भारत एकीकृत सड़क दुर्घटना डाटाबेस (आईआरएडी) के अंतर्गत सड़क दुर्घटना वाली जगहों का डाटाबेस विकसित कर रहा है: ऐसी परियोजना जिसका प्राथमिक उद्देश्य घटना के वास्तविक स्थल पर दुर्घटना का डेटा एकत्रित करना है। दुर्घटना स्थल की जियो-टैंगिंग से उस जगह का सटीक रिकॉर्डिंग और विश्लेषण सुनिश्चित किया जाएगा और उसके माध्यम से मिले आंकड़ों का उपयोग अपेक्षित सुधारात्मक उपायों की शुरूआत करने के लिए किया जाएगा।

बता दे की गडकरी ने सम्मलेन से पहले स्वीडन के गोथेनबर्ग में स्वीडिश लॉजिस्टिक ऑटोमोटिव निर्माता 'वोल्वो'का दौरा किया। उन्होंने उच्च

दक्षता वाले लॉजिस्टिक वाहनों (सड़क-ट्रेन), एलएनजी ट्रकों, इलेक्ट्रिक ट्रकों आदि का अवलोकन किया। वोल्वो हैवी-ड्यूटी ट्रकों, निर्माण उपकरणों, बसों और हैवी-ड्यूटी डीजल इंजनों के साथ-साथ समुद्रीय और औद्योगिकीय इंजनों का एक सबसे बड़ा विनिर्माता है। गडकरी के साथ भारत में स्वीडन के राजदूत क्लास मोलन भी थे।

साथ ही नितिन गडकरी ने स्टॉकहोम में स्वीडिश मोटर वाहन सुरक्षा उपकरण आपूर्तिकर्ता 'ऑटोलिव' का दौरा किया। गडकरी ने कंपनी के प्रतिनिधि को 'भारत में सड़क सुरक्षा' पर रिपोर्ट पर एक कॉपी प्रदान की और कंपनी द्वारा हाल ही में किए गए उत्पादों और नवाचारों पर ध्यान केंद्रित किया। 'ऑटोलिव' दुनिया में सबसे बड़ा मोटर वाहन सुरक्षा उपकरण आपूर्तिकर्ता है, जो कि दुनिया के सभी प्रमुख कार निर्माता कंपनियों को बिक्री करती है।

भारत में सड़क सुरक्षा एक बहुत बड़ी चिंता का विषय है। देश ने खुद को परिवहन क्षेत्र में सुरक्षा, दक्षता और स्थिरता के लिए प्रतिबद्ध किया है। भारत में सुरक्षा की समस्या सामाजिक समानता के साथ भी जुड़ी हुई है। सड़कों पर पैदल चलने वालों, साइकिल

चालकों और दोपहिया मोटर वाहनों की एक बड़ी आबादी सड़कों पर जगह की प्राप्ति करने के लिए प्रतिस्पर्धा करती रही है, इसलिए परिवहन के लिए रणनीतियों को डिजाइन और विकसित करते समय इन कमजोर वर्गों के लिए सड़क सुरक्षा की जरूरतों का ख्याल रखा जाना चाहिए।

बाद में गडकरी ने स्वीडन में ई-राजमार्ग टेस्ट-बेड प्रदर्शन स्थल का दौरा किया। भारत सरकार द्वारा पहले से ही ई-हाईवे की घोषणा की जा चुकी हैं। इस यात्रा के दौरान उन्हें स्वीडन द्वारा इस क्षेत्र में हाल ही में प्राप्त किए गए तकनीकी विकास के बारे में बताया गया।

भारत में लगभग 6 मिलियन किलोमीटर सड़को का नेटवर्क है जो कि दुनिया का दूसरा सबसे बड़ा सड़क नेटवर्क है। केंद्र सरकार द्वारा देश में सड़कों का विकास और उन्नयन करने के लिए एक महत्वाकांक्षी कार्यक्रम की शुरूआत की गई है, विशेष रूप से राष्ट्रीय राजमार्ग नेटवर्क के लिए। पिछले वर्षों में, एनएच के निर्माण की गति में प्रभावशाली वृद्धि दर्ज की गई है। इसका निर्माण 2013-14 में 11 किमी प्रति दिन से बढ़कर 2016-17 में 22.5 किलोमीटर प्रति दिन हो गया। वर्ष 2017-18 में यह 27 किमी प्रति दिन था और पिछले वर्ष इसने औसत

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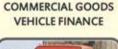
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