### aitiwa परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

### Parivahan Pragati

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

Minimising Road Accidents Count:

Howa



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### Embrace Technology To Avoid Road Accidents!



Ashok Gupta

Friends.

With 11% share of the entire world, India is ranked at the top with the highest number of road crashes. The total number of accident-related deaths in 2018 stood at 1, 51,417, which also indicates an increase of 2.3% over the figures for 2017. In addition to this, government data reveals that about 85% of the accident-related deaths happen in the most productive age group of 18-60. Road accidents deaths not only cause severe trauma to the family of the victim but they also result in huge economic loss to the Nation.

The government has taken various measures to reducing road accidents in the country. It begins with engineering interventions like the identification of Black Spots on Roads and rectification of the same and goes on to work with the automobile Industry for putting in place safety provisions like seat belt reminder, airbags, speed alerts, reverse cameras, anti-lock braking systems, a strong advocacy policy and etc. The introduction of the Motor Vehicle Amendment Act 2019 (MV Act 2019) is another significant step taken by the government. But only the time will tell how effective the MV Act 2019 is, as there is no uniformity on the matter between central and state governments.

Meanwhile, let's analyze what are the causes of road crashes and what could be possible solutions to them.

We often observe that the blame falls on a truck driver if he is involved in an accident. He is declared guilty even without a second thought. No matter even if the other person is driving at high speed, under the influence of alcohol or drugs, tiredness or without a helmet. Needless to say that all other factors such as pathetic conditions of roads and vehicle, poor visibility, poor road design and engineering are overlooked. However, let's us not shy away from the mistakes that truck drivers do and impact road crashes. Here are a few common causes of truck accidents from commercial drivers:

Truck Driver Tiredness and Fatigue – The duty of a truck driver is not time-bound. Over time duty makes them tired and fragile which eventually becomes the cause of road fatality. The government should implement a law which states that commercial vehicle operators can drive only for 11 hours max after 10 consecutive hours off duty.

No Road Side Rest Rooms and Amenities - Since the trucks travel long distances, there should be roadside restrooms and amenity centres in the proximity of 100 km, this will help drivers to take proper rest and also enjoy hygienic food, water and toilet and etc.

Poor or Improper Truck
Maintenance - Time to time
maintenance of trucks must be
documented to ensure the safety of the
driver as well as road travellers. It is
the responsibility of the trucking
company to ensure proper
maintenance of every truck that they
operate.

Inadequate or improper training – There is a difference between a skilled driver and an unskilled driver. If a driver has not had the proper training in how to handle a commercial truck, defensive driving and other safety elements, then, the driver will pose a hazard on the road. A skilled driver will drive through to the destination even if he is unfamiliar with the road but the same cannot be talked about an unskilled driver.

Visibility Issues Due to No Road Marks – All roads are supposed to be marked by white lines on both the ways to indicate driving space. But due to non-maintenance, these marks vanish and create a real mess for drivers, especially at night, which eventually attributes to road accidents.

Unsafe Driving Practices – Truck drivers log thousands of miles every week. Long stretches of time on the road can become monotonous and may cause some drivers to become less safe with how they operate their vehicles. Reckless driving is one of the main causes of road crashes.

Overloading – There are regulations that determine how much weight a commercial truck can carry because overloading can lead to error and accidents such as tire blowouts or iackknife accidents.

Weather and Road Conditions – Not all highways or roadways are ideal for driving, especially for large trucks. Narrow lanes, unpaved or potholeridden roads can make it extra difficult for drivers. Further, poor weather conditions, such as sleet or snow, can further put all drivers at risk.

While India has a national road safety policy in place, it has been ineffective for the want of strong legislation. The government should think and come strongly to implement an effective policy to benefit all. Plus, the government should inspire truckers to buy trucks with innovative engineering by making loans cheaper. Trucks with an alert system about the weather, road condition, accident and etc which certainly help avoid road fatalities.

Regards









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# Who Is Responsible For Road Accidents?

### Truck Drivers?



Mahendra Arya National President, AITWA

n the last 6 years, the Narendra Modi led NDA I and NDA II governments have given priorities to improving the road conditions and developing and constructing new roads to reduce road accidents and make businesses progress. The vehicular movement, especially the heavy goods carrier, has got a lift by this step. Further, the implementation of FasTag, e-way bills have helped the logistics sector deliver products on time. Not to forget that this also has attributed to reducing logistics cost.

No doubt then, road transport remains the most favoured mode of transport for both freight and passenger movement in India. But on the flip, the fast-growing population, exceptional rate of motorization coupled with the ever-growing urbanization has made people vulnerable to frequent road accidents resulting in fatalities, injuries/disabilities. Road accidents in India kill almost 1.5 lac people annually. Accordingly, India accounts for almost 11% of the accident-related deaths in the World

Like the previous two years, 2018 witnessed nearly 69.6 per cent of road accident victims from the young age group of 18 - 45 years. The working-age group of 18 - 60 accounted for a share of 84.7 per cent in the total road accident deaths.

Let us understand what have been the causes of road accidents which is taking lives of so many people.

### Are the truck and bus drivers to be blamed?

The Indian trucks drivers are overworked and made to drive long distances for long hours without proper sleep. A study conducted by lubricant manufacturer Castrol complained of sleep deprivation. The survey further stated that up to 53% drivers reported physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress, and loneliness.

In developed countries such as Australia, truck drivers may drive for 12 hours at a stretch at the most and that too, with half-hour breaks every five hours and at least six continuous hours of rest. Canada stipulates a 13-hour limit with a 15-minute break every two hours and eight continuous hours of rest, according to a 2018 study published by Danish public health institute, Sydvestjysk Sygehus.

Not only that, but they are also underpaid (their income—between Rs 21,000 and Rs 24,000 per month) and enjoy no healthcare facilities - the reason why they always feel insecure about their lives. Moreover, staying away from home for several days makes them emotionally weak. Unable to meet the physical and mental need drivers often develop the habit of drinking alcohol and doing drugs. These reasons (even one single reason) are good enough to meet an accident.

The employer and the government will have to come together to find a solution for these issues.

### What the government can do?

The All India Transporters' Welfare Association (AITWA) has been working on a project called 'Highway Heroes' which is about uplifting the standard of living of truck drivers. The government should extend its hands to do maximum for this project, which eventually will benefit the truck drivers and also help reduce the road accident in a significant manner.

**Opening of road-side restroom:** As already suggested by AITWA the government should allocate a budget to operate road-side restrooms so that the drivers can take rest and need not have to travel a long distance at a stretch. Such rooms should be opened at every 100 km.

Road-side amenities: Facilities (be it paid) such as standard dhabas, mobile charging stations, salons, public utilities should be opened all along the highways so that drivers can always feel fresh. These amenity centres may be opened with the restrooms.

**Health care facilities:** The government can issue free health-care cards so that the drivers and their families can enjoy free health check-up. Further, it should be made mandatory that the eyesight of drivers is checked while this card is used. Lack of proper vision is one of the reasons of the road accident.

Pension and provident fund: The truck drivers spend most of their time in roads, far away from home, and in one way they are nothing less than our shoulders who

serve the nation at the border. Therefore the government should consider offering a pension to this community. The employers can also be engrossed for the same and provident fund should be made compulsory.

**Driving training schools:** In 2018, a total of 4,67,044 road accidents were reported by States and Union Territories (UTs) killing 1,51,417 people and causing injury to 4,69,418

persons. Road accidents in 2018 compared to the previous year i.e 2017, increased by 0.46 per cent, the number of persons killed increased by 2.37 per cent and the number injured decreased by 0.33 per cent. If only the drivers are to be held responsible, then, the government will have to open driving training schools across India to minimize road accident.

In addition to the mistakes committed by the truck or

bus drivers, there are other various factors that attribute to road accidents. Here are a few that causes such a trauma.

### Issue of poor or improper truck maintenance!

Often poor or improper vehicle maintenance lands one with an accident. Regular checking of the vehicle's condition can help one avoid collapse on the road. No doubt that this is the responsibility of the trucking company to ensure proper maintenance and upkeep of their vehicles. Also, the government should ensure that the old or vehicles with improper shapes are not allowed to run on the roads.

### An eye on the speed limit!

Traffic police should be alert all the time so that no vehicle exceeds the speed limit. This habit puts other road commuters at risk because they are not driving with the flow of traffic. This is a high cause for concern with truckers especially since the vehicle they're driving weighs nearly 20 times more than the average passenger vehicle. Commercial truck drivers often speed because they are on strict timelines.

### Overloading is a great concern!

There are regulations that determine how much weight a commercial truck



can carry because overloading can lead to error and accidents such as tire blowouts or jackknife accidents.

### Hindrance due to road construction!

It is observed that there is something or the other happening on roads. Be it implanting drainage system, repairing or developing roads. But any construction work leads to delay in the vehicular movement, and due to this some impatient drivers try to manoeuvre around the construction by driving on the shoulder or in the median, but doing so can easily cause an accident to occur.

### Impact of bad weather and road conditions!

Not all highways or roadways are ideal for driving, especially for large trucks. But still, such trucks need to reach their destinations and overcome the obstacles of pothole-ridden roads, narrow lanes. In addition to these, the poor weather conditions, such as sleet or snow, can further, put all drivers at risk.

### Distraction is one of the major causes of a road accident!

Keep your eyes of precaution and accident come to the action! Yes, distraction while driving can cause major accidents. Therefore drivers must not talk on a mobile phone while

driving. Drivers must avoid adjusting mirrors while driving; stop using stereo/radio in the vehicle. Also, it is observed that the seductive or colourful hoardings on the roadsides dilute drivers' concentration; the government must take a step to not allow such hoardings on the highways/roads.

### Faded road lines indicating driving space!

The national highways authority of India or any organization taking care of the highways/roads must ensure that the driving space indicator lines must be promptly visible so that no accident occurs due to this. It is observed that one of the reasons for road accident is this.

There is no denying that the road accident is the most unwanted thing to happen to road users, though they happen quite often. Besides, the mentioned points the road users must be alert every time they are on the road. Awareness about road accident can help the cause. Therefore we must learn from our mistakes. Though the main causes of accidents and crashes are due to human errors, technology, however, can be instrumental in reducing road accident. Both the citizens and the government must come together to win this fight.

- X -

### India Has World's 1% Vehicles But Accounts For The World's 6% Road Accidents. Why?

S. D. Goyal, General Secretary, AITWA

n 2017 there were 41,000 speeding violation cases in Mumbai in 2017, as per the records. The figure multiplied 19 times to 7,70,000 in 2018. The Mumbai Traffic Department was clueless how to deal with it and of course the ever-increasing road fatalities. In January 2018, the Mumbai traffic police started installing cameras with automatic number plate recognition (ANPR) system.

A total of 56 cameras were installed with a hope to minimize road crashes and traffic violations. The result was significant. Use of such technologies, combined with the identification of accident-prone spots and a crackdown on drunk driving, brought down Mumbai's road fatalities 15% from a year earlier to 430 in 2018.

There is no doubt what technology can do, especially in this age of digitalization. If the government of India is really keen to take a break-through step to reduce road accidents by 50% by the year 2020, then, it will have to fall for the latest technologies. The Ministry of Road Transport and Highways have already set aside Rs.600 crores to enforce road safety measures but how much and how it spends will make or break the equation. Ideally, the amount should be used for constructing better roads, raising standards for safer vehicles, and improving emergency care. Besides, the amended 2016 Motor Vehicle Bill, setting up State Road Safety councils, launching an Indian Bridge Management System, and IDTRs will really add value in minimizing road crashes.

The government will have to keep promoting safety steps like the following to reduce fatalities on the roads:

### Raise awareness about issues related to road safety

In this world of digitalization, endorsing awareness about road safety is very easy. More importantly, reaching out to the targeted group is very convincing. So, the government should make optimum utilization of this platform and make people aware about road safety and all its aspects. The message must address – how road accidents occur and what are the steps which can reduce the number of incidents. The awareness can also be impacted through other mediums like print, television and radio.

### Safer Road Infrastructure

New technologies are influencing our day to day lives. The government must implement the same for roads to ensure better standards in terms of design and safety. Intelligent Transport Systems (ITS) can ensure efficiency and safe transport system which will be on par with international best practices.

### Safer Vehicles

The government must instruct the truck manufacturers to engineer quality vehicles for Indian roads. Once our trucks are upgraded and come in sync with international standards safety on the roads and harm to the environment will be taken care off automatically. Latest software tools which provide weather reports, update vehicular movement, indicate about accident, and show emergency points in the proximity can really be handy.

### Safer Drivers

The government must open driving institutes to produce highly capable and competent drivers. Though the ministry of road transport and highways has promised to introduce such institutions but nothing has been done as of now. Also, the government planned to conduct computerised driving license test. These steps could well change the equation of road fatalities.

### Safety Laws Enforcement

The government should think to make safety law implementation more uniform and effective. If aids can strengthen enforcements the central government should go all the way to make state and union territories stronger.

### Emergency Medical Amenities for Accidents on the Road

By installing amenity centres at every 100 km and provision of emergency telephone booth can help accident victims a great deal. For quick, superior medical care this is inevitable on highways. Rescue ambulance can be contacted and after the first aid is done at the accident site, victims can be transported to the nearest hospital for further care. Further, the government should ensure that all hospitals near National Highways/ State Highways are prepared to care for those who are injured in road accidents sufficiently.

### HRD and Research for Road Safety

The government must encourage people/ organization to be involved in research programs of road safety. The research activities can identify accident-prone areas, its causes and how to overcome it, making it a complete case study for others to refer in near future. The findings of the research work can be disseminated by the government through workshops, training, publication, conferences and websites.

### Eye test for availing Driving License

The government should take initiative to conduct an eye test for all sections of the society who holds a driving license. For people above the age of 50 years, it should be mandatory.

Road accidents count. When the only bread winner of a family lost his life, the entire family suffers. The sufferance is not just economical but emotional as well, which is irreparable. So, when India's 70% of road accidents is about young, productive population, aged 18-45 years, think how many families must be going through trauma? As per a data from the 2018 World Health Organization report India has 1% of the world's vehicles but accounts for 6% of the world's road traffic accidents, is again an alarming situation. Sooner the government implements the mentioned points the better it will be for all!

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# Minimizing Road Accidents Count: How?



he most favoured mode of transport for both freight and passenger movement in India is road transport. But the fast-growing population, exceptional rate of motorization and the evergrowing urbanization have made people vulnerable to frequent road accidents, and the result is a high percentage of fatalities, injuries/disabilities and deaths. Around 1.5 lac people out of the road accidents, victims get killed annually, which accounts for almost 11% of the accident-related deaths in the World.

In 2018, a total of 4,67,044 road accidents were reported by States and Union Territories (UTs) killing 1,51,417 people and causing injury to 4,69, 418 persons. Road accidents in 2018 compared to the previous year i.e 2017, increased by 0.46 per cent, the

Around 1.5 lac people out of the road accidents, victims get killed annually, which accounts for almost 11% of the accidentrelated deaths in the World

number of persons killed increased by 2.37 per cent and the number injured decreased by 0.33 per cent.

But what is shocking is, nearly 69.6

per cent of road accident victims belong to the young age group of 18 -45 years. Also, 84.7 per cent of the total road accident deaths are accounted for the working-age group of 18 - 60.

In the last six years, the BJP led NDA I and NDA II governments have given priorities to improving the road conditions and developing and constructing new roads to reduce road accidents. This has been perceived well across all the industries and common men. Its impact is witnessed and the vehicular movement, especially the heavy goods carriers, has got a lift by multi-folds. In addition, the implementation of FasTag, e-way bills also have added

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value to the cause, helping the logistics sector deliver products on time. Not to forget that this also has attributed to reducing logistics cost, which eventually is attributing to ease of doing businesses.

What more the government has done to reduce road accidents can be gathered from the following:

- The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information database, encouraging safer road infrastructure including the application of intelligent transport, enforcement of safety laws etc.
- The Government has constituted the National Road Safety Council as the apex body to take policy decisions in matters of road safety.
- The Ministry has requested all States/UTs for setting up of State Road Safety Council and District Road Safety Committees, and to hold their meetings regularly.
- The Ministry has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E's viz.
   Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.
- Road safety has been made an integral part of road design at the planning stage.
- Road Safety Audit of selected stretches of National Highways has been taken up.
- High priority has been accorded to the identification and rectification of black spots (accident-prone spots) on national highways. Around 700 such black spots have been identified for improvement.
- The threshold for four laning of national highway has been reduced

The Government has approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information database. encouraging safer road infrastructure including the application of intelligent transport, enforcement of safety laws etc.



from 15,000 Passenger Car Units (PCUs) to 10,000 PCUs. About 52,000 Km of stretches of State Highways has been identified for conversion to national highways.

- Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.
- Advocacy/Publicity campaign on road safety through the electronic and print media.
- Tightening of safety standards for vehicles like Seat Belts, Powersteering, anti-lock braking system etc.
- Providing cranes and ambulances to various State Governments under the National Highway Accident Relief Service Scheme for development on National Highways. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.
- Launch of pilot projects for providing cashless treatment of road accident victims on Gurgaon – Jaipur, Vadodara – Mumbai stretch of National Highways No. 8 and Ranchi – Rargaon - Mahulia stretch of National Highway No. 33.

However, this is not enough to minimize road accidents. The government will have to address drivers' issues very seriously, as on most occasions they are only considered as culprits for road accidents. A few drivers' issues that need to be focused on are;

### Cap on the timing of drivers' duty:

Indian trucks drivers are overworked and made to drive long distances without proper sleep. A study conducted by lubricant manufacturer



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Castrol reiterates this, as it complained about sleep deprivation of drivers. The survey further stated that up to 53% drivers reported physical and psychological issues such as fatigue, insomnia, obesity, backache, joint and neck pain, poor vision, breathlessness, stress, and loneliness.

### Learn from developed countries:

In developed countries like Australia there is a time-bound duty for drivers. A truck driver may drive for 12 hours at a stretch at the most and that too, with a half-hour breaks every five hours and at least six continuous hours of rest. In Canada, it goes up to 13-hours but with a 15-minutes break every two hours and eight continuous

their lives. Moreover, staying away from home for several days makes them emotionally weak. Unable to meet the physical and mental need drivers often develop the habit of drinking alcohol and doing drugs. These reasons (even one single reason) are good enough to meet an accident.

Open road-side amenities: All India Transporters' Welfare Association (AITWA) has already suggested this concept to the government and also working on it to improve the life of truck drivers. By allocating a budget to operate road-side restrooms and other facilities such as standard dhabas, mobile charging stations, salons, be made mandatory that the eyesight of drivers is checked while this card is used. Lack of proper vision is one of the reasons of the road accident.

Offer pension and provident fund: The truck drivers spend most of their time on roads, far away from home, and in one way they are nothing less than our shoulders who serve the nation at the border. Therefore the government should consider offering a pension to this community. The employers can also be engrossed for the same and provident fund should be made compulsory.

Driving training schools across India: Scarcity of skilled drivers is a cause of concern. In India, drivers are often tested on narrow and hilly roads and if they are not skilled enough, there comes the problem. To overcome such situations the government should develop driving training schools across India to minimize road accident.

But, are drivers only liable for road accident? No. There are other various factors too which causes a road accident.

Poor or improper truck maintenance is one - We can witness that poor or improper vehicle maintenance lands one with an accident. Regular checking of the condition of a vehicle condition help one avoids collapsing on the road. No doubt that this is the responsibility of the trucking company to ensure proper maintenance and upkeep of their vehicles but the government should ensure that the old or vehicles with improper shapes are not allowed to run on the roads.

Reckless driving is another factor -Irresponsible driving by a truck driver



hours of rests (source: Danish public health institute, Sydvestjysk Sygehus).

### Consider health-care facility and salary revision:

Indian truck drivers are underpaid (their income—between Rs 21,000 and Rs 24,000 per month) and enjoy no healthcare facilities - the reason why they always feel insecure about public utilities, the government can also attribute to improve the quality of lives of drivers and their families. These amenities must be available within the radius of every 100 km.

Health-care facilities must not be ignored: The government can issue free health-care cards so that the drivers and their families can enjoy free health check-up. Further, it should

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



### AIR TRANSPORT CORPORATION (ASSAM) PVT. LTD.

### We Carry TRUST ...



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or any commuter can land one with an accident. Here, the traffic police have to be alert all the time so that no vehicle exceeds the speed limit or a driver operates his vehicle drunk. This habit puts other road commuters at risk because they are not driving with the flow of traffic.

Nest major concern is overloading -Overloading is an issue of great concern on Indian highways. This has been the reason for many accidents for years but a deaf ear means there is no solution to the problem. The government should make a law to book such drivers and put behind bars or forced to pay a hefty fine.

Bad weather and road conditions also play a pivotal role - Not all highways or roadways are ideal for driving, especially for large trucks. But still, such trucks need to reach their destinations and overcome the obstacles of pothole-ridden roads, narrow lanes. In addition to these, the poor weather conditions, such as sleet or snow, can further, put all drivers at risk.

Visibility of driving space road lines also impacts - It is the duty of the road/ highways caretakers to see-through that there are no pot-holes, tear-away or visibility issue with the driving space lines. The government must ensure those road caretaking units such as national highways authority of India (NHAI) acts properly so that no life is lost due to such irresponsible attitude.

Distraction is another cause of road accident - Distraction while driving can cause major accidents. Therefore drivers must pay attention to the road — not passengers, meal, makeup, cell phone, mirrors or stereo. If drivers develop a right attitude about driving, many road accidents can be avoided.

Road-side hoardings can divert the

Making people aware about road safety in all its aspects is very important. How road accidents occur: what are the steps which can reduce the number of incidents; are needed to be talked about to people across all age group and educational background. In this age of the digital world, creating such awareness should not be an issue

driver's focus - It is observed that advertisers implant road-side hoardings to give optimum visibility to their products. These hoardings may have seductive or colourful photos which tent to dilute drivers' concentration. The government must take a step to not allow such hoardings on the highways/roads.

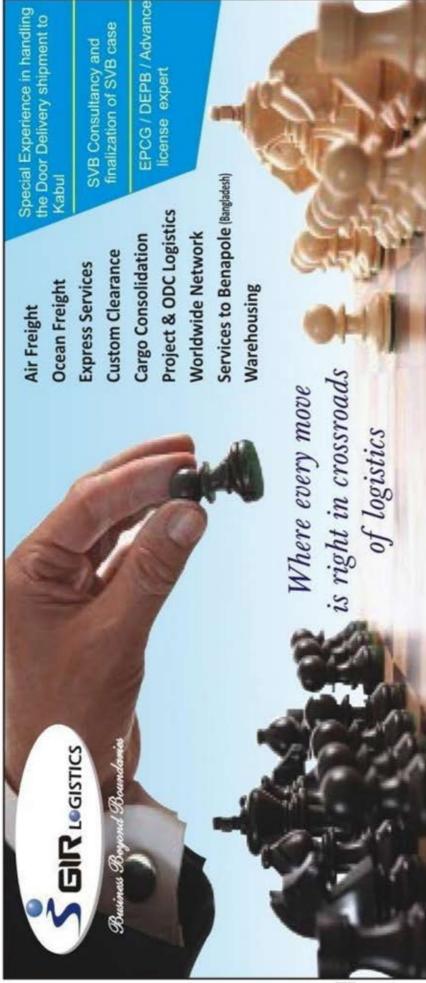
What more the government can do

to minimize road accident - The government will have to keep promoting safety steps like the following to reduce fatalities on the roads:

- Endorse awareness about road safety issues - Making people aware about road safety in all its aspects is very important. How road accidents occur; what are the steps which can reduce the number of incidents; are needed to be talked about to people across all age group and educational background. In this age of the digital world, creating such awareness should not be an issue.
- Develop safer road infrastructure Technology is evolving every day. The government must implement the latest technologies to ensure better and safer roads. Intelligent Transport Systems (ITS) can ensure efficiency and safe transport system which will be on par with international best practices.
- Instruct manufacturers to design safer vehicles - The government must instruct vehicle manufacturers to engineer quality vehicles for Indian roads. Once our trucks and other vehicles come in sync with international standards, safety on the roads and harm to the environment will be taken care of automatically. Latest software tools which provide weather reports, update vehicular movement, indicate about the accident, and show emergency points in the proximity can really be handy.

Minimizing road accident needs not much effort. Awareness about it can help to achieve it. Further, the main causes of accidents and crashes are human errors; proper implementation of technology can assist in reducing road accident. A partnership between the citizens and the government can battle it out to minimize road accident.

– x -



GIRMOVERS ROAD TRANSPORTATION

Corporate Office

GIR JUMBO ODC & PROJECTS

GIR EXDEL DOMESTIC CARGO

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### Minimising Road Accidents Count: How?

round 60% of transportation in India takes place by road. This is far higher than other countries such as USA and China. Unfortunately, truck drivers have not received a fair share of appreciation for their contributions in the transport

sector. As per a report from the

'Ministry of Transport & Highway',

there were 1,51,417 accident related

deaths in 2018. Road accidents result

overnight solution. I would like to highlight some areas which are often overlooked when analysing road accidents.

### - Driver Training

When hiring employees for even basic data entry work, we have HR teams taking their interviews and understanding the employee's aptitude. Although drivers carry high value goods and travel long distances on a regular basis, we often hand over the truck by simply checking their

driving license. There is great inconsistency in the hiring process of a driver and an employee.

Even though we cannot verify a driver's driving ability during an interview, we

interview, we must check whether the driver has basic trailer/ truck knowledge such as: awareness of documents like Road Tax Validity, Pollution Certificate Validity, Insurance Validity, etc. Drivers also require proper guidance to understand the perils of changing lanes, sudden overtaking, gear shifting based on cargo load, reading signages, etc. The current mindset that a driver will himself learn things on the job needs to change. Today we have drivers who are driving sophisticated trucks but they are unaware of the

Organisations must assign persons who train drivers on road safety norms and keep a follow up to understand

controls at their disposal.

issues being faced by them.

### - Driver Counselling

Drunk driving, over speeding and rash driving are some of the major causes of road accidents. In such cases, organisations try to settle the matter at the earliest and either terminate the driver or suspend him. Drunk driving is not acceptable, and we all condone it. However, transporters must understand that drunk driving cannot be simply controlled by law enforcements and police.

Drivers often feel that they are not treated with respect and on various occasions, they are abused/insulted. Despite carrying high value cargo and working for long hours, they are looked upon as second class citizens. This leads to a sense of frustration among them and they look towards drinks/ drugs as means of distraction. There are ways to control this behaviour. Constant counselling sessions with professionals have a lasting effect on the drivers. Our organisation has hired Industrial Psychologists and a dedicated administrative team to understand driver-related issues. We realised that drivers were very confused when they were asked about the health of their family members and their child's education. Most of them responded that they have never been asked such questions before. Upon further interactions and sessions, they started opening up and shared the factors which make them turn towards alcohol.

The perils of drunk driving are explained to them along with the effect it has on their loved ones. As a motivating factor, we even put pictures of their family members on trucks and remind them that someone



in huge economic loss to the nation

and they are the leading cause of death, disabilities as well as hospitalization in India.

In order to minimise road accidents, we need to isolate major points of concern and then work on resolving them. Major infrastructure challenges such as road congestion, long stretches of single-lane roads and absence of driver resting zones have been highlighted in various forums. These concerns must be looked into, but we also need to understand that long-term infrastructure development takes time.

Transporters and logistic companies must focus on improving internal mechanisms instead of waiting for an is waiting for them at home. This is just a small example. Various counselling sessions and activities should be taken with drivers to help them understand that their contributions are valued. We must encourage a culture which cares about

a driver's well-being and look at guiding/ educating them instead of penalizing/ terminating them. This would also increase driver retention rates.

### - Preventive Maintenance

Our company's vehicle breakdowns and major repairs have gone done by a huge margin over the years. One of the primary reasons is that we have looked at preventive maintenance as an investment and not as a cost.

Drivers often mention some minor issues such as inadequate tyre air pressure, headlight fluctuation, clutch tightness, etc. and we respond by telling them to 'manage' for the time being. Unfortunately, companies often look at solving the problem only when it gets to a critical state. Not only does this increase the idle time of the vehicle during repairs but it leads to a lot of road accidents. Several accidents could have been avoided with regular checks and basic preventive maintenance such as radium at the back of trucks, repairing broken backlights and fixing damaged sideview mirrors.

It is unfortunate that we think twice for minor repairs despite knowing the financial damage an accident may cause to the business. Logistic companies and transporters must build a habit of getting constant driver feedback and working upon them. This would help reduce accidents and vehicle breakdowns during transit.

### - Digital Systems for Trend Analysis

Industry 4.0 is all about data and analytics. Our company's digital systems help us analyse each driver's performance over the years and keep a track on cases such as: 'drunk driving', 'warnings for over



Yogita Raghuvanshi- Driver's Day event 2020

speeding', 'accident history', etc. Complete repair history and accident history of each truck is available on the portal along with preventive maintenance reports.

A complete integration of truck and driver data helps in staying ahead of the curve. The data helps in understanding trends, pain points and uncovering issues which previously remained undetected. When put together, the benefits derived from digitalization far outweigh the costs.

### - Road signage and lighting

Despite a heavy dependence on road transportation, India does not have adequate road signs. Major crossings must be brightly lit with multilingual boards notifying the drivers of the upcoming crossing. Streetlights at major junctions are a key to reducing accidents. National Highway and State Highways must be comprehensively monitored and strict measures must be taken to avoid pedestrians crossing in these areas.

Speed meters should be installed in more areas to monitor vehicle speed. Special emphasis must be put on monitoring areas designated as 'black spots' by the Ministry of Transport & Highways.

As a summary, we must look at five key points to minimise road accidents:

- Focus on constant driver training by involving professionals
  - 2. Have an in-house team dedicated to dealing with driver issues and encouraging them to adopt better practices
  - Looking at preventive maintenance as an investment and not as a cost
  - 4. Digitalization of transportation sector in order to uncover trends
  - Improvement in road signs and installation of more speed testing machines

The Ministry of Transport & Highways has been working on identifying 'Black Spots', developing Road Safety programs, setting up provisions to protect 'good samaritans', etc. However, transporters and logistic companies must also come forward and play their part in minimising road accidents. This is not an issue which will get resolved by itself. The time has come to start treating drivers like our own employees and investing in their training and counselling. At the same time, we must take better care of our trucks/ trailers and not wait till the repairs get critical. A 'National Road Safety Week' is observed by the 'Ministry of Transport & Highways' each year in the month of January. We must make ourselves aware and have our own awareness programs in line with Government's initiatives.

India, as a signatory to the Brasilia declaration, intends to reduce road accidents and traffic fatalities by 50% by 2022. Let us all work together in achieving this target!



### THE KILLING FIELDS OF INDIA

by CA. O.P. Pareek. (former Advisor - AlTWA)

n 13th February 2020, 14 people were killed and 31 injured (as reported in Newspapers) when a bus rammed into a parked truck on Agra-Lucknow Expressway. In a similar accident, just after 5 days from this one, a Tamilnadu state Roadways bus collided a container truck coming from the wrong side. Nothing new about these tragedies since such horrifying accidents are common on our Highways and expressways with an alarming regularity, so much to that our conscience doesn't hurt us anymore, when we read reports of these mishaps in the newspapers. Those are not more than mere a 'News' for most of us but - if you imagine the

consequences of fatal road accidents on the families of victims, you may perhaps, realise how much impact it has on their relatives and their close community, yet some of our expressways continue to be "Killing fields" for those who happen to travel by road. The perfect examples are the Agra - Lucknow and Noida - Agra Expressway where these accidents are alarmingly high. For instance, between August 2017 to March 2019, 227 people were killed in 2368 accidentals on Agra - Lucknow Expressway, according to an RTI reply. Most of us have become insensitive watching visuals of mangled mass of broken vehicles and the reporting of fatalities and critical

Unfortunately, the reasons behind

such fatal accidents are quite well-known, yet no concerted efforts have been made so far to stop this menace and India remains ay the top of the list, going by sheer number of accidents per annum.

We Indians are perhaps the most irresponsible drivers on our roads, habituated to breaking every rule in the Traffic rule book. We boast in showing our bravery in race driving illegal overtaking from wrong side, without warning, not observing the one-way system, parking in the middle of the road, running with over - worn tyres that result in sudden tyre burst, missing reflectors and backlight Besides, we have fake drivers for driving our commercial vehicles, many of whom have fake diving

licences and faulty driving skills. Few in our road transport industry care about the health of our truck drivers, who at times, drive inspite of acute fatigue due to long restless drives. Some of them have bad vision and even have diseases like blood pressure (B.P.) and diabetes. Many unscrupulous drivers use drugs and alcohol while driving and quite often a fatigued driver continue to drive, while half-awake or snoozing on the steering.

All the above flaws are avoidable if all stakeholders (the government, traffic police, transport companies and the divers themselves) become truly serious about the problem. Celebrating a "Road Safety Week" and spending money on ritualistic is of no use. Rather it's a farce being played annually in our big cities.

It's a travesty that the government spends huge sums, in constructing road infra structure while only a pitiable sum is spent on the highway safety and the driver welfare facilities. I think if a reasonable amount is spent on highway patrolling, speed detection cameras (CCTV), lighting, rest rooms for truck drivers, quick response accident mechanism, more personnel deployed to enforce traffic discipline, corruption-free licencing of drivers, skill development, practically for the drivers of commercial vehicles, then it will go a long way in minimising road accidents.

We need to realise there is a shortage

I think if a reasonable amount is spent on highway patrolling, speed detection cameras (CCTV), lighting, rest rooms for truck drivers, quick response accident mechanism, more personnel deployed to enforce traffic discipline, corruption-free licencing of drivers, skill development, practically for the drivers of commercial vehicles. then it will go a long way in minimising road accidents

of well-trained drivers for our Commercial vehicles in our country. The profession of truck driving is risky as well as ill paid, which prevents people from taking up this vocation. Moreover, drivers are often harassed by authorities on the roads. And in some cases they are murdered by criminals. Our roads and highways have organised crime gangs that takes a heavy toll on the drivers and their helpers. Nothing has been done for their safety and security by the government.

Lack of quick medical aid to accident victims' results in many deaths as the time is a crucial factor in saving lives of the accident victims. Presently, mobile medical vans and ambulances are most inadequate on our highways. It seems road construction is more important for our government than safety of the human lives.

As regards funding of the aforesaid initiatives the governments (state and Centre) collects enough money from the road transport industry by way of Petrol / Diesel Cess, Road Tax, Entry Tax, taxes on purchase of vehicles and toll taxes. So even if a fraction of thousands of cores of rupees collected by the government are spent on road safety measures, many fatal accidents can be avoided. Given the quantum of people killed on our killing fields (Highways - Expressways) every year, the rood safety needs to be treated as national emergency to ensure safety of road users; otherwise we will continue playing with the lives of innocent peoples falling prey to road accidents.

### **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 May 2020.



### PRIDE of INDIA -V Trans Group



Ashok Kunverji Shah V Trans Group

Ever since civilization came to us, the need to move goods and essentials from one place to another has been there. With progress and growth and as industrial manufacturing started. these needs grew and became more important from a commercial perspective. Logistics service providers like V-Trans fulfil these needs and help the economy move forward. Started around sixty one years ago in 1958, by Shri Kunverji Shah and his brother

Visanji Shah, V Trans, initially named as Vijay Transport Company, has a rich legacy and solid brand value.

Since the beginning, ethics and values have been seen as their driving force, which they follow sincerely. The name of the organization was changed to V Trans in 2001. Today, V Trans Group provides a single window logistics solutions and cargo management service with a bouquet of options. The group provides logistics services through its different arms, like Surface Transport Solutions - PTL, FTL, ODC, etc. with V Trans, Door to Door Multi-modal Express cargo through V Xpress and comprehensive Warehousing and 3PL V Logis. The group is now well differentiated to accommodate even extremely time sensitive cases like precious, perishable, fragile cargo, e-com deliveries, etc.

V Logis –Warehousing plays an important role in overall logistics business. The nationwide facilities to store material on shared or dedicated basis and the plethora of value added services such as kitting, stickering, replacing, shrink wrapping, inventory control, order fulfilment etc.. It also serves the clients as a 3PL service provider taking care of all their logistics needs.

Chemstore - V Logis has ventured into warehousing for hazardous chemicals (non-peso). With NBC 2016 NFPA safety standards, the huge 2 lakhs sq. ft., warehouse is located at Mumbai's industrial hub, Bhiwandi.

Ashok Kunverji Shah, V - Trans Group, (popular as Ashokbhai, within his circles), is a person of many facets, coming across as a competent leader who steers the Rs. 1000+ crore V - Trans Group with flair and finesse. Son of Kunverji Shah and current helmsman of the group, is known for his exceptionally broad vision coupled with a deep religious bonding with people from all walks of life, who hail him as a man for all seasons.

Ashokbhai attributes his success to his father, Kunverji K. Shah, who taught him the value of making his own decisions, based on independent assessment and sticking to them. He was an exemplary student throughout his academic career.

The main pillar of his on-going success is his close-knit family, which comprises of his wife - Rasilaben, his daughters - Poonam & Lopa and twin sons - Vishal and Viral. His brothers Mahendrabhai, Hasmukhbhai and cousin Rajeshbhai ably assist him in his business.

An enthusiastic cook in his schooling days, Ashokbhai used to assist his aunt in making food for the enlarged joint family. Ashokbhai is an avid music lover and believes that he would have been a musician had he not been in his current field of business.

Relationship building with people across all levels has helped his company to post year on year growth even in recessionary times. Employees are encouraged to move up the organization ladder and even today there are many branch managers who have risen from the lowest hierarchical levels in the company.



Corporate Office, Chembur



Range of Trucks



Ashokbhai has hardly ever been sick in his career spanning over 40 years, which is a reflection of his good health maintenance. He looks much younger and fitter than his biological age of 70 years.

At present, Ashokbhai is busy in strategically building up the V – Xpress Brand and spearheading its technological development. He is actively involved in expanding the group's network in the country's eastern sector.

With three divisions in the Group namely: V-Trans, V-Xpress and V-Logis, the vision of Ashokbhai is to steer the organisation's business to become the leading Logistics company in India.

He is a successful past President of Bombay Goods Transport Association, (BGTA).

His contribution as the President of Rotary Club of Bombay-Mandvi, was equally notable.



### Achievements:-

1986:- Received an award as "Role Model for Transport Owners" by the Goods Transport Labour Board of Mumbai.

1995:- Received the "Udyog Rattan" Award by the Institute of Economic Studies during the conference of Economic Development held in New Delhi.

### **Knowledge Sharing**

- In 2009 he was invited by ECONOMICS TIMES to address a forum on how technology can help in growing business for SMEs.
- On March 23, 2010 he was invited to make a presentation on 'Technology & its abuses' by MUMBAI University.
- On April 20, 2010, he was invited by Castrol India to present the future of transport industry in coming years and to help them decide their strategy in India.
- In 2011, gave an address on occasion of inaugural function of Chanakya's Chakravat on how Chanakya Niti is applicable in current business.
- On Dec.17 was guest of Honour & Keynote speaker at Small Business Congress 2013 by Franchisee India.
- On April 29, 2014 S.P. Jain Institute of Management & Research invited him as speaker to speak on transport industry & its strategies.
- On June 23, 2014 Ashok bhai was featured as one of the

### leading personnel in the book named as "Jewels of Gujarat".

- On Dec. 25, 2014 in Rajkot Engineering Association has given a presentation on "Opportunities Unlimited".
- On February 2015 "ET Zig Wheels Commercial Vehicle Conclave" invited him as a Panel speaker on the topic 'Truck Drivers - Present Situation & Solution to the way forward'.
- Ashok bhai had an interview with "CNBC Bazaar" which was telecast on Feb. 16, 2015 & 2nd interview was telecast on 'SMEs Special" which was held on March 1, 2015.
- On June 18, 2015, at S.P. Jain Institute of Management & Research invited as a speaker on the topic "Working Together in Family Run Business".
- On July 26, 2015, at Kolkata, Ashokbhai has been a speaker & shared his inputs on topic of "Encouraging Entrepreneurs" organized by JITO.
- Ashokbhai had an interview with "CNBC Bazaar" the telecast named "Rubaru with Mr. Ashok Shah" which was telecast on Aug. 22 & 23, 2015 sharing about his life's journey.
- On Feb.19, 2016, interview on "Pre-Budget" with CNBC Bazaar which was telecast on Feb. 20 & 21, 2016.
- On Aug 3, 2016, interview on "GST" with CNBC Bazaar which has been telecast on the same day.
- On Nov. 27, 2016 invited as "Chief Guest" & Keynote speaker by Shri. Rambhai Mokariya, CMD of Shree Maruti Courier Services Pvt. Ltd., on their 31st Anniversary Celebration Event.
- On Jan 29, interview on Expectation from Budget 2017, for transort sector with CNBC Bazaar.
- On Feb. 1, 2017 interview with CNBC Bazaar on Budget.
- On April 23, 2018, S.P. Jain Institute of Management & Research invited him as speaker to speak on 'Entrepreneurship''.
- "Rising & Winning" a business meet on Aug 25, 2018, where Ashokbhai was invited as guest of Honour organized by JITO Ghatkopar Chapter.
- "Sharing Experience of Success & Innovation" on Sept 17, 2018 Ashokbhai was invited as panellist.

His "message for budding Entrepreneurs" The entrepreneur must have a basic knowledge of every function of his / her business. Focus must be given to the core competencies, which can give amazing results. Deliver more than what is expected from you".

### Key to Success:-

Self belief is the key to success.

### Philosophy in Life:

"Life is full of ups and downs, hence always be prepared for the good and the bad. Always work for the good of mankind'



### PRIDE OF INDIA – Ashok K Shah – Questionnaire

### (1) How long have you been in operation?

V-Trans, formerly known as Vijay Transport Co (VTC), was started by Mr. Kunverji K. Shah and Mr. Visanji K. Shah. Later, the younger brothers –Mr. J.K. Shah and Mr. V.K. Shah, joined them. The company started from a 300 sq.ft. godown, situated at 27, Chakala street in Mumbai. Operations started in 1958, a little over 61 years ago, as a Transporter between two states with two trucks and two offices that today has turned into a complete logistics solution provider with its 3 divisions.

The name of the company was later changed to V Trans in 2001.

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

V Trans has grown in an organic way and hence our growth has been very solid. In various difficult situations like – transport strike, demonetisation, initial phase of GST and other jolts in business, V Trans was less affected in comparison to the industry. Presently, we have over 700 + branches pan India, and a work force of over 3300 + dedicated professionals. Group has around nine lakh sq.ft. warehousing space, over 1200 trucks (owned & contracted) and handles a gigantic volume of 21 lakh tonnes annually.

### (3) Could you list a few Vital Statistics details?

VITAL STATISTICS  Name of Company; V Trans Group						
No. Years	Last	Owned	No. Of	Manpower		
61 years (since 1958) 2018-19	Rs. 1008.49 crores	1200+ (owned + contracted)	Branches 747 +	3300 +		

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

The group had a humble beginning and has a proud history of 62 years. Key strengths of the group are the ethical & value based business practices and adaptability to stay relevant with the times. Generations of promoters' family have worked with utter dedication to keep these principles intact and kept evolving with technology and best industry practices, to maintain the competitive edge. This is invaluable to us and beyond petty monetary gains.

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

Technology has always been a great enabler for business and many industries have been revolutionised by its use. The logistics industry in India has been comparatively late in picking up the trend. However, better late than never. With encouragement from the government and favourable outlook, even investments have started coming into the segment and start-ups are attracted to the sector. In our segment, technology has helped businesses to improve

and be compliant, especially in preparing E way bills and maintaining accuracy. We believe that companies who are embracing the change and are ahead in adapting to technology alone will survive in future.

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

At V Trans we always believe in being ahead in terms of Technology. The group has many initiatives to its credit:-

We initiated use of computers much ahead of the industry, in 1984 • From 1989-90, we started using "C" & Cobol languages for GC & MEMO creation & printing
 From 1999-2000, Visual Basic programming to connect all our branches virtually, added • 2004 – 05, we started & created in-house ERP • Introduced .net version 2.5 based, in-house ERP • 2006 – ERP started functioning full-fledged and covered all 120 branches • Coming to the present in 2020, we have approx.800 branches interlinked through e Cargo • Upgraded the .net version ERP from 2.5 to 4.5 • Further, going in node JS soon, (the latest technology that supports our kind of needs) • E Cargo has given impetus to our expansion and become a benchmark in the industry.

### (7) What certifications / accreditations do you hold?

• ISO 9001 - 2015 • IBA Certification • CRISIL rating as A- Stable • US based LEAD accreditation of green building • Responsible e Waste disposal certificate

### (8) Who are your present clients?

We serve over 1,00,000 clients from across all major industry segments (Chemicals & Paints, FMCG, Engineering Goods, Auto Ancillary, Publications, Lubricants, Pharmaceuticals, Textiles, etc.), as we are leaders in transportation in chemical segment. From walkin to large, small-to-medium enterprises, we serve all clients, across geographies. Some of our clients are Henkel Group, Huntsman International, Dow Corning & Chemicals, Castrol India, PPG Asian Paints, Pidilite Industries, Carborundam Universal, Menachem Additives, BASF, Intas Pharma, Reckitt Benckiser and Schindler, to name a few.

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

V-Trans India is a leading single window logistics solutions provider with undisputed leadership in surface transport solutions, especially in less than truck load segment, across the length and breadth of the nation, from small and bulk parcels (extending door pickup and delivery facility from 10 kg onwards). The bouquet of offerings has; full truck load services, part load truck services, ODC, Express services, Multi modal transport services, Warehousing, Project logistics and 3 PL. We also offer e-commerce delivery services and secondary distribution services.

### 10. What is the current experience with GST regulations?

As GST is a single window tax, it certainly will help in the long term. Even presently, we have seen the infrastructure consolidation due to GST, which itself is great thing. However, for our segment, as we do not have any industry



status, there is some ambiguity in the tax slabs, like we have following prevailing rates for services under Logistics -

- •5% in RCM segment 12% for Transport Business
- 18% on Warehouse / Courier services

These variations in rates create confusion and government should make efforts to simplify and standardise tax rates for various logistics services.

### 11. How do you see your company's growth in the coming year?

Looking at current market scenario, we expect to grow by 15 to 20 % CAGR and with the addition of new services, which could mean extra 10-15 % growth. We may also extend our services internationally.

### 12. Is Product / Business diversification being considered in your Organization?

Our company has diversified significantly in logistics domain, from regional transport services to a pan India integrated logistics service provider with services in Surface transport, Express business, Warehousing, 3 PL, e Com, etc., we have it all for our clients. We see huge potential in the segment and as of now, have no plans to move out from logistics space. However, within logistics, we will launch many new innovative services, customised to the needs of our clients.

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

We now have our 3rd generation in business, they have been assigned with various responsibilities and are simultaneously being mentored by the senior generation. As of now, the next scion is not finalised and it is open for the most potential family member to take up the challenge. Our family has the strength of collective decision making and unity through generations, which is also one crucial reason behind our company's success.

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

· To follow your own ethical values and religious principles • To have laser sharp focus on core competency To be familiar with all desirable business practices.

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

The company has charity in its DNA. Much before it became a big business house, its founder, the late Mr. Kunverji K. Shah devoted himself to betterment of people and cattle of the drought-hit Kutch area. He even crossed the borders and worked for some border districts in Pakistan during the tough times. He became the go-to man for people for their problems and he would take their problems like business challenges and would ensure that they are resolved. No wonder his efforts were acknowledged and appreciated by Governor of the State. The Group carried the legacy forward and got involved in promoting activities in medical healthcare, education, sports, animal welfare, etc. Promoters not only lent a monetary hand, but also got involved in-person in CSR work, wherever and whenever possible. Some key

highlights of our community work, are as under: -

Our group is providing free transportation from 1978, to Bidada Sarvodaya Trust Hospital and helping in other needs, whenever possible.

Provided free transport services for Kutch earthquake victims - more than 150 Trucks for Morbi & Surat Flood Victims

We are one of the key members of JITO and support its initiatives, JITO Administrative Training Foundation that provides Educational help for all needy students who appeared for IPS, IAS and IRS examinations and we donate significantly to them.

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

Amongst several industry recognitions, we are proud recipients of

 Apollo CV Large Truck Fleet Operator of the Year – 2019 · Indian Chamber of Commerce (ICC) Logistics & Supply Chain (Road Transport) - March, 18, 2018 • CII Scale Awards: Best Road Safety Awards & Training & Development 2018-19 • Indian Chamber of Commerce (ICC) Logistics & Supply Chain (Road Transport) -March, 11, 2016 • ISCM Pro: Best Express Logistics Provider 18-19, Best LSP in retail category 2018-19 Mahindra National Award for Outstanding performance in Safety - March, 4, 2016 • Apollo-CV Large Truck Fleet Operator of the Year - 2015 • CEAT India Road Transport National Award for Excellence in Customer Service -2012 • Apollo-CV Best Practices Adopter of the Year — 2012 • CEAT India Road Transport (National) Award for Excellence in Personnel Management for 3 consecutive years in 2012, 2011 & 2010 · CEAT India Road Transport National Award for Environment Conservation – 2011.



Awards Cabinets at V TRANS

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

AITWA - is doing a good job though it has only been around a couple of decades. Considerable work has been done for the welfare of Transporters, especially after the new team has come, the pace has increased. Their Highway Heroes project is a commendable initiative to address many industry issues. We wish them all luck in continuing and doing more good work for the betterment of the industry.

Vinod Kaul

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

### Government Tables Notifications On Excise Duty, Road Cess Rise On Petrol, Diesel

inister of State for Finance Anurag Singh Thakur on tabled two notifications relating to increase in excise duty and road cess on petrol and diesel by Rs 3 per litre, amidst uproar by opposition in Lok Sabha, reported PTI.

Thakur placed before the House the notifications dated March 13, 2020 seeking to raise special additional excise duty on petrol by Rs 2 to Rs 8 per litre in case of petrol and to Rs 4 per litre from Rs 2 in case of diesel.

Additionally road and infrastructure cess was raised by Re 1 per litre on petrol and diesel to Rs 10.

Opposition members protested the government move. They questioned the hike in duty when global crude prices have come down significantly. Later in the day, Thakur also tabled the notifications along with the explanatory memorandum before Raiya Sabha.

This was opposed by AITC member Sukhendu Sekhar Ray.

"The price of crude oil has come down substantially in the world market and price of diesel and petrol has been enhanced in our market along with road cess," Ray said

With this, the total incidence of excise

duty on petrol has risen to Rs 22.98 per litre and that on diesel to Rs 18.83. The tax on petrol was Rs 9.48 per litre when the Modi government took office in 2014 and that on diesel was Rs 3.56 a litre.

In all, duty on petrol rate was hiked by Rs 11.77 per litre and that on diesel by 13.47 a litre in those 15 months that helped the government to more than double the excise mop up to Rs 2,42,000 crore in 2016-17 from Rs 99.000 crore in 2014-15.

It cut excise duty by Rs 2 in October 2017 and by Rs 1.50 a year later. But it raised excise duty by Rs 2 per litre in July 2019.

### You Must Know This About The Validity Of BS-IV Cars

ection 41(7) of the Motor Vehicle Act, 1988 for "Registration, how to be made" read as "A certificate of registration issued under subsection (3), Whether before or after the commencement of this Act, in respect of a motor vehicle, other than a transport vehicle, shall, subject to the provisions contained in this Act, be valid only for a periods of fifteen years from the date of issue of such certificate and shall be renewable". The Parliament has recently passed the Motor Vehicles (Amendment) Act, 2019. Section 17 of the Motor Vehicles (Amendment) Act, 2019 provides for amendment in sub-section 7 of Section 41 of the Motor Vehicles Act, 1989 which reads as "A certificate of registration issued under sub-section (3), whether before or after the

commencement of this Act, in respect of a motor vehicle shall, subject to the provisions contained in this Act, be valid only for a period of fifteen years from the date of issue of such certificate or for such period as may be prescribed by the Central Government and shall be renewable." This Ministry has made operational around 60 provisions of the Motor Vehicles (Amendment) Act, 2019 with effect from 1st of September 2019 in whole of India vide SO 3110(E) dated 28th August, 2019 and SO 3147(E) dated 30th August, 2019.

Further, the National Green Tribunal (NGT) vide its order dated 07.04.2015 has directed that Petrol vehicles which are more than 15 years old and diesel vehicles that are more than 10 years old shall not be registered in the NCR, Delhi.

Moreover, the Ministry of Road Transport and Highways, vide GSR 178 (E) dated 20th February, 2018 had notified that new motor vehicles conforming to Emission Standard Bharat Stage-IV manufactured before the 1st April, 2020 shall not be registered after the 30th June, 2020 and the new motor vehicles of categories M and N conforming to Emission Standard Bharat Stage-IV manufactured before the 1st April, 2020 and sold in the form of drive away chassis shall not be registered after the 30th September, 2020. However, the Hon'ble Supreme Court vide its order dated 24th October, 2018 has directed that no new motor vehicle conforming to the emission standard Bharat Stage-IV shall be sold or registered in the entire country with effect from 01.04.2020.



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### Track The Development Of Road Infrastructure Here



The works on

NHs are,

he Ministry of Road Transport and Highways had taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-

Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under "Bharatmala Pariyojana". Under this proposal, the Ministry has identified stretches for development of about 26,200 km length of Economic Corridors, 8,000 km of Inter Corridors, 7,500 km of Feeder Routes, 5,300 km Border and International connectivity roads, 4,100 km Coastal and Port connectivity roads, 1,900 km Expressways, National Corridor Efficiency improvement by development of ring roads around 28 cities, decongestion of about 125 choke points and 66 congestion points, development of 35 nos. of Multimodal Logistics Parks.

The Ministry is primarily responsible for development and maintenance of National

Highways (NHs). Development and maintenance of NHs is a continuous process. The works on NHs are,

accordingly, taken up depending upon inter-se priority, traffic density and availability of funds to keep the NHs in traffic worthy conditions.

The Cabinet Committee on Economic Affairs (CCEA) approved the proposal for investment approval for Phase-I

of "Bharatmala Pariyojana" during its meeting held on 24.10.2017. "Bharatmala Pariyojana" Phase-I includes development of about 9,000 km length of Economic corridors, about 6,000 km length of Inter-corridor and feeder roads, about 5,000 km length of National Corridors Efficiency improvements, about 2,000 km length of Border and International connectivity roads, about 2,000 km length of Coastal and port connectivity roads, about 800 km length of Expressways and balance length of about 10,000 km of roads under National Highways Development Project (NHDP). The programme is targeted for completion in 2021-2022.

Total investment of Rs. 6,92,324 crore is envisaged under Bharatmala Pariyojana Phase-I and other NHs/road development schemes upto 2021-22; this includes

investment of Rs. 5,35,000 crore for Bharatmala Pariyojana Phase-I and projects under NHDP.

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up depending
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### All The Deets From The Parliamentary Session

he following information was given by Union Minister for Road Transport and Highways Nitin Gadkari in a written reply in the recent Parliamentary sessions.

### Insurance Premium of Vehicles

The Parliament has recently passed the Motor Vehicles (Amendment) Act, 2019. Section 51 of the Motor Vehicles (Amendment) Act, 2019 provides for substitution of Chapter XI in the Motor Vehicles Act, 1988 wherein section 147(2) of the Motor Vehicles Act, 1988 for "Requirement of Policies and limits of liability" reads as- "Notwithstanding anything contained under any other law for the time being in force, for the purposes of third party insurance related to either death of a person or grievous hurt to a person, the Central Government shall prescribe a base premium and the liability of an insurer in relation to such premium for an insurance policy under sub-section (1) in consultation with the Insurance Regulatory and Development Authority". The Ministry has made operational around 60 provisions of the Motor Vehicles (Amendment) Act, 2019 with effect from 1st of September 2019 vide SO 3110(E) dated 28th August, 2019 and SO 3147(E) dated 30th August, 2019.

### Steps taken to Minimise Waiting Time at Toll Gates

According to the Government mandate, all lanes of fee plazas on National Highways except one lane have been declared as FASTag Lane of the fee plaza. As a result, waiting time in FASTag lanes has significantly reduced. However, the waiting time in the hybrid lane which accepts cash has increased because of non-FASTag vehicles.

The automated IT system of collection of fee through FASTag provides for discounts for up-and-down/return journeys through toll gates.

FASTag related issues and complaints at fee plazas of National Highways (NH) are addressed through a central NH Helpline Number 1033. Most of the complaints are resolved instantly by the customer executive. Other complaints are forwarded to concerned regional office of National Highways Authority of India (NHAI) and banks for necessary resolution. Apart from 1033, 24 participating

Considering the request of National Highways Authority of India (NHAI) and keeping in view inconvenience to citizens, Government decided that 25 percent of the FASTag lanes may be temporarily converted to hybrid lanes with the approval of Regional Officer concerned for next 30 days from 15th December 2019. It was further decided to relax the conditions regarding declaration of FASTag fee



banks of FASTag programme also have their own dedicated customer care helpline to cater to complaints of respective customer base. In view of increasing number of NH stretches and NH fee plazas, NHAI has also strengthened the capacity of NH Helpline 1033 to cater to increased call volume.

### Conversion of Fastag Lanes into Hybrid Lanes

In July 2019, Government announced the FASTag mandate of declaring all lanes except one lane of National Highways fee plazas as "FASTag lane of Fee Plaza" w.e.f. 1st December 2019. In order to facilitate sufficient lead time to citizens to obtain FASTag, the mandate was shifted to 15th December 2019 and the system was implemented across the country.

lanes for 30 days from 15th January 2020 at only 65 fee plazas of NHAI so that citizens are not put into inconvenience. These 65 fee plazas have been allowed to operate up to 25 per cent of all fee lanes as hybrid (cash plus FASTag) lanes during this period. For rest of the fee plazas the system has been implemented as per mandate. Further, again the relaxation was extended to 30 fee plazas of NHAI for 30 days from 14th February 2020, these 30 fee plazas have been allowed to operate up to 25 per cent of all fee lanes as hybrid (cash plus FASTag) lanes during this period.

### Central Accident Database Management System

Ministry of Road Transport & Highways has launched Integrated Road Accident Database (IRAD) System. The primary purpose of IRAD is to enhance road safety, and thus endeavors to generate various types of insights through the Analytics Dashboard, Trend Analysis etc. and therefore, decision making by Apex Authorities. The six states identified for piloting the project are Maharashtra, Karnataka, Madhya Pradesh, Rajasthan, Uttar Pradesh and Tamil Nadu.

### Recall Policy for Vehicles

To review the existing road accident data collection / reporting format so as to make recording and reporting of road accident data more accurate, objective and ensuring coverage of all relevant information, a Committee was constituted consisting experts from Indian Institute of Technology (IIT), Delhi, IIT Kharagpur, World Health Organization (WHO), senior officers from Police and Transport Departments of States, Ministry of Health & Family Welfare and officers of the Ministry. The Committee has submitted its report. On the basis of the recommendations of the Committee, a revised uniform road accident recording and reporting format has been adopted.

The Ministry of Road Transport and Highways has issued notification S.O. 1139 (E) dated 28.04.2015 and S.O. 2412 (E) dated 03.09.2015 wherein for amendment of Central Motor Vehicles Rules, 1989 (CMVRs) the following crash standards have been notified: -

Automotive Industry Standard 098-2008 as amended from time to time for Protection of occupants in the event of an Offset Frontal Collision shall be mandatory for the new models from 1st October, 2017 and for all models 1st October, 2019

Automotive Industry Standard 099 - 2008 as amended from time to time for Side door impact for all passenger cars, Protection of Occupants in the event of Lateral Collision shall be mandatory for the new models from 1st October, 2018 and for all models with effect from 1st October, 2019.

Further, this Ministry has also notified G.S.R 1483(E) dated 07.12.2017 vide

which Motor vehicles of category M1, manufactured on and after the 1st day of July, 2019 are to comply with the additional safety features like seat belt reminder, manual over-ride, speed alert system, vehicle reverse gear sensor etc. and its requirements as stipulated in Automotive Industry Standard (AIS) 145-2017.

A new section 110A has been inserted through the Motor Vehicles (Amendment) Act, 2019, recently passed by Parliament, which has provision for recall of motor vehicles in case of defect that may cause harm

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to environment or the driver or occupants of such motor vehicle or other road users.

### Cutting down Vehicular Emission

In order to cut down vehicles emission by boosting the operation of electric vehicles, the Government, vide S.O. 5333(E) dated 18th October, 2018 has granted exemption to the Battery Operated Transport Vehicles from the requirements of permit. The Government has also notified that the registration mark for Battery Operated Vehicles to be on a Green background for their identification. Further, the

Government vide, G.S.R. 1225(E), dated 20th December, 2018 had notified certain specifications for the grant of licence to the age group of 16-18 years to drive gearless electric two wheeler upto 4.0 KW. These measures will create a favourable ecosystem for growth of electric vehicles in public transport and shared mobility and boost the demand for environment friendly vehicles in the country. Ministry has also issued an advisory dated 17th July, 2019 to all States and Union Territories to promote use of electric vehicles.

### Budgetary Allocation for Road Sector

Budgetary allocation of the Ministry during the year 2019-20 is Rs. 83,015.97crore. Apart from the above, National Highways Authority of India (NHAI) has been authorized to raise Rs. 75,000croreas Internal and Extra Budgetary Resources (IEBR).

There has been a decline in the private sector participation due to various factors such as non-availability of equity with Concessionaires. difficulties in getting financing from Financial Institutions, failure of projects awarded during 2010-11 & 2011-12, etc. The Ministry took initiatives thereafter to implement projects primarily on Engineering-Procurement-Construction (EPC) mode and Hybrid Annuity Model (HAM) of Contracting. For projects awarded on HAM, 40% of the Project Cost is paid by Government/ NHAI as contribution support / grant to the Private Developer and the balance 60% is arranged by the successful bidder in lieu of deferred Annuity Payments during Concession Period.

Government has also taken initiatives for raising funds through monetization of completed road projects on Toll-Operate-Transfer (TOT) mode. Further NHAI has been authorized to raise funds through Infrastructure Investment Trust (InvIT) and securitization of toll revenue so as to get long term borrowing from Banks, etc. These measures have successfully enabled mobilization of additional resources.

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### National Highway In The Country



otal length of 6940 km of National Highways has been constructed in the country during year 2019-20 till December, 2019, whereas 1522 km length of National Highways has been constructed during 2019-20 under Bharatmala project.

Maintenance and repair of National Highways is a continuous process. Maintenance of stretches of NHs, where either Development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessioners/Contractors till the Concession Period/ the Defect

Maintenance of balance stretches of NHs, including restoration of damages due to floods, rainfalls, etc., on such stretches, are carried out annually as per available budgetary outlay, inter-se priority and traffic density to keep such NHs in traffic worthy conditions. Total funds allocated for maintenance of National highways for year 2019-20 is Rs. 2067.17 crore and expenditure till December, 2019 is Rs. 762.50 crore

Liability Period (DLP). Maintenance of balance stretches of NHs, including restoration of damages due to floods, rainfalls, etc., on such stretches, are carried out annually as per available budgetary outlay, inter-se priority and traffic density to keep such NHs in traffic worthy conditions. Total funds allocated for maintenance of National highways for year 2019-20 is Rs. 2067.17 crore and expenditure till December, 2019 is Rs. 762.50 crore.

Government of India has undertaken massive road development programme under SARDP-NE Scheme in NER. Under SARDP-NE (Phase – A and Arunachal Pradesh) 6418 km (5998 km actual design length) has already been identified for development at an estimated investment of about Rs. 33,750 crore, out of which 3225 km has been completed and 2155 km is under construction.

The Ministry of Road Transport and Highways has also taken up the connectivity Improvement Program for Char-Dham (Kedarnath, Badrinath, Yamunotri & Gangotri) in Uttarakhand. The program includes projects of improvement /development of 889 km length of NHs at total estimated cost of about Rs. 11,700 crore. Out of 889 km, 1.1 km has been completed and 646 km length is under construction.

The Ministry had taken up detailed review of NHs network and has given investment approval for Bharatmala Pariyojana Phase I Scheme for development of about 34,800 km (including 10,000 Km residual NHDP stretches) at an estimated outlay of Rs. 5,35,000.00 cr. Development of major Highways will be done under this scheme including the development of Economic Corridors, Inter-Corridors and feeder roads, National Corridors Efficiency improvements, Border and International Connectivity roads, coastal and port connectivity roads and expressways. The total number of 246 projects in a length of 10,100 Km has been awarded till February, 2020. Further, 1255 Km has been constructed under Bharatmala Project in FY 2019-20.

Ministry of Road Transport & Highways has targeted to develop 60,000 km length of National Highways (NHs) upto 2024-25 including improvement of road connectivity for tourist destinations, construction of bypasses, development of ring roads, decongestion of choke

66

Ministry of Road Transport & Highways has targeted to develop 60,000 km length of National Highways (NHs) upto 2024-25 including improvement of road connectivity for tourist destinations, construction of bypasses, development of ring roads, decongestion of choke points and congestion points, etc

points and congestion points, etc.

The Ministry took up development of NHs/ roads under various phases of National Highways Development Project (NHDP), Special Accelerated Road Development Programme for the North East Region (SARDP-NE) including Arunachal Pradesh Package of Roads, Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas, Externally Aided Projects (EAP), National Highways (Original) [NH (O)] scheme, etc. Various phases of NHDP envisaged development of NHs to 4/6 lane and 2 lane NH standards, development of expressways, etc. Development of most of the roads/ NHs under other schemes envisages their upgradation to 2 lane NH standards.

The Ministry had taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under "Bharatmala Pariyojana". Under this proposal, the Ministry identified stretches for development of about 26,200 km length of Economic Corridors, 8,000 km of Inter Corridors, 7,500 km of Feeder Routes, 5,300 km Border and International connectivity roads, 4,100 km Coastal and Port connectivity roads, 1,900 km Expressways, National Corridor Efficiency improvement by development of ring roads around 28 cities, decongestion of about 125 choke points and 66 congestion points, development of 35 nos. of Multimodal Logistics Parks.

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### Road Accidents Down By 10% After Increase In Fines

he number of road accidents has gone down by an average 10 percent after the amended Motor Vehicles Act with a steep increase in fines came into force, Lok Sabha was informed by Road Transport and Highways Minister Nitin Gadkari, reported PTI.

Responding to supplementary queries during Question Hour, the minister said after the amended law came into force in September 2019, most states have seen a decline in road accidents. He said Kerala and Assam on the contrary have seen an increase in accidents. The states and union territories that saw reduction in road accidents include Delhi, Uttar Pradesh, Jammu and Kashmir, Andhra Pradesh and Manipur. He said on an average there has been a reduction of 10 percent in road accidents.

Also, the Ministry of Road Transport & Highways has

Sr. No.	Name of the State	Number of Vehicle Accidents during 5 months before Implementation of the Act (Apr'19 to Aug'19)	Number of Vehicle Accidents during 5 months after Implementation of the Act (Sept'19 to Jan'20)	Percentage Change
1	Gujarat	7304	6316	-13.52%
2	Uttar Pradesh	18614	16239	-12.75%
3	Manipur	287	277	-3.40%
4	Jammu & Kashmir	2683	2284	-14.87%
5	Andhra Pradesh	NA	NA	-6.40%
6	Chandigarh	134	115	-14.10%
7	Kerala	20103 (for 6 months)	21105 (for 6 months)	4.90%
8	Assam	4058 (for 6 months)	4352 (for 6 months)	7.20%
9	Maharashtra	13848	13097	-5.40%
10	Chhattisgarh	5881	5604	-4.70%
11	Haryana	5537 (for 6 months)	5490 (for 6 months)	-1.00%
12	Delhi	2306	2274	-1.80%

recently launched "Integrated Road Accident Database (IRAD) System". The primary purpose of IRAD is to enhance road safety, and thus endeavors to generate various types of insights through the Analytics Dashboard, Trend Analysis etc. and therefore, decision making by Apex Authorities. The six states identified for piloting the project are Maharashtra, Karnataka, Madhya Pradesh,

Rajasthan, Uttar Pradesh and Tamil Nadu.

The Ministry implements scheme of publicity measures and awareness campaigns on road safety to create awareness among road users through various media, NGOs etc. Besides, National Road Safety Week is observed every calendar year for spreading awareness and strengthening road safety.

"Today's Accomplishments Were Yesterday's Impossibilities." - Robert H. Schuller

# Tata Motors' Lucknow Plant Targets 100% Renewable Energy Sourcing by 2030

ata Motors has announced that it aims to achieve 100 per cent renewable energy sourcing by 2030 for all its energy requirements at the Lucknow plant, which is specialised in designing and manufacturing of a range of buses.

Notably, the Lucknow plant of Tata Motors has adopted an Energy Management System (EMS), to ensure a substantial reduction of 38 percent in specific energy consumption over the last four years, claims the company. It also says that the energy consumption has been reduced to 250 kWh/equivalent vehicle in FY2018-19 from 406 kWh/equivalent vehicle in FY2015-16. The automaker claims that it is leveraging innovation, optimizing operations, implementing energy-efficient technologies, adopting energy conservation measures in order to achieve the target. Besides, the company claims that significant energy conservation measures have resulted in reducing the plant's non-working day energy consumption by 57 percent.

Commenting on the initiatives, Pramod Choudhary, Plant Head - Tata Motors, Lucknow, said, "Environment protection features as a top priority agenda in our business and we have set the action plans for carbon emission control, energy conservation, water conservation, and waste management. Our Lucknow plant has always been cognizant of the need for energy conservation and has been steadily making progress towards attaining 100 percent renewable energy sourcing for all its operations by 2030," reported ET Auto.

He also said, "We have increased the share of renewable energy to over 16% in the last two years by installing 4MWp capacity rooftop solar power plant in the plant premises. We will continue to drive such innovative initiatives as our contribution to make this planet smarter and greener, thus attaining sustainable development."

## Truck Manufacturers Face Difficulties in Offloading Pending BS-IV Stock

oing through a tough time with sales plummeting to an all-time low, heavy commercial vehicle makers have run into even more troubles with finance companies now refusing to extend loans for heavy trucks.

With the March 31 deadline for registering vehicles meeting Bharat Stage-IV emission norms drawing near, leading finance companies are openly shying away from financing heavy trucks due to uncertainty over whether the registration process can be completed by the end of the month, industry insiders said.

That is because as much as 80% of heavy trucks sold in the country are sold by the manufacturers without the cabin, or body, which the buyers get built by a third party body builder. Now, only a fully built vehicle can be registered, while it takes 20-25 days on an average for a truck body to be built. So, no financier is sure about funding BS-IV trucks.

"A shortage of body builders also causes further delays," said Vinod Agarwal, CEO of VE Commercial Vehicles, a joint venture between Volvo Group and Eicher Motors that builds trucks and buses, reported ET. "Heavy trucks are in the 18-55 tonnage capacity and cost anywhere between ₹20 lakh and ₹50 lakh. Financiers need to be conservative as there is concern on the deadline and they need to be sure that they don't incur any losses," he said.

Only motor vehicles conforming Bharat Stage-VI emission norms can be registered in the country from April 1 onwards as the Supreme Court has banned sale and registration of BS-IV vehicles after March 31. While manufacturers are hopeful that demand will pick up from April onwards with financiers set to fund BS-VI trucks, industry experts agree that this will require an economic revival. Truck sales have been on a downward swing for months now.

Part of the problem "lies with large fleet operators who are not adding fresh capacity as they see no economic viability", said Ramesh Iyer, MD of Mahindra Finance. "The capacity remains underutilised and subsequently operating costs are increasing," he said. "What is proving to be a dampener is the fact that freight rates are not going up as proportionally as they should, making the viability of a truck operator a big issue."

This issue has been further compounded by large idle capacity, experts said. The incentive to advance purchases because of high discounts is also not there, industry veteran Arun Malhotra said.

Following the economic slowdown, an increase in axle load norms and disruption in supply chain network of manufacturers, sales of commercial vehicles was down by 22% at about 704,000 units during the first 11 months of the current fiscal, according to data released by industry body SIAM. Within this, sales of medium and heavy commercial vehicles was down by 37% at about 219,000 units while light commercial vehicle sales declined 12% at about 485,000 units, SIAM data showed.

# Volvo Launches Trucks With Revamped Designs To Global Market



olvo Trucks introduced four new truck models to the global commercial vehicle market, including Europe, Asia and South America. The trucks will aim to serve the growing need for driver recruitment by focusing on driver comfort. The truck manufacturer reiterated continued support of safety and sustainability initiatives as well.

"The drivers will get a lot with this new product range," said Volvo Trucks president Roger Alm, reported FleetOwner. He added, "We have improved the comfort, the ergonomics, the visibility, lower noise level, and improved safety. We will have a completely new driver experience, and we will set the new standard In our industry."

"This [represents] 70 percent of our total sales globally," Alm said of the new product launches, adding, "This is very important for us. This is the largest launch that we are doing here

ever at Volvo Trucks."

The launch includes the release of four heavy duty trucks - FH, FH16, FM, and FMX. These products represent two-thirds of Volvo Trucks' global product deliveries.

"With all the smart innovations and features that we've bundled together, we have a much better safe trucks," said Helene Mellquist, senior vice president, Volvo Trucks Europe. "We also have a driver environment that is exceptional. On top of that, with the fuel efficiency we also make a great contribution to sustainability."

The major focus for this new line has been providing driver comfort and safety.

As sustainability continues to be a major focus for the truck manufacturer, Volvo Trucks focused on making improvements on the traditional internal combustion engine to further improve fuel efficiency and address emissions concerns.

"It's very versatile, it's highly efficient, it can be used for many different types of fuel such as biofuel," said Jessica Sandstrom, senior vice president, global project management at Volvo Trucks, regarding internal combustion engines. "We always aim to be leaders in fuel economy, and that means that we will continue to develop our combustion engines going forward."

In particular, the OE has focused on natural gas and diesel biofuel options as alternatives to traditional diesel fuel.

In many markets, the Volvo FH and Volvo FM are available with the Euro 6 compliant gas-powered liquid natural gas LNG engine. This option allows for fueling options of biogas or natural gas - both of which help to reduce CO2 emissions compared to Volvo's equivalent diesel trucks.

Notably, Volvo Trucks has also designed this new truck series to allow for compatibility and development into full electric trucks in the future. Application will help to determine which powertrain design would be most suitable for each customer.

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## Bollinger Motors Unveils Electric Truck Platform

available," the company said in a release, reported ET Auto.

Besides, Bollinger E-Chassis is also equipped with electronic stability control, electronic traction control, a hydro-pneumatic self-leveling suspension system, and a 5-15 kW onboard charger/inverter.

As per the company, the platform can be lengthened or shortened to suit the needs of individual customers.



ollinger Motors, a
Michigan-based startup,
showcased its first
electric platform and
chassis for commercial
vehicles.

The platform named 'E-Chassis' is the world's first and only Class 3 electric platform which has been designed to offer a high level of utility for the commercial electric truck market, according to the company.

The entire platform is now patent pending and can accommodate any future models developed by Bollinger Motors.

"The E-Chassis can be customized to meet customer requests and will include a 120 kWh battery pack as standard equipment. An optional 180 kWh battery pack will also be The platform
named 'E-Chassis'
is the world's first
and only Class 3
electric platform
which has been
designed to offer a
high level of utility
for the commercial
electric truck market,
according to the
company

"The E-Chassis will be built alongside its B1 and B2 vehicles at its factory in Michigan and will be available to commercial customers in 2021," the company added.

Commenting on the unveiling CEO Robert Bollinger said "When we first built our Class 3 B1, we knew there was a commercial aspect to the platform. Not only cab-on-chassis, but entirely new truck bodies can fit on our E-Chassis, and help propel the world to all-electric that much faster."

At present, Bollinger's B1 SUV and the B2 Pickup are sharing the same E-Chassis platform. The entire platform is now patent pending and can accommodate future models and other trucks developed by Bollinger Motors, the company said.

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"The Future Belongs To The Competent. Get Good, Get Better, Be The Best!" - Brian Tracy

### Arresting Alarming Road Deaths On Indian Roads – A Practitioner's **Comprehensive Perspective**

#### By Rama Shankar Pandey, MD-Hella India Lighting Ltd. & Chairman, FICCI Sub Committee on Road Safety

he loss of life on Indian roads has been a staggering 1.5 lakhs every year and millions are left immobilised for life due to absolutely no fault of theirs at times. The menace of road death has been far greater than the combined menace of natural calamities and terrorism. Yet this remains the least prioritised topic in our day to day lives. A single terror attack makes us all raise our voices and hold candle march protests yet 415 people not coming back to their homes everyday hardly makes any eye balls roll. It is therefore important that every individual feels the need to inculcate safe driving habits and not just hope that the other person on the road will spare us. It is not an act of God but understanding the science behind right driving and making changes in driving behaviour. The significant number of road crashes can be avoided only if people believe that it is skills and science while driving that needs to be looked at and not anything else.

Minimising road accidents or crashes is a collective responsibility of the society and involves a multi stake holder approach. No nation can achieve the desired results unless every section of the society is involved in the task. Right from children studying in schools who will be the future road users, to existing drivers on the roads to the enforcement agencies and the Govt. everyone needs to be sensitised about the menace of road crashes.

First & Foremost, we need to provide Laser Sharp direction to India's Road Safety mission by a robust & reliable Accident Research Data. Today individual stakeholders are looking at the problem from their own perspective as an individual solution provider. Though it's with good intent, we normally push our individual competency as a final answer to this complex problem, it's bound to fail, as our diagnostic approach is neither comprehensive nor based on accurate data. The data collected by our Police are neither timely nor diagnostically useful. We are missing both quality of Accident

Data, its granularity and consistency of numbers. There are only 2 ways we can solve it, either we build a Nationwide network of cross functional teams, trained with global best practices and ensure that they reach on the accident site in no time and collect forensic evidences before its lost. This will need huge government investment and a relatively longer time to implement. Another approach can be to equip every car with Vision & IOT technologies to record real time accident data like a black box approach in Aircrafts, so that accident scene can be reconstructed, and root cause analysis will lead to targeted interventions. This alternative seems faster & easier but commercially more challenging as it will need private investment by every Vehicle owner. This is where a collaborative Approach among Industry partners and little support from Government can make it affordable for Consumers. These connected, and Vision technology put in the car can generate huge amount of Data which can be monetized by Insurance



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First things First

Companies, Component & OE manufacturers and other service providers as per their agreement with the vehicle owner and Govt. can source critical accident research data at a relatively low spend. We at Hella are willing to join such consortium for utilization of vehicle user data to arrest alarming Road Deaths. One good example of shared business model to make it viable is how most of us are using Google Maps on a day to day basis.

Secondly, we should provide direction to our Technology, Regulations & enforcement Road Map with a "First thing First" approach and balance the importance of Active & Passive safety equally. Safety cycle starts with "Visibility". We call it a cycle of 1.Recognition (of Traffic) 2.Reaction (of the Road User) & 3.Injury Avoidance (of all involved). Precaution is better than cure. We create millions of opportunities for accidents in India by having unfavourable traffic situations & unpredictable Recognition of traffic on our roads. We must prioritize solving all our issues in the Recognition Phase.

As our country's per capita income is still on a lower side, affordability of technology is critical for its wide adoption & use. We must prioritize our technology Road Map. Even though we are able to bring all kind of safety regulations when the vehicle is delivered, compliance fall down while it is in day to day operation. This is obvious when you see Big Trucks missing Stop/Tail & Signaling lamps, Vehicles blinding you with glare where Headlamps are not levelled. A laser focus approach to solve all kind of Traffic recognition issue, be it Visibility, be it Lane discipline and overtaking discipline will greatly reduce the chances of creating an emergency situation every kilometre of our drives.

Thirdly, reasons of Road Accidents can be many, but one sure solution can be to become a good Driver our self and create a culture of Safe & Defensive Driving on our Roads. Road Crashes are mainly linked to driving behaviour when analysed minutely. It has been observed in a lot of post crash analysis that the crash could have been avoided had right driving behaviour been displayed. These days the connected vehicles through use of IOT helps a lot in analysing these factors which then can be of immense help while conducting post license defensive driving training.

Another way of reducing crashes is use of technology for assisting and alarming the Road Users in real time and make the Transportation system mire forgiving to which comprise of 1.94 percent of total road network, accounted for 30.2 per cent of total road accidents and 35.7 per cent of deaths in 2018. State Highways which account for 2.97% of the road length accounted for 25.2 percent and 26.8 percent of accidents and deaths respectively. A total of 57,441 accidents were reported involving Trucks/Lorry's out of which 23,868 were fatal and 51,166 people were injured. Road Safety

therefore for this segment becomes important. The safer they travel the safer are the goods they carry and in turn make the highways safer for themselves and other roadusers.

Drivers are not getting their due respect in the community

although they form the backbone of moving goods for our necessary necessities & prosperity, is also due to our mindset in the society which disproportionately reward white collar jobs over skilled jobs & partly due to inadequately skilled Drivers. The truck driver community is one of the majorly stressed out driver's community in the country & hence getting more & more involved in Road Crashes. It happens even when all of them fear an immediate

proper facilities on the highways along with the pressure to deliver on time takes a toll on their mental as well as physical wellbeing.

The Motor Vehicles (Amendment) Bill which came into effect from September also flags the importance of having a National Transportation Policy to "Arrest Alarming Road Deaths". This if implemented properly will be a big help for the drivers. Statistics shows that many accidents on the highways takes place just before dawn when the driver invariably dozes of behind the wheels. Night driving policies therefore needs to be implemented across industries and organisations need to make it a part of the policies which will ensure the transporters do not violate them just to reduce turnaround time. Corporate's as part of CSR initiatives can also ensure that proper resting places with facilities of health check-ups, personal hygiene, personal care etc are made available across national highways in partnership with NHAI for drivers to rest whenever fatigued by constant driving.

Road Safety is a science that needs to be practiced every time we are behind the wheels. It is an acquired behaviour which is dependent on multiple factors both external and internal. Certain external factors may not be within our immediate control such as road design, weather conditions etc but the internal factors such as a trained responsible driver, a well maintained vehicle and proper monitoring of driving behaviour through VTS is absolutely in our hands and therefore should be implemented positively. A properly driven vehicle has also shown statistically to have reduced the cost of wear and tear and also fuel consumption



human mistajes. Self analysis of one's owns driving behaviour and thereby understanding and correcting oneself is the key towards achieving the goal of reducing road deaths by 50% by 2030 as per the latest Stockholm declaration. Drive Smart Drive Safe- An NGO for Road Safety has launched the Drive Safe Club app which allows one's mobile phone to turn into a dash cam and records parameters such as harsh braking, rapid acceleration, sharp turnings, lane deviations etc and gives a driving score. One can analyse their trip and see the scores for improvement. The aim of the app is to promote clubs in every corporate so as data shows that there are 11 crore people who use to road to commute to work every day. If through the app, these 11 crores of the population can be made sensible drivers through self-analysis of their own driving half the battle is won. These technologies can be used to create a National standard of calculating Safe Driving Practices as a comprehensive score and positively motivate consumers for driving safe.

Another segment that needs to be addressed is the large number of commercial vehicle drivers. India's transportation and economic lifeline depends on Trucks and Lorry's. According to the latest accident report released by Ministry of Road Transport and Highways for the year 2018, National Highways



punishment if they fault while driving. This needs a radical change in our approach, from compliance & punishment to empathy & enablement. We must start to train, enable, empower & trust our drivers than continue to blame and continue to have crashes every day. The long distance travels, months away from home, no

thereby helping cut operational costs which should be another reason to encourage following Road Safety. Driver training programs on the aspects of Road Safety and refreshing them every year should be implemented. Also Use of Vehicle Tracking Systems or VTS devices in the trucks should be encouraged as it

allows one to analyse the driver behaviour over a period of time and see if the trainings given are actually being implemented on the road or not. The use of Technology will help drivers in improving their driving and will make them safe on roads.

Regulations around Safer Vehicles have gained maximum importance in current time. India will be soon at par with global standards with respect to both safety & environment regulations road map. The automobile industry & companies like Hella India Lighting Ltd. is not only committed to reduce Road Deaths, it has taken many steps in Engineering &

Technology to ensure safer vehicles on the Road. However, we are yet to reap the fruits of these stringent regulations which unfortunately is only applicable till the vehicle leaves an OEM factory. Commercial vehicles are covered for Periodic Fitness Certifications but a drive on any Road across the country can reveal the poor condition of their active safety components. In this respect a unique initiative by Drive Smart Drive Safe- An NGO for Road Safety needs mention. They have

developed a vehicle check list that can be used on hand held devices by drivers and transporters before every trip and after completion of every trip. The checklist enables visual inspection allowing the drivers and transporters to check multiple parameters both outside and inside the truck cabin. Points like tyre pressure, conditions of lights, seatbelts, condition of brakes, driver uniform, cleanliness etc can be marked on the portal after which a vehicle can be declared fit to be driven. This ensures zero violation and complete adherence to policies thereby ensuring safer fleet and in turn safer roads. All this to make a difference to the Life condition of Indian Commercial Drivers.

Even people who don't drive at times make their drivers break rules while being late for work or airport. Back seat driving is as important factor as driving itself. It is the collective responsibility of all and not just the person driving. Voluntary wearing of rear seat belt should be inculcated as a habit rather than a compulsion or at being told.

Awareness and Enforcement are two major factors that can develop the safety culture in the country. Despite concrete

laws and penalties levied on breaking road rules, the number of traffic accidents is increasing every day in India Education should go hand in hand with enforcement as just enforcement with steep fines never worked. People should be made aware of the rules of the road and why it is important for them rather than seeing it as a subject of just abiding by law. A diverse country like ours needs a multifaceted approach to reduce road deaths and should be made a part of everyday life in practice to follow defensive driving .Drive Smart Drive Safe- launched a nationwide campaign "India against Road Crash" during the 31st national Road Safety Week starting 11th of



January 2020. The objective of this campaign was not only to induce behavioural shift amongst masses but to also encourage Corporate's, Industry Associations, NGOs, and Civic Bodies to come together for this noble cause.

The weeklong campaign had the following activities to it that were conducted nationwide across 70+cities.

- Taking road safety pledge on a 6 point code of conduct
   R o a d S a f e t y walkathon
   Observing a minute long silence for the victims of road accidents
- · Formation of Human Chain
- Collective listening of Road Safety
   Anthem Promoting creation of Road Safety Clubs

Apart from the on ground activities the campaign gathered huge momentum online with thousands of pledges signed digitally on the campaign website www.iarc2020.org

The campaign garnered massive support from all quarters with the BSF joining hands to launch the campaign at Wagah Border where 60000 people took the pledge to be safe road users. With such huge response the launch couldn't have been better for this cause. With the

momentum gained from this massive launch the campaign went across different cities like Delhi, Chandigarh, Mumbai, Pune, Jaipur, Manesar to name a few where major corporate came in large numbers to pledge their participation for the cause and be part of a yearlong movement.

Corporates such as Mahindra, Wabco, Brakes India conducted the campaign across multiple locations of their organisation where thousands of employees took part actively. Industry association like SIAM, ACMA, CII came forward to lend their support across

various platform making it truly a peoples movement against the menace of road crashes. The support from enforcement agencies like the police and traffic police of various states only made it more meaningful.

The idea of the entire movement was to encourage people to from Road Safety clubs in their own organisations, societies, and institutions and encourage others to follow the rules of the road. It was more like citizens' initiative rather than just blaming the authorities for the various

causes of road crashes in India. There are roughly 11 crore office goers in India working with various organisations and if we are able to imbibe the sense of Road Safety in them through such campaigns half the battle is won. That was the main premise of conceptualising the entire campaign with the intention to carry on throughout 2020 and not just restrict it to the Road Safety Week.

Throughout the campaign an appeal has been made to all participants to form clubs carry it forward in whatever capacity they are, wherever they are so that it take up the form of a chain reaction where each one of us are able to encourage at least 10 others to follow Road Safety.

Since Enforcement on our Roads are grossly inadequate, Indians need to form community of Self-Disciplined Road Users and gradually grow their tribe to reduce Road Accidents and #DriveSafeClubs will be an excellent Citizen's movement in this regard. Every Fleet Owners can form these clubs with the support of many Road Safety NGO'S including www.clubd2s.com or DRIVE SMART DRIVE SAFE.

Stay Safe, Stay Healthy.

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#### **Getting Ready For BS VI Standards**

#### Anup Bandivadekar

The magnitude of the changes in store for truck owners and operators in 2020 can hardly be overstated. Vehicles meeting the new Bharat Stage (BS) VI emission standards, in effect from April 1, 2020 onward, contain advanced after treatment technologies that make them much cleaner than even BS IV trucks, but also significantly more complex. With lots of new electronics onboard, education about maintenance and operation is crucial to ensure proper vehicle functioning and minimize downtime.

First, what is different about the design of BS VI trucks? For one, nearly all diesel engine manufacturers will include both a diesel particulate filter (DPF), which traps soot in the exhaust, and a selective catalytic reduction (SCR) system as part of the after treatment system. An ammonia slip catalyst might also be added. These technologies significantly reduce tailpipe emissions of nitrogen oxides and particulate matter that harm human health. They are also quite expensive to replace.

The driver display console will also have additional LEDs/incandescent bulbs. buttons, and switches. The drivers may need' cheat sheets' from the maintenance crew that fully describe the meaning and function of each of these. The sheets should be kept near the driver for ease of reference, and drivers need to learn to interpret on-board requests. The malfunction indicator lights (MIL), on-board diagnostics (OBD) indicators, and other warning lamps can trigger individually or in combination, and they will produce either a constant light or a flashing light. Each light indicates a specific condition, status, or malfunction, and drivers need to be familiar with all of the manufacturer's guidance to be able to respond appropriately.

Perhaps most importantly, if maintenance requests are not completed on time and/or are not appropriately fulfilled, BS VI trucks are designed to lose power or torque, and might even shut down while in operation. The shutdown protects the engine and after treatment system from irrecoverable failures and is part of manufacturer strategy to induce drivers to complete maintenance requests promptly and fully.

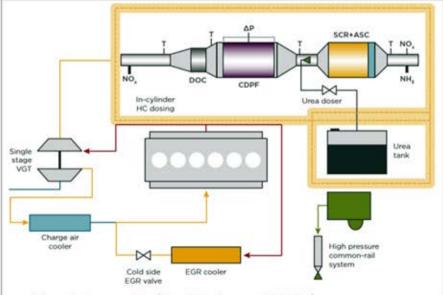
For drivers, it is important understand that DPFs perform soot oxidation through both passive and active regeneration. Passive regeneration happens without any operator input, but active regeneration requires operator assistance. Drivers need training to learn all of the manufacturerrecommended preconditions for DPF regeneration mode and in particular, drivers should familiarize themselves with the symbol and color of the "DPF full" warning light. This light indicates that the DPF is full of soot and needs to be regenerated, but the vehicle might not automatically enter regeneration mode because one or more of the necessary preconditions is not met. Ignoring a request for DPF regeneration for too long can cause back pressure on the engine, and this can lead to increased fuel consumption, loss of power, and, in extreme cases, engine damage and permanent DPF failure.

Significantly elevated tailpipe temperatures in excess of 600oC are expected during active DPF regeneration events; these can happen up to three times per day, and therefore an inhibit switch or button is available to drivers. It is intended for use only in cases of emergency, such as when the truck goes into regeneration mode at a location where the exhaust temperature could threaten the safety of people nearby. As mentioned above, to protect the engine and after treatment system, BS VI trucks contain design strategies that induce compliance by cutting power to the engine and even shutting the engine down. With respect to regeneration, drivers could be forced by the shutdown to perform a parked regeneration, and this usually results in vehicle downtime.

Regarding the SCR system, drivers and maintenance staff need to be trained about appropriate levels of aqueous urea solution (AUS), also known as diesel exhaust fluid (DEF), and always keep the right amount of AUS in the tank. Lack of AUS for injection can cause SCR saturation and deterioration and shorten its useful life. Again due to vehicle design, failure to refill the AUS tank promptly can cause power loss and possible vehicle downtime. To prevent this, drivers should know all AUS stations along their routes and fill the tank upon seeing a warning light. Always add the manufacturerrecommended amount of AUS and never add adulterated or contaminated (lowgrade) AUS, as this can lead to major maintenance issues.

Finally, while the fuel at pumps should be only BS VI fuel—i.e., diesel with no more than 10 parts per million sulfur content—from April 1, 2020 onward, drivers should still make a conscious effort to verify that it is the appropriate fuel before putting it in the truck. It is illegal to adulterate fuel and using noncompliant fuel, including mixing urea with diesel fuel, is both detrimental to the vehicle and will increase maintenance costs.

With adequate training and by following appropriate maintenance practices, BS VI trucks are expected to reduce air pollution from diesel trucks by 80%–95%. This is a change we can all look forward to in the coming years!



Schematic (not to scale) of Euro VI and expected BS VI aftertreatment systems. In the above figure T, Nh3, Nox and ΔP refer to temperature, ammonia, nitrogen oxide and differential pressure sensors, respectively. Picture Courtesy: Dieselnet

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#### Eicher launches its innovative BS-VI solution- EUTECH6

Unveils the new generation of vehicles across 4.9T-55T

EUTECH6 offers unique mix of Euro VI base engine expertise, technological edge and uptime solutions
 Uptime Centre to reduce downtime to set an industry leading standard

Indore, March 3, 2020: Leading commercial vehicle manufacturer, VE Commercial Vehicles Limited, (VECV) today unveiled its entire BS-VI range of trucks and buses across 4.9- 55T tagged with Eicher's innovative BSVI solution -EUTECH6. The new platform combines VECV's Euro VI expertise with the most reliable engine technology& fuel-efficient driveline. It also features enhanced Uptime- a proposition to ensure the most efficient upgrade to BS-VIwith 24X7 Uptime support and higher profitability for the customer's business.

Leveraging the Euro VI expertise of over 6 years, the newest range of Eicher vehicles will feature an efficient and reliable EATS (exhaust after-treatment system) and engine technologytested for over 5.6 million kms. The BS-VI trucks and buses boast of higher fuel efficiency and dutycycle based SCR solutions for high reliability and low maintenance.

The Uptime Centre at Pithampur will offerServicesupport with a team of diagnostic experts offering Remote



country. The team of expertsare equipped to communicate in various languages including English, Hindi, Marathi, Telugu, Tamil, Kannada and Malayalam.

To cater to the need of strengthening the ecosystem, the company has added new competence development centresand mobile training facilities taking the total to 18 such training delivery points. In addition, 'Uptime Enablement' of all workshops in the network is progressing rapidly to ensure the availability & adequacy of people, process & infrastructure to work effectively and

deliver a superior Uptime to customers in the BS-VI environment. Speaking on the occasion, Vined Aggarwal, MD & CEO, VE Commercial Vehicles said,"In line with our vision towards modernising commercial transportation, Eicher's new BS-VI offering takes a lead in providing the most comprehensive & innovative solution for our customers. Our efficient and reliable BSVI engine technology is backed by over 6 years of experience of supplying

EuroVIbase engines to the Volvo Group. Coupled with this, our new Uptime solution is aimed at ensuring a differentiated aftersales experience for our customers."

He further added, "EUTECH6 solution will not only reduce fuel costsbut will significantly improve productivity for our customers with new uptime solutions. Our extensive competence development program for technicians in our dealer network and for drivers of our customerswill ensure seamless transition to BS-VI across India."

Eicher had unveiled India's first BS-VI offering in June 2019 with introduction of newgeneration Pro2000 series. The deliveries of BS-VI vehicles

have already started in select markets and the entire new range of trucks and buses will be available throughout the country starting March 2020.

#### About Eicher Trucks & Buses

Eicher Trucks and Buses has the lineage of over three decades of operations in India. Adopting the most professional and holistic approach to modernize the Indian trucking industry, their brand philosophy, "Go Pro", promises to deliver best-in-class fuel efficiency, higher loading capacity, superior uptime and overall vehicle lifetime profitability. Eicher Trucks and Buses (ETB) is present in the LMD range with a strong presence in the 4.9T-16T truck segment and an ever-increasing market share in 16T-55T heavy duty trucks segment. Eicher Pro Series buses also have a strong presence in the Light and Medium segment along with market leadership in the school bus segment.

#### About VE Commercial Vehicles Limited (VECV):

VE Commercial Vehicles Limited (VECV) is a joint venture between the Volvo Group and Eicher Motors Limited. In operation since July 2008, the company includes the complete range of Eicher branded trucks and buses, exclusive distribution of Volvo Trucks in India, engine manufacturing and exports for Volvo group, non-automotive engines and Eicher component business. A multibrand, multi-division company, backed by innovative products & services, VECV today, is recognised as an industry leader for modernizing commercial transportation in India and developing world.

#### **EUTECH6**

#### Euro VI expertise for 6 years

- VECV has been manufacturing and supplying Euro VI base engines to Volvo Group
- Over 1,20,000 Euro VI base engines manufactured
- First CV player to unveil BS-VI vehicle in June 2019
   Efficient & reliable EATS + engine technology
- · Best Fluid Economy: Diesel and DEF consumption
- Reliable EATS + engine technology tested for over 5,600,000 kms
- Duty-cycle based SCR for high reliability & low maintenance

#### Enhanced UPTIME

- · 24x7 support by specialists at Eicher Uptime Centre
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## Women in Logistics Policymaking



Dr. Arpita Mukherjee ICRIER

1. How many years have you been in logistics policymaking and how do you find the journey until now?

I have been working closely with policymakers in the logistics sector for over 17 years. I have done both policy-related projects and productivity improvements related projects. At present, we are working with the government on developing a robust risk management system. Earlier we have worked on traceability for organic produce and fair trade for exports to key markets like the European Union. I primarily focus on the use of ICT in logistics. This is

one of the most exciting areas to work on in the fourth industrial revolution.

#### 2. How did you get inducted into logistics policy?

I started working on the logistics sector to provide inputs to the Department of Commerce, Ministry of Commerce and Industry on their services negotiations in the World Trade Organization (WTO) and for bilateral and regional trade agreements. As a part of this, I have been a member of several Joint Study Groups and have provided inputs in trade negotiations to the Government of India. More recently, I have done projects under foreign governments' capacity building initiative with the Indian government on improving Customs processes and compliances in supply chains of products like food products. My projects for industry associations like Express Industry Council of India (EICI) and companies helped me to understand the business perspectives. While my induction into this industry has been through research and policymaking, now I am working on the integration of logistics across multiple value chains.

3. Logistics policymaking is a male dominated industry. What has been the reaction of your male

#### colleagues, clients and those reporting to you?

Although logistics sector is a male dominated sector and many a times I have been the single female presenter in conferences/seminars, I have never felt bad about it. In fact, my clients, colleagues and others have always treated me with respect. I am told that I bring in practical and alternate perspectives to make implementations more effective.

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

I specialize in policymaking and productivity improvements.

#### 5. What is so interesting about the logistics industry that keeps you attracted to it?

The market for logistics in India is unsaturated and this is one of the fastest growing industries. India has the potential to become a South Asian logistics hub. Given that this sector cuts across other sectors, it has implications on sustainable and inclusive development and trade growth. The cross-cutting nature of the industry, technology development and continued need for interaction with multiple stakeholders from farmers to manufacturing to retailing, has fascinated me and I can always find a new area of research in this sector.

#### 6. How confident are you about future growth on equal opportunity basis, vis-a-vis male colleagues in your field?

I do think that more women should come into the logistics sector. There is opportunity for them to work in areas like ICT for logistics and green technologies. To encourage more women in certain areas like truck driving, proper amenities and safety measures have to be adopted.

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

My husband has been supportive of my work, including the long hours. We share housework and keep family commitments for weekends. Our only daughter is studying Masters in Computer Science in UCLA and after she left home for engineering, I can devote more time to research. I think that children need their mothers at their early age of development and I have always tried to schedule my work so that our child had her share of attention and love.

#### 8. What is your advice to youngsters, particularly women, on the verge of starting their career in policy making and research?

Research is a wonderful field for women as it helps them to grow with dignity. Many women now are passionate about social change, innovation, and technology. I would encourage women to go for higher education and use their knowledge to help in grass-roots transformation through policy research and implementation. There is a growing opportunity for patents in fields such as logistics and we need more good quality women researchers.

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

#### **DELHI REGIONAL OFFICE**

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#### मंत्रिमंडल ने हिमाचल प्रदेश, राजस्थान, उत्तर प्रदेश और आंध्र प्रदेश राज्यों में कुल 780 किलोमीटर लंबे विभिन्न राष्ट्रीय राजमार्गों के पुनर्वास और उन्नयन की मंजूरी दी



प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में मंत्रिमंडल की आर्थिक मामलों की सिमित ने 2 लेन /2 लेन पक्के ढ़लानों के साथ/4-लेन विन्यास (2-लेन/एकल/मध्यवर्ती लेन) के पुनर्वास और उन्नयन तथा हिमाचल प्रदेश, राजस्थान, उत्तर प्रदेश और आंध्र प्रदेश राज्यों में 780 किलोमीटर लंबे विभिन्न राष्ट्रीय राजमार्गों कें खंडों को मजबूत बनाने की मंजूरी दी। इस परियोजना में 7662-47 करोड़ रूपये का निवेश शामिल हैं जिसमें 3500 करोड़ रूपये (500 मिलियन अमरीकी डॉलर) का ऋण घटक शामिल है। विश्व बैंक की ऋण सहायता हरित राष्ट्रीय राजमार्ग कॉरिडोर परियोजना (जीएनएचसीपी) के तहत होगी। इस परियोजना में निर्माण की समाप्ति के बाद इन राष्ट्रीय राजमार्ग खंडों का 5 वर्ष तक (डामर पटरियों के मामले में) 10 साल तक (कंकरीट पटरियों के मामले में) रखरखाव भी शामिल है। इस परियोजना में निम्निलिखित 4 घटक शामिल हैं:-

- राष्ट्रीय राजमार्गों का सतत विकास और रखरखाव
- संस्थागत क्षमता में बढ़ोतरी
- सडक सुरक्षा और
- अनुसंधान एवं विकास

इन राजमार्गों के निर्माण के अलावा इस परियोजना में जलवायु के लचीलेपन में कार्य की गुणवत्ता और हस्तक्षेपों के प्रभाव का आकलन करने के लिए सामग्रियों के परीक्षण हेतु इंडियन एकेडमी ऑफ हाइवे इंजीनियर्स (आईएएचई) में हाइवे/ब्रिज इंजीनियरिंग प्रयोगशाला को मजबूत बनाना; डिजाइन, कार्यान्वयन, परिचालन और रखरखाव चरणों में सुरक्षा ऑडिटों के माध्यम से सड़क सुरक्षा में वृद्धि करना; केंद्रीय सड़क परिवहन संस्थान, पुणे का दुघर्टना जांच पड़ताल के लिए क्षमता निर्माण करना; और निम्नलिखित प्रासंगिक विषयों पर अनुसंधान एवं विकास अध्ययन शामिल हैं :-

- मिट्टी और पटरी सतहों का स्थिरीकरण;
- तटबंधों में फ्लाई ऐश, मकानों के मलबे आदि का उपयोग:
- बिट्मिन के कार्यों में प्लास्टिक अपशिष्ट संशोधकों आदि का उपयोग;
- जैव इंजीनियरिंग समाधानों का उपयोग करके ढलाव संरक्षण।

#### लाभ:

इन परियोजनाओं का क्षेत्र की सामाजिक-आर्थिक जरूरतों पर विचार करने के बाद अच्छी और वाहन योग्य सड़कें उपलब्ध कराने की जरूरत के आधार पर चयन किया गया है। क्षेत्र की प्र—ित और स्थानीय उपज की मात्रा, उपज की ढुलाई के लिए उपलब्ध लॉजिस्टिक बुनियादी ढांचा तथा मुख्य धारा क्षेत्र के साथ स्थानीय लोगों के जुड़ाव की आवश्यकता आदि पर विचार किया गया है। इन खंडों का कार्य पूरा होने के बाद वाहनों की आवाजाही में लगने वाले समय में कमी आएगी। जनता के महत्वपूर्ण कार्य घंटों में भी बचत होगी। जनता की दक्षता में महत्वपूर्ण बढ़ोतरी होगी। वाहन यातायात की सुगम आवाजाही के कारण तेजी से चलने वाले वाहनों में तोड़फोड़ भी कम होगी। इसके अलावा ईधन की खपत में भी बचत होगी। ये चयन किए गए खंड औद्योगिक क्षेत्रों, समृद्ध कृषि क्षेत्रों, पर्यटक स्थलों, धार्मिक स्थानों और प्रगित एवं आय के रूप में पिछड़े क्षेत्रों से गुजरते हैं। इस परियोजना के पूरा होने के बाद कनेक्टिविटी में सुधार होगा, जिससे राज्यों को अधिक राजस्व जुटाने में मदद मिलने के साथ-साथ स्थानीय जनता की आय भी बढेगी।

परियोजना खंडों के निर्माण की अवधि 2/3 वर्ष होगी और रखरखाव अवधि डामर पटरी सड़कों के लिए 5 वर्ष तथा कंकरीट की पक्की पटरी सड़कों (राजस्थान राज्य में केवल एक खंड) के लिए 10 साल होगी।



#### राजस्थान में अब १५ साल पुराने कमर्शियल वाहनों की रजिस्ट्रेशन रिन्यूअल पर लगी रोक

अब एक अप्रैल के बाद से बीएस-4 के वाहनों के न्यू रजिस्ट्रेशन नहीं हो सकेगा

 प्रदेश में करीब 48 हजार डीजल ऑटो रिक्शा चल रहे हैं, इन्हें एलपीजी किट लगाने पर ही परिमट मिल सकेगा

जयपुर। बढ़ते प्रदेश को नियंत्रण करने के लिए सरकार और एनजीटी लगातार प्रयास कर रही है। प्रदेश में भी 15 साल पुराने कॉमशिंयल व्वाहनों की आरसी रिन्यअल पर रोक लगाने की तैयारी की जा रही है। वहीं अब एक अप्रैल से बीएस-4 के वाहनों के न्यू रिजस्ट्रेशन नहीं हो सकेगा। बीएस-4 की जगह अब बीएस-6 के वाहनों का ही रिजस्ट्रेशन हो सकेगा। बीएस-4 के वाहनों की तुलना में बीएस-6 के वाहन पांच गुना पॉल्यूशन कम देंगे। वानी यूरो-6 के वाहनों का प्रदूषण मानक शन्य के बराबर है।

इससे पहले दिल्ली में बढ़ते पॉल्यूशन के नियंत्रण को कम करने के लिए दस साल पुराने डीजल और 15 साल पुराने पैट्रोल वाहनों पर चलने की रोक लगा दी है। प्रदेश में भी अब डीजल ऑटो रिक्शा को अब एलपीजी किट लगाने पर ही परिमट, आरसी रिन्युवल के साथ फिटनेस



नहीं होगी। प्रदेश में करीब 48 हजार डीजल ऑटो रिक्शा चल रहे हैं। बीएस-4 के वाहनों की ब्रिक्री के लिए कंपनियां ग्राहकों को कैश बैक सहित अन्य ऑफर दे रही है। चौपहिया वाहनों पर 10 से 12 हजार तक की छूट है। कोर्ट ने 1 अप्रैल 2017 से बीएस-3 पर अचानक रोक लगा दी थी। तब कंपनियों ने ऐसे दुपहिया वाहनों पर 15 हजार व चौपहिया पर 60 हजार तक की छूट दी थी। यूरो-6 के वाहन 20 हजार रुपए तक महंगे मिलेंगे।

2019 से ही यूरो-4 वाहन बनाना बंद कर दिया

केपी ऑटोमोबाइल के डायरेक्टर राशांक पोद्धार ने कहा कि मारूति ने दिसंबर 2019 से ही यूरो-4 के वाहन बनाना बंद कर दिया था। अब यूरो-6 के वाहन बेचे जा रहे हैं। लोगों को भी यूरो-6 के वाहन ही खरीदने चाहिए। ताकि प्रदूषण का स्तर कम हो सके।

#### देश में ट्रक ड्राइवरों को अपने पेशे से सबसे ज्यादा मोहभंग होने की आशंका है

#### खराब स्वास्थ्य, सामाजिक असुरक्षा और खराब पारिवारिक जीवन और कम सामाजिक प्रतिष्ठा है मुख्य कारण

नई दिल्ली, 28 फरवरी।

देश में लगभग 84 फीसदी ट्रक चालक अपने परिवार के सदस्यों या रिश्तेदारों को पेशे के रूप में हाइविंग नहीं करना चाहते हैं और उनमें से लगभग 53 फीसदी अपने काम से नाखश हैं, सेवलाइफ फाउंडेशन ने एक नया अध्ययन किया है। इसने यह भी दावा किया कि इस सर्वेक्षण में एक-तिहाई से अधिक झड़वरों ने यात्रा के दौरान थकान और नींद को कम करने के लिए इग्स लेना स्वीकार किया। रिपोर्ट बताती है कि अगर यह प्रवृत्ति जारी रही तो डाइवरों की गंभीर कमी होगी। एक उद्योग के अनुमान से पता चलता है कि 2022 तक हाइवर और ट्रक अनुपात प्रत्येक 1,000 ट्रकों के लिए 450 चालकों तक गिर गया होगा। सर्वेक्षण के निष्कर्ष शुक्रवार को सडक परिवहन और राजमार्ग जनरल वी के सिंह द्वारा जारी किए गए और देश भर में ट्रक हाइवरों की दुर्दशा पर प्रकाश डाला गया। लगभग 48 फीसदी उत्तरदाताओं ने अपनी कामकाजी स्थिति को खराव बताया। लगभग 41 फीसदी टक डाइवरों को डर है कि वे पुलिस या अन्य कानून लागू करने वाले अधिकारियों के साथ व्यवहार करते समय अपमान और बुरी भाषा का लक्ष्य हो सकते हैं, अध्ययन में पाया गया है।

रिपोर्ट के अनुसार, पैलेट्री और अनियमित आय, कोई सामाजिक सुरक्षा कवर, खराब पारिवारिक जीवन और कम सामाजिक प्रतिक्व मुख्य कारण हैं कि ट्रक चालक अपने पेशे से नाखुश हैं। झुइवर की सीट पर प्रतिदिन लगभग 12 घंटे बिताने के साथ आने वाले तनाव का हवाला देते हुए, अधिकांश उत्तरदाताओं ने कहा कि वे थकान या नींद महसूस करते हैं। सेवलाइफ फाउंडेशन के सीईओ, पीयूष तिवारी ने कहा कि रिपोर्ट में झुइवरों की चिंता को दूर करने की आवश्यकता पर प्रकाश डाला गया है, जो देश को अर्थव्यवस्था और रसद क्षेत्र में महत्वपूर्ण भूमिका निभाते हैं। उन्होंने कहा, 'हमें झुइवरों को सामाजिक सुरक्षा लाभ बढ़ाने और काम के घंटे के मानक को सख्ती से लागू करने के लिए एक व्यापक नीति सहित आवश्यक उपाय करके पेशे में गरिमा जोड़ने की जरूरत है।'

रिपोर्ट में दावा किया गया है कि लगभग 93 फीसदी उत्तरदाताओं ने पुष्टि की कि बेतन के अलावा उन्हें कोई सामाजिक सुरक्षा नहीं मिलती है। उनमें से अधिकांश को 10,000 रुपये से 20,000 रुपये प्रति माह के बीच बेतन मिलता है, जो कई राज्यों में न्यूनतम मजदूरी से भी कम है। सर्वेक्षण में, 10 में से नी उत्तरदाताओं ने कबूल किया कि उन्होंने झाइविंग लाइसेंस प्राप्त करने से पहले किसी भी औपचारिक प्रशिक्षण से गुजरना नहीं किया, 62 फीसदी झाइवरों ने कहा कि वे एक व्यावहारिक परीक्षण के लिए दिखाई दिया।

कुल मिलाकर, उत्तरदाताओं के दो-तिहाई (67फीसदी) से अधिक लोगों ने कहा कि वे असाइनमेंट के साथ अधिक हो गए हैं और इसलिए वे समय पर अपने काम को पूरा करने के लिए तेजों का सहारा लेते हैं। लगभग 41फीसदी ड्राइवरों ने कहा कि वे सब्जियों, खाद्य पदार्थों और खराब होने वाले सामानों को ले जा रहे हैं, जिन्हें जल्दी से गंतव्य तक पहचने की आवश्यकता है।

रिपोर्ट में उन स्वास्थ्य जोखिमों को भी सामने लाया गया है जो झुइवरों को पहियों के पीछे लंबे समय तक रहने के कारण सामना करते हैं। यह पता चला है कि 77 फीसदी झुइवरों ने पीठ में दर्द और 58 फीसदी ने संयुक्त, मांसपेशियों और गर्दन में दर्द की सूचना दी। स्वास्थ्य संबंधी तीसरी बड़ी समस्या उन्हें कब्ज, गैस और पेट की समस्या थी। 'जब यात्रा के दौरान होने वाले प्रमुख स्वास्थ्य-मुहों की रिपोर्ट करने के लिए कहा जाता है, तो उनमें से लगभग 96 फीसदी (दिल्ली-एनसीआर के उत्तरदाताओं) ने पीठ दर्द की सूचना दी जबकि 64फीसदी ने सिरदर्द और चक्कर आने की सचना दी।'

#### चालकों को सामाजिक सुरक्षा की दरकार

रिपोर्ट पर गीर करें तो देश में सड़क दुर्घटनओं के लिए व्यवसायिक वाहन तीसरे स्थान पर हैं। ट्रकों की टक्कर के कारण 23 हजार से अधिक जानें जाती हैं, इसमें 15 हजार झुइवर भी शामिल हैं। 53 फीसदी झुइवर अपने पेशे से संतुष्ट नहीं हैं। उन्हें सामाजिक सुरक्षा की दरकार है।



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#### **North Zone**

R.K.JAIN-Director-9811065955 Rajendra Singh-Sr.Manager-9811848228

#### **South Zone**

S.K.JAIN-Director- 9342815898 A.K.JAIN-Director-9341217288

#### **West Zone**

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

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

#### TOTAL FREIGHT (INT'L+DOM.)

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

			m > 1	Freight			Her T
S.	Airport		The Mo		For The	Period Apr	il To Jan.
no.		Jan.	Jan.	%	2019-20	2018-19	PS2500 V 1 AV
745	20 1 1 1	2020	2020	Change			Change
(A)	20 International						
1	Chennai	27961	29541	-5.3	303068	345341	-12.2
2	Kolkata	11577	11323	2.2	133165	131978	0.9
3	Ahmedabad	8899	7550	17.9	91798	85997	6.7
4	Goa	501	327	53.2	4700	3842	22.3
5	Guwahati	1906	1994	-4.4	18000	19783	-9.0
6	Lucknow	1366	516	164.7	12968	5760	125.1
7	Jaipur	1652	1272	29.9	15424	14986	2.9
8	Trivandrum	1783	1924	-7.3	22153	19834	11.7
9	Bhubaneswar	940	858	9.6	8398	7752	8.3
10	Calicut	2352	1763	33.4	23860	13312	79.2
11	Coimbatore	1073	953	12.6	10593	10802	-1.9
12	Varanasi	302	284	6.3	3102	2259	37,3
13	Srinagar	305	574	-46.9	6224	6753	-7.8
14	Amritsar	99	101	-2.0	1921	1368	40.4
15	Mangalore	614	175	250.9	3681	2836	29.8
16	Portblair	454	689	-34.1	5584	5007	11.5
17	Trichy	694	608	14.1	6839	5628	21.5
18	Imphal	681	528	29.0	6756	5196	30.0
19	Vijayawada	164	0		1872	382	390.1
20	Tirupati	0	0	-	.0	0	
Tota	1	63323	60980	3.8	680106	688816	-1.3
(B)	7 JV Internation	al Airpor	ts		0		
-				22.2			1 202
21	Delhi (DIAL)	80021	86340	-7.3	820887	871519	
22	Mumbai (MIAL)		76034	-3.6	734928		
23	Bangalore (BIAL)	30531	29148	4.7	318986	325010	-1.9
24	Hyderabad (GHIAL)	12196	11429	6.7	122448	120217	1.9
25	Cochin(CIAL)	4736	6107	-22.4	62364	57767	8.0
26	Nagpur (MIPL)	866	748	15.8	8367	8048	4.0
27	Kannur (KIAL)	0	0	-	0	0	
Tota	1	201642	209806	-3.9	2067980	2187476	-5.5
(C)	10 Custom Airp		-	-	-		
-			2077	17.1	21070	41266	22.5
28	Pune Patna	3369	2877	17.1	31979	41266	-22.5
29 30	Bagdogra	943 624	899 561	4.9 11.2	10637	9599 5461	10.8
31	Visakhapatnam	366	397	-7.8	6486 4770	4270	18.8 11.7
32	Chandigarh	585	306	91.2	7812	4423	76.6
33	Madurai	285	317	-10.1	2755	4241	-35.0
34			51	211.8	1067	830	28.6
	Surat	159 105			661	1780	
35 36	Aurangabad	105	132	-20.5	001	1/80	-62.9
37	Gaya Indore	982	896	9.6	9276	10025	-7.5
Tota		7418	6436	15.3	75443	81895	-7.5
	59 Domestic Air		0430	10.0	73443	01033	-763
38	Ranchi	557	347	60.5	5096	4476	13.9
39		583	462	60.5	5339	4476	29.9
40	Raipur Agartala	1058	402	26.2 157.4	4281	4515	-5.2
41	Udaipur	2	0	137.4	5	4313	150.0
42	Jammu	103	159	-35.2	1185	1667	-28.9
43	Dehradun	16	26	-38.5	148	186	-20.4
44	Vadodara	380	217	75.1	3042	2502	21.6
45	Leh	138	220	-37.3	1680	1373	22.4
46	Bhopal	184	171	7.6	1227	1550	-20.8
47	Jodhpur	0	0	-	1	6	-83.3
48	Hubli	10	12	-16.7	90	12	30.16
49	Rajahmundry	0	0	-	0	51	
50	Silchar	59	86	-31.4	684	739	-7.3
	Dibrugarh	63	58	8.6	766	717	6.8
51							
51 52 53	Rajkot Gorakhpur	- 5	15	-66.7	29	206	-85.9

S.	Airport	For	The Mo	Freight on the	And in contrast of the last of	Period Apr	l To Jan.
no.	i maniforenzia	Jan. 2020	Jan. 2020	% Change	2019-20	2018-19	% Change
(D)	59 Domestic Air		2020	Change			Change
54	Jabalpur	0	0		0	1	
55	Dimapur	28	23	21.7	289	408	-29.2
56	Bhuj	0	2	-	0	28	-
57	Tuticorin	3	2	50.0	44	31	41.9
58	Prayagraj	0	0		0	0	
59	Jorhat	- 0	2	-	0	34	
60	Juhu	30	30	0.0	311	287	8.4
61	Kanpur(chakeri)	4	0		119	0	
62	Jaisalmer	0	0		0	0	-
63	Guggal(kangra)	0	0	- 2	0	0	- 1
64	Cuddapah	0	0		0	0	-
65	Pondicherry	0	0		0	0	-
66	Jamnagar	0	1	-	0	4	-
67 68	Belgaum Bikaner	0	0		0	0	
69	Porbandar	0	0	-	0	0	
70	Khajuraho	0	0	-	0	0	-
71	Bhavnagar	0	0	-	0	0	
72	Kandla	0	0	-	0	0	
73	Adampur	0	0	- 2	0	0	
	(Jalandhar)	- 5			- 87		
74	Mysore	.0	0	-	0	0	
75	Salem	0	0	-	0	0	-
76	Agatti	8	3	166.7	63	24	162.5
77	Bhatinda	0	0		0	0	
78	Bhuntar	0	0	2	0	0	
79	Gwalior	0	0		0	0	
80	Diu	0	0		0	0	
81	Agra	0	0	- 2	0	-0	
82	Kishangarh	0	0	2	0	0	5
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 (shillong)	0	0	- 5	0	0	
88	Pathankot	0	0		0	0	
89	Lakhimpur	0	0	-	0	0	_
0.9	(lilabari)	v					
90	Shimla	0	0		0	0	
91	Tezpur	0	0		0	0	
92	Jalgaon	0	0		0	0	
93	Pasighat	0	0		0	0	
94	Jharsuguda	9	0		-51	0	
95	Hindon	0	0	-	0	0	
96	Kalaburgi	0	0	-	0	0	
(D) 4	9 Domestic Airports	3240	2247	44.2	24450	22929	6.6
-	the state of the s			74.2	21750	22/27	0.0
	10 St.Govt. / Pv						
97	Shirdi	32	0	21.0	0	440	10
98 99	Lengpui(aizwal) Nanded	0	47 0	-31.9	381	449	-15.1
	Vijayanagar	0	0	-	0	0	
100	Durgapur	0	. 0		0	0	
	Nasik(Hal ozar)	0	14	-	7	181	-96.1
	Mundra	0	0	-	Ó	0	
	Jagdalpur	0	0	-	0	0	
	Pithoragarh	0	0	-	0	0	
	Hisar	0	0	-	0	0	
	0 St.Govt. / Pvt Airports	32	61	-47.5	388	630	-38.4
	Other Airports	0	0	- 1	0	0	
	nd Total	12.				-	
		PROPERTY OF THE PARTY OF THE PA	E. VANCOUCH CO. C.	6,711,414,404	2848367	<ul> <li>ACCRECATE AND INC.</li> </ul>	40.000

# (DURING APRIL TO MARCH'2020\* VIS-A-VIS APRIL TO MARCH'2019) TRAFFIC HANDLED AT MAJOR PORTS OCEAN FREIGHT

(\*) TENTATIVE

(IN '000 TONNES)

PERIOD   PERIOD   Prod.   Lividia   Prod.   Lividia   Lividia	PODT	TDARGE	100	Othor	Iron Oro	Poset	Pane	Cool		Conto	9404	Othor	TOTAL	TAI 02 VAD
FARILDAMR, 2010         Crade, Liquids         Incl.         FIN,         RAN         Thermal         Coking         Tomage         TEC.         Arge           LNG1         LNG2         364         701         32         747         6         11         2188         9787         675         3344         18531           FAPRIL-MAR, 2010         780         364         701         32         747         6         11         2188         9787         675         3344         18531           FAPRIL-MAR, 2010         8739         4825         347         352         2351         17137         3140         1868         4688           FAPRIL-MAR, 2010         9519         4825         447         388         378         2370         17137         314         1851         4688           FAPRIL-MAR, 2020         9519         4825         447         388         399         2549         1773         1189         475         349           FAPRIL-MAR, 2020         9519         478         474         388         399         1069         799         468         374         499         479           FAPRIL-MAR, 2020         1342         192         125<	OKI	IKAFFIC	1.0.1	Omer	Iron Ore	reru	IIZELS	203	_	Contai	ners	-	IOIAL	% VAR.
FAPRIL-MAR, 2020         564         701         32         747         6         11         2188         9787         675         3341         1831           FAPRIL-MAR, 2020         9751         4732         3147         150         25         9         3341         9934         652         3744         1851           FAPRIL-MAR, 2020         9751         4732         3147         137         372         2359         15533         3034         169         761         46680           FAPRIL-MAR, 2020         9519         5843         3179         884         378         2370         17721         1201         84         10882         6383           FAPRIL-MAR, 2020         37320         1637         2240         4772         1204         187         3763         3763         4505         3763           FAPRIL-MAR, 2020         3737         1637         224         484         407         2704         12157         222         12         6826         1789         484         407         2704         1751         128         484         1830         1154         184         407         2704         1751         184         630         478		PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUS	100		AGAINST 2018-19
FAPRIL-MAR, 2020         564         701         32         747         6         11         2188         9787         673         7130         3267         17303           FAPRIL-MAR, 2020         9751         482         347         130         325         347         180         551         1737         361         761         4828         1831         4828         347         187         2359         17137         3140         178         7773         45212         45212         48212         48212         4821         4841         4975         4722         4841         4975         4841         4975         4841         4975         4841         4975         4841         4975         4841         4975         4841         4975         4841         4975         4841         4975	OLKATA					1					1			
FARIL-MAR, 2019         780         564         7         150         25         3341         9934         652         3744         18551           FARIL-MAR, 2020         9731         4732         4732         1373         3034         173         4522           FARIL-MAR, 2020         10315         5433         3147         137         2359         1533         3041         173         4773         4502           FARIL-MAR, 2020         10315         5433         3179         884         378         2370         17721         12821         844         1082         6393           FARIL-MAR, 2020         37330         1637         2294         484         4073         2704         12714         13         7343         1536           FARIL-MAR, 2020         18915         2128         1438         2059         899         10080         6150         792         1240           FARIL-MAR, 2020         18917         149         -         299         1089         7670         8649         504         7927         7222           FARIL-MAR, 2020         13423         1410         -         299         10089         7670         8649         504	alleata Doob Custam	TRF APRIL-MAR., 2020	564	701	32	747	9	=	2188	9787	675	3267	17303	5
FARIL-MAR, 2020         9751         4732         3147         137         3353         15533         3034         169         7615         46680           FARIL-MAR, 2020         8739         4825         467         235         2340         1773         3140         1773         3452           FARIL-MAR, 2020         10315         5433         474         385         378         2240         20473         1321         44         1085           FARIL-MAR, 2020         37330         1637         2294         484         4075         27004         12157         222         12         6826         112689           FARIL-MAR, 2020         3817         1634         12206         199         4380         1204         12157         222         12         6826         112689           FARIL-MAR, 2020         3817         1644         109         436         369         1090         489         1070         450         879         1071         110         57         3497         14           FARIL-MAR, 2020         13423         141         22         18         -         2364         194         184         4075         3794         184         4075	Ulvala LOCA System	TRF APRIL-MAR., 2019	780	561	7	150	25	6	3341	9934	652	3744	18551	-6.73
FAPRIL-MAR, 2019         8739         4825         467         235         351         17137         3140         178         7773         45212           FAPRIL-MAR, 2020         10315         5343         3179         884         378         2370         17721         12821         844         10882         63983           FAPRIL-MAR, 2020         37330         1637         22954         484         4075         27044         1277         22         12         6826         11289         1687         13047         1276         1276         1891         2343         1057         2295         148         4075         2704         1271         129         1120         6826         11206         6826         11206         6826         11206         692         11204         13         7343         10275         1272         12         6826         11206         103         1271         1271         1271         124         1271         1271         1271         1343         10275         1272         128         148         4075         1271         1271         1271         1271         1271         1271         1271         1271         1271         1271         1271	oldio Dock Complay	TRF APRIL-MAR., 2020	9751	4732	3147	137	372	2359	15533	3034	169	7615	46680	-
FAPRIL-MAR, 2020         10315         5433         3179         884         378         2370         17721         12821         844         10882         63983           FAPRIL-MAR, 2020         35390         1636         2540         20478         13074         18082         63983           FAPRIL-MAR, 2020         38317         1647         12204         4380         23478         12174         194         13         7343         105275           FAPRIL-MAR, 2020         18915         2128         14386         2059         10089         7670         8649         504         7273         12732           FAPRIL-MAR, 2020         18915         1149         -         99         -         19304         1631         3450         3450         3450           FAPRIL-MAR, 2020         13423         1410         -         -         187         -         -         -         1771         1184         5028         4579           FAPRIL-MAR, 2020         13423         1410         -         -         -         187         -         -         -         26711         184         5028         46739           FAPRIL-MAR, 2020         13434         -	aidia Doca Complex	TRF APRIL-MAR., 2019	8739	4825	467	235	365	2531	17137	3140	178	7773	45212	3.25
FAPRIL-MAR, 2019         9519         5386         474         385         390         2540         20478         13074         830         11517         63763           FAPRIL-MAR, 2019         38130         1637         22954         484         4075         27004         12157         222         12         6826         112689           FAPRIL-MAR, 2019         18915         2128         14386         2989         10800         6150         7891         5174         193         109275           FAPRIL-MAR, 2019         18915         2128         1030         23408         1630         3174         193         109275           FAPRIL-MAR, 2019         1891         122         189         -         19313         953         2524         131         363         31747           FAPRIL-MAR, 2019         1327         1410         -         -         1931         953         2524         131         363         34076           FAPRIL-MAR, 2019         1334         1631         -         -         183         -         -         224         101         -         -         1831         36076         1631         -         -         -         183	OTAL: KOLKATA	TRF APRIL-MAR., 2020	10315	5433	3179	884	378	2370	17721	12821	844	10882	63983	2
FAPRIL-MAR, 2019         37330         1637         22954         484         4075         27004         12157         222         12         6826         112689           FAPRIL-MAR, 2019         38117         1644         12206         199         4380         32478         12714         194         13         3649         7670         8649         504         7722         1722         18         7670         8649         504         7722         1722         1722         18         7670         8649         504         7722         1722         1722         18         7670         8649         504         7722         1722         8784         6320         1722         18         7670         8649         504         7722         1722         8784         6320         1722		TRF APRIL-MAR., 2019	9519	5386	474	385	390	2540	20478	13074	830	11517	63763	0.35
FAPRIL-MAR, 2019         38117         1644         12206         199         4380         32478         12714         194         13         7343         109275           FAPRIL-MAR, 2019         1815         2128         1936         10089         7670         8649         450         7272           FAPRIL-MAR, 2019         16322         1934         10242         2125         985         10080         6150         7959         450         8784         65301           FAPRIL-MAR, 2019         13423         1410         -         99         -         1996         107         1101         57         3140         745           FAPRIL-MAR, 2019         13423         1410         -         187         -         -         26711         134         3447           FAPRIL-MAR, 2019         13597         1611         21         225         225         -         -         26711         3453         3404           FAPRIL-MAR, 2019         534         1014         215         225         490         8597         4641         14956         3404           FAPRIL-MAR, 2019         5359         511         225         490         8597         4641 <t< td=""><td>ARADIP</td><td>TRF APRIL-MAR., 2020</td><td>37330</td><td>1637</td><td>22954</td><td>484</td><td>4075</td><td>27004</td><td>12157</td><td>222</td><td>12</td><td>6826</td><td>112689</td><td>. 5</td></t<>	ARADIP	TRF APRIL-MAR., 2020	37330	1637	22954	484	4075	27004	12157	222	12	6826	112689	. 5
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FAPRIL-MAR, 2019         13297         1631         -         26         225         -         -         31263         1620         6570         53012         -           FAPRIL-MAR, 2020         527         1263         -         296         599         7190         6682         16436         804         3683         36076           FAPRIL-MAR, 2020         52329         571         -         296         599         7190         6682         16436         804         3683         36076           FAPRIL-MAR, 2020         53239         571         -         22         184         -         -         8628         620         1394         34332           FAPRIL-MAR, 2019         5362         160         5064         162         162         162         162           FAPRIL-MAR, 2019         568         166         5064         151         1920         132         39145           FAPRIL-MAR, 2019         668         568         167         445         1763         3656         16096           FAPRIL-MAR, 2019         5378         181         36         168         6666         469         4569         5694         576         446         <	HENNAI	TRF APRIL-MAR., 2020	13423	1410		1	187	•		26711	1384	5028	46759	
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	Variation from previous y	ear	2.08	0.13	35.17		-5.50	-12.72	2.56	1.02	1.12	-4.78	0.82	

Source: LP.A.

#### **Bureaucratic Profile**



Mr. N. Sivasailam Special Secretary, Department of Logistics, Ministry of Commerce and Industry

Sivasailam is an officer of the 1985 batch of the Indian Administrative Service in the Karnataka Cadre. He graduated in Mechanical Engineering from Delhi College of Engineering, University of Delhi. This was followed with a Master's in Business Administration at the Faculty o f Management Studies, University of Delhi, Master's in Social Policy & Planning from the London School of Economics and Post Graduate

Diploma in Intellectual Property Rights Law (IPRL) from the National Law School of India University, Bengaluru. Prior to this assignment, he served as Special Secretary in the Department of Telecom, Government of India. He has served in the Departments of Health & Family Welfare and Medical Education; Forest, Ecology & Environment Departments of the Govt. of Karnataka as Principal Secretary.

He has served Bengaluru Metro Rail Corporation Ltd, the Karnataka State Beverages Corporation Limited and Rajiv Gandhi Rural Housing Corporation Ltd., all organizations in the State of Karnataka as Managing Director, in earlier stints in the Cadre, besides serving an assignment as Secretary in the Rural Development & Panchayat Raj Department of the State Government.

He has been a Member of National Award Winning Teams in Panchayat Raj Administration and E-governance applications. He has made a significant contribution in the National Digital Communications Policy and several policy initiatives of the Department of Telecom.

#### Questionnaire

 The Department of Logistics (DoL) has been welcomed by the Industry. How important a role do you expect it to play in developing new and improved business models in this sector?

Presently, DoL is not yet a Department, but still a division. The subject of logistics is handled under an Independent division in Department of Commerce.

Logistics is not handled in separate Department of Government of India.

It is understood that a recommendation of the PMEAC (PM Economic Advisory Council), to constitute an independent Department of Logistics in the Commerce Ministry is yet to be decided by the Government.

Logistics precedes trade. Trade depended on affordable access. Business models in Logistics have to facilitate affordable access. Business models for market penetration will depend on innovative affordable access models.

2. How can technology help in the growth of the Indian logistics industry?

I.T., material handling, etc., are crucial technological inputs.

3. How much reduction do you expect in logistics costs, owning to this new initiative?

Logistics costs in India, suffer from huge rent seeking behavior and attitudes.

Regulation in this regard is weak, as services are not available in a competitive mode.

Institutional understanding of their role is diffused. For e.g., Port trusts, actually trusts of users, function as real estate developers and make common cause with service providers. Therefore, they have no incentive to improve logistics costs.

4. Your meticulous analysis on anomalies in pricing and services is amazing, revealing patent imbalances. Can these not be regulated with deterrent penalties?

Thank you for the kind words about me personally. However, they are not violating any specific law and hence, issues of penalties do not arise.

5. In road transportation too, we have the case of start - ups misusing capital funding to subsidize shortfalls in operational values, by undercutting the competition, which small and medium level transporters cannot match. Is there any response to the standing demand to fix basic costing for routes in our country, to ensure that unhealthy price wars are curtailed?

Mr. Sivasailam says that we should file a proper representation, with factual details, offered by certain players are being subsidized over long periods.

6. At the other end of the spectrum, we have the case of predatory pricing with artificially created monopolies. Is this not a bad precedent on profiteering with the govt. agencies standing as mute spectators?

It is prevalent in all aspects of logistics trade, since all major logistics services, like shipping, rail, road transportation, Inland waterway and coastal shipping all constitute natural monopolies.

The minimum vessel handling charges in India are five times those of comparable International ports like Colombo, Jebel Ali, Singapore, Hong Kong, etc.

7. What is your outlook on the Indian logistics industry in the coming year?

Very upbeat. In a \$ 5 Trillion economy, the contribution of logistics sector, would be around \$ 400 Billion. Presently, the logistics sector is worth \$160 billion and plagued with huge inefficiencies, technologically and structurally. Therefore huge efficiency improvements and growth in this sector can be expected over the journey to \$5 Trillion economy.

If the Logistics sector does not match-up, the \$5 Trillion dreams may be delayed to that extent.

The transportation Industry must establish a series of hubs, which should be managed by the owning transporter / one of the members. It has to be a chargeable service for the members. Other partner institution can be petrol station, warehouses and co-managed spaces, yards, etc., which would ensure that situations like roadside parking, unattended vehicles, etc., should be a thing of the past.

Common Association portal for booking is looking for booking by all, even foreign MNC operations, from the origin of booking.

The basic purpose of Logistics is affordable access.

Vinod Kaul

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X





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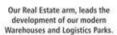














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#### **KEY FACTS**

Group Turnover



Employee Strength



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Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

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