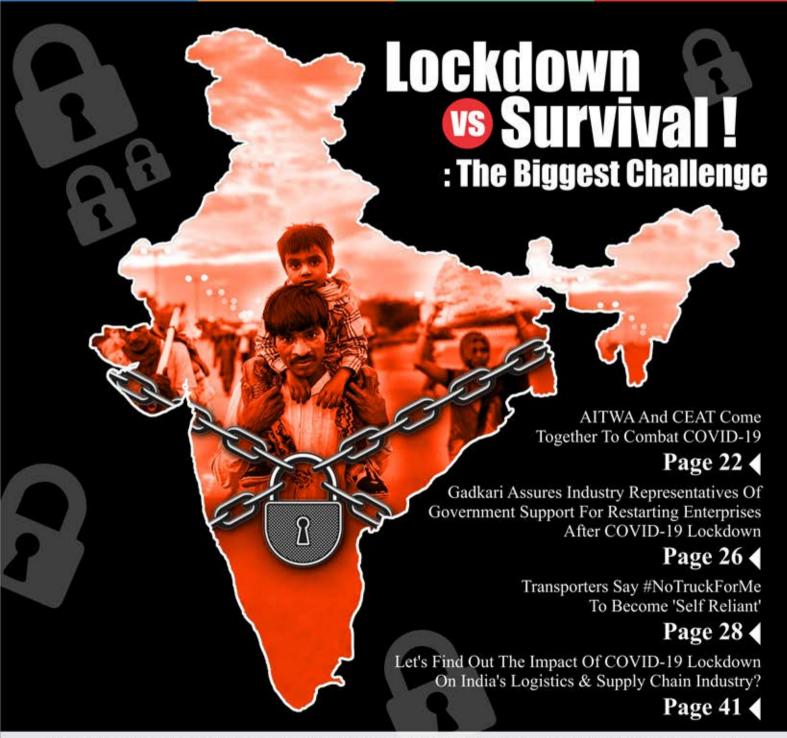
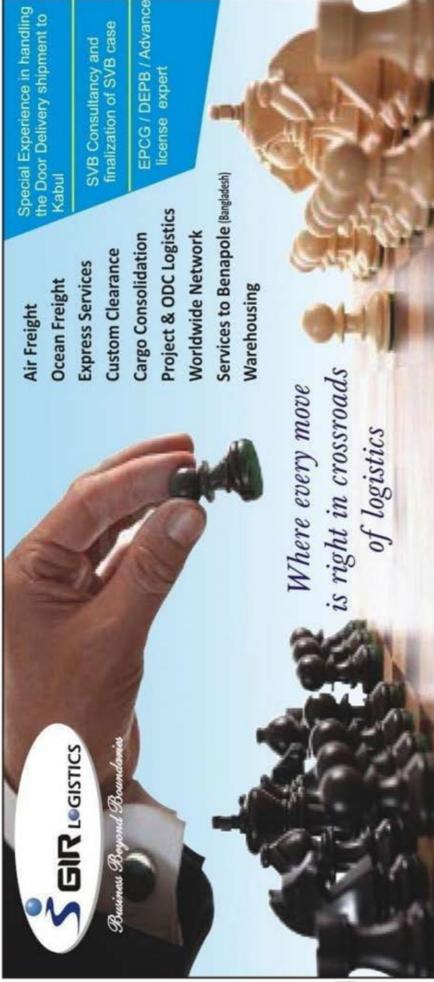
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IT TORCHBEARER OF THE COUNTRY

# Transporters Await Rescue Package To Revive From Pandemic-induced Economic Crisis

There is nothing certain, but the uncertain,' the simple yet concrete traditional saying expresses the essence of life. And, this fits the ongoing COVID 19-induced crisis the most. With people locked down at their homes, all activities, from social to economic, have come to a standstill. Certainly, these are unprecedented times that are throwing unprecedented challenges.

The coronavirus turmoil and the nationwide lockdown have taken the road transport ecosystem to dreadful levels. About 30 per cent of the commercial vehicles transporting essential supplies and delivering loaded stock during this time of crisis, are majorly operated by owner-drivers and small operators. And, restricted movement of trucks and limited business activities have affected them badly.

Further, 95 lakh transport operators have no money to pay salaries to their staff, give loan instalments or pay for motor insurance premium (around Rs. 60,000 for a truck), establishment cost, rentals, maintenance and other fees. Among these, third party premium, EMIs, statutory fees and penalties form the expenses that need to be born whether the vehicle is running or not. And, in a situation when there is no earning, the going gets tough for transport operators, big or small.

Transporters need immediate respite as they are running out of their savings and may not be able to pay their EMIs soon. The extension of validity of motor insurance ended on May 15, 2020. And, without third-party insurance, a vehicle cannot run on the road. The government must extend the payment window for EMIs and state/good /passenger/motor vehicle taxes for at least the next 6 months or this financial year.

The central government has announced an economic relief package for various sectors to revive the slowing economy. Finance Minister Nirmala Sitharaman announced collateral-free automatic loans worth Rs. 3 lakh crore for the struggling micro, small and medium enterprises (MSME) sector. This comes with four-year tenor and no repayment for 12 months. Also, this is expected to help 45 lakh MSME units across the country in resuming business activity and safeguarding jobs.

But, the road transport industry seems to be left out. Many transporters feel that if relief measures are not announced anytime soon to mitigate the impact of coronavirus-related lockdown, then they might have to take their vehicles off the road, which invariably is the scenario on the ground.

Owing to transporters' inability to run their vehicles during the lockdown, frustration is building up in the fraternity. Adding to transporters' woes, many drivers and labourers have migrated or are planning to shift to their home towns owing to the lockdown, which will lead to resource crunch once business resumes.

There is a strong wave of discontentment and despair across the country. Transporters are worried over the deteriorating condition of truckers and other members of the fraternity in both goods and passenger segment. While 70 per cent of the transport sector is still down, there is extreme financial pressure on small operators who are highly fragmented and unorganised.

The livelihood and survival of crores of people engaged in the road transport sector are at stake. They will be pushed towards taking extreme steps, in a case no benefit or facilitation comes forth.



Ashok Gupta

Transport associations across India have requested the government to defer all statutory compliances, taxes and fees that need to be paid upfront for this financial year as there is no monetary inflow and business revival in short and medium term.

Besides, All India Transporters' Welfare Association (AITWA) is negotiating a special COVID cover for the Highway Heroes, including labourers, drivers, godown/office staff members and senior managers. This will provide them with an additional coverage of Rs. 5 lac in case of death due to the fatal virus.

Indisputably, the pandemic has given a double blow to the transport and logistics industry which was already struggling with the sluggish market. Notably, India's economic growth slowed from the beginning of the late 2015 or 2016 onwards. Experts believed that weaker consumer demand and slowing private investments were the two key factors behind this slowdown. And, this hit the contributors to economic growth, i.e. domestic consumption, foreign consumption or exports, private investment and government spending, hard. The GDP growth went down from a high of 9.2 per cent in the third quarter of the year 2016 to 4.5 per cent in the last quarter of 2019.

In these challenging times, transporters need the support of the Government of India big time to overcome the big blow it was coping with and the financial fallout from the pandemic. Remember, together we can, together we will!









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#### Lockdown Brought The Best Out Of Us



Mahendra Arya National President, AITWA

COVID-19 has been the worst disaster on the earth post the two world wars. The whole world is fighting a common enemy called Corona Virus. The fight is getting stretched beyond expected time limits. The Pandemic started from China in November 2019 and now spread to almost all countries of the world.

The pandemic forced the government to call for a series of lockdowns. The whole nation was made to stop all their activities and sit at home. Sit At Home was redefined as Work From Home. This was the time when everyone had to rediscover their methods of survival. AITWA also came to terms. In fact this was a period when all the executives of AITWA had full time to plan their activities and moves. AITWA has always been tech savvy and that helped it in taking the lead in many ways. In fact AITWA was the pioneer in their actions. Here are some of the important actions during the Lockdown period-

 AITWA took up the challenge of providing food to drivers who were stuck on highways due to sudden imposition of lockdown on March 24, 2020. AITWA pulled up all its

resources. Members opened their coffers. Corporates like CEAT, IOCL, Eicher, Shriram Finance, Ajanta Pharma Ltd came forward to give their full support. Social organizations like Lions International and Rotary International also joined hands by giving money and grains to our project Food for drivers under Highway Heroes. Various NGOs at Kolkata, Pune, Hyderabad and Mumbai shared the challenge. Most of all- our associates, the regional associations-BGTA, Mumbai, CGTA, Kolkata, HGTA, Hyderabad, KGTA, Bangalore, DGTA, Delhi and CGTA, Chennai. Number of individuals came forward to volunteer in the project. Thanks to all participants of the project, AITWA successfully catered to stranded drivers all over the country, not only on highways but also

in transport nagars, ports and cities. We reached out to country borders like Nepal and Bangladesh. We have served more than one lakh stranded drivers and their companions in the country. This has been a herculean task; which was possible due to the zeal and enthusiasm of all our members.

- 2. HIGHWAY HEROES Help Line played a great help to stranded drivers. An average of daily number of calls by driver, members and others was more than 300 in the first 15 days of the lockdown. The callers were provided with information about availability of food, the status at state borders and new changes in notifications. Our CEO Mr. JP Singla was personally addressing the issues of all callers on 24x7 basis. He sorted out hundreds of issues by talking to the government officials and police on highways.
- 3. PROPOSAL TO GOVERNMENT: AITWA was the first to raise its proposal to the government for considering various measures to help the transport industry vide its letter dated April 5, 2020. The proposal included COVID - 19 death insurance for drivers, auto extension of all expiring documents related to vehicle and driver, request for relief to transport companies and lot many issues. This was followed by a series of letters addressed to the Prime Minister, Transport Minister, Finance Minister and Petroleum Minister.
- 4. DRIVING LICENSE AS PASS FOR DRIVER: AITWA advised the government to consider the driving license (heavy) of a truck driver as the valid pass for his movement on highways and to cross the State's Boarder through its letter; which was approved by the government.
- VIDEO CONFERENCE- AITWA was the first to start the culture of video conferencing in transport industry with its first National Level

meeting on Zoom app on April.....The culture was followed by all other associations. We did number of meetings with our council members, zonal members and national members on VC.

- COLLABORATION- AITWA joined hands with nationally reputed organizations like FICCI, ASSOCHAM, CII, PHD and many more for mutual interaction on Video Conferences.
- 7. WEBINARS- We started culture of webinars for our members. We had some very useful and interesting Webinars with famous speakers like International trainer Shiv Khera. Reputed philosopher Aacharya Vageesh, FMB trainer Parimal Merchant, Social media expert Shanky, MSME Director Vijay Kumar and many more. We also had a panel discussion with various experts from Medical, Legal, Insurance and transport fields.
- 8. Hi-Tech AITWA gave a solution of e-pass for ease of movement of drivers with an authorization from their employers and endorsement from AITWA. Thousands of drivers were benefitted. We created a free Freight Exchange to help members find vehicles for their orders in hand and vice versa. All our high tech services to members and even other associations free of charge.
- 9. SUPREME COURT- We discussed and decided in the AITWA National Council to go to Supreme Court on various subjects; mainly focused on apathy of Government and need of the hour. Accordingly a Legal Committee was formed which met several times on Zoom. Matter was discussed with various SC lawyers; finally we engaged Agarwal Law Associates. Our writ was drafted and discussed in legal committee. Finally it was submitted online on June 13, 2020. Unfortunately there has been

corona problems in registry of SC; hence the matter could not be listed. It is expected that it will come for hearing and admission in first week of July 2020. Details will be shared with members.

10. ADVISORY – Our advisory to our members on a regular basis was the best connect with our members. We issued advisory on wide spectrum of subjects like staff compensation, communication to customers, paperless working, Corona preventions, Work place SOP, Dos and Donts for drivers and many others.

11.GOVERNMENT INTERACTION- AITWA interacted with various Secretaries and joint secretaries in the ministry of Road Transport, Commerce, Finance and Home. We had a direct communication with the Chairman of the special committee formed to deal with Pandemic. We could meet ministers VK Singh and Piyush Goval on VC. We have continuously followed up with the office of transport minister Mr. Nitin Gadkari in last three months several times: however we have not been granted any appointment.

12. CORONA INSURANCE – On request of our members we negotiated the best prices for Corona Medical and Death Insurance Policies and circulated details to members. Number of members have been benefitted with the schemes.

We have highlighted only the bullet points of our working during this quarter of CORONA times. In fact there have been a huge list of works managed by AITWA with the help of lot of its members at different levels. Members donated generously for various causes as and when an appeal was made.

We can say that this quarter has upgraded AITWA to at par with the best trade associations of India.

- X -

#### COVID-19 Lockdown Leaves Transporters In Limbo

hough the COVID-19 pandemic has brought everything to a standstill, life is all about moving forward what come may. Considering this, the Government of India announced some relaxations in the later phases of lockdown. And, one of the measures introduced to ease the mounting pressure on transporters was to allow for the movement of trucks and other goods and carrier vehicles. Aiming at resolving the supply chain issues, empty trucks were also allowed to ply for the pick-up of goods or after the

While the new set of guidelines during the lockdown was expected to ease the severe bottlenecks in the transportation of goods, the intended impact was 'very minimal'. Despite the government orders, there has been a negligible improvement when it comes to the ease of movement. Why is this so? Who played the spoilsport here? Well, the non-implementation of directives on the ground is the reason.

There have been repeated instances of police harassing or beating drivers, impounding trucks and forcing fleet staff to quarantine. And, all this is happening despite the fact that almost daily clarifications by the government come on the allowed list of activities. From trucks being stopped at various checkpoints to not treating drivers' driving license as a pass, there seems some issue at the end of enforcing authorities. Either they are not aware of the developments or simply don't want to follow them.

Certainly, for the transport sector, few relaxations would not work well? The end-to-end supply chain needs to be made hassle free. And, this is the only way to fix the larger problem. Further, the responsiveness of the local administration to the transition challenges arising owing to the declaration of hotspots and green zones, will define the level of difficulty in goods movement in the days to come.

Further, with factories and warehouses closed, loadingunloading permission not given, no demand and consumption, there is no subsequent demand for vehicles on the road. Also, there are no fresh bookings. Only loaded vehicles are returning to their destinations. Or, they are mostly moving empty on one side of the journey.

Many analysts have highlighted that the collateral damage to the Indian economy as a result of the widespread closing down of logistical operations will have a telling impact on the supply chain of the country too. And, the larger problem plaguing the sector is the unavailability of staff, drivers and labourers at both the demand and supply sides.

While goods transport companies have redirected the limited labour available to permitted goods that move freely, factory owners are ditching the responsibility of goods lying with truck drivers. This adds to the drivers' woes because as long as the goods are on wheels, it is their responsibility. It is being reported that many leading manufacturers are not doing anything about it. Majorly, this is because warehouses don't have permission to become functional. So, trucks have become the warehouses for many players. But, this is bringing the cost to transporters' way, hitting the small operators or single truck owners hard.

In phase 1 of lockdown, the average for the volume of goods moved was around 14% in comparison to prelockdown volumes. And, during phase 2, after the government lifted restrictions for the intrastate and interstate movement of trucks, it is around 25 per cent. Also, the average



S. K. Kedia
National Treasurer, AITWA

distance travelled by trucks per day is almost 80-85 per cent of what it was in the pre-lockdown era. This is encouraging.

In order to ensure that the logistics wheel continues to run smoothly or at a steady pace day by day, the government needs to consider truck drivers also as frontline warriors. They too are risking their lives to serve the nation. There is a need to offer a COVID health insurance for drivers and coworkers. This will not only provide them with the much needed social security but also the motivation to return to their jobs in these testing times. Not just this, the government must make arrangements to facilitate screening and testing for coronavirus of the drivers and coworkers mandatorily at toll plazas.

Besides, there is an urgent need to not only go for the rationalisation of taxes, but also bring petrol/diesel under the GST ambit in order to bring uniformity in diesel prices across the country. Also, transporters request the government to offer a bailout package for the sector. It must offer a reduction in diesel prices considering the steep slide in the prices of crude oil. Besides, the fees collected at toll plazas can be suspended for the time being as many trucks are plying empty on one side of the journey.



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# **Lockdown VS Survival:**The Biggest Challenge



he Government of India under the aegis of Prime Minister Narendra Modi ordered a nationwide lockdown on March 24. 2020. This limited the movement of the entire 1.3 billion population of India as a preventive measure against the COVID-19 pandemic in the country. While this decision was taken and implemented, many in the field, especially truckers, were to suffer. Soon after, the images of thousands of trucks, some full of goods, stuck on state and national highways flashed through daily news bulletins on televisions that had become commonplace nationwide.

It is said that around 15% of the

80 lakh commercial vehicles are plying across India. Not only that there is no freight demand, but idle fleet and

It is said that around 15% of the 25 lakh commercial vehicles are plying across India. Not only that there is no freight demand, but idle fleet and high operating costs have made the business unviable

high operating costs have made the business unviable. Also, vehicles are stranded on highways due to the lack of drivers. Barring those ferrying pharmaceutical, FMCG and essential goods, all other goods carriers have been affected.

Let's have a look at the challenges this pandemic-induced lockdown has thrown at the transport fraternity:

#### Loan Repayment

Several large fleet operators are unable to pay vehicle EMIs and face the threat of banks and financial institutions repossessing their vehicles. Notably, the commercial vehicle loan delinquency is currently the highest in the retail loan portfolio. Typically, a truck loan ranges from Rs. 3 lakh at the lower end to Rs. 30 lakh for the premium segment. These are

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five-year loans and financiers fund 95-100% of the cost.

On this, TT Srinivasaraghavan, MD, Sundaram Finance (the largest CV financing NBFC), told Economics Times, "The core is how fast can economic activity resume, which will lead to movement of goods."

Further, industry players feel that while financiers are left with no other option but to take back the vehicle, it will lead a large section of the drivers to changing their current occupation. Sushil Rathi, COO, Mahindra Logistics, "It is difficult to get drivers, even if we are willing to pay more."

Anil Menon, head of CV financing at Yes Bank, told, "At this point in time repossession of truck may lead to inventory pile-up at stock yards and add to paralysis at government entities like RTOs, which may lead to delay in transaction closure in spite of our preparedness to fund such trucks."

Adding to this, Amit Mohan, joint president, Kotak Mahindra Bank, said, "The toll collection figures are showing an upward trend. Currently, the major issues faced by transporters are non-availability of drivers, elongation of payment cycle and uncertainty of return load."

Moreover, financiers believe that RBI is likely to extend the loan moratorium for another three months till September, which will give consumers a breather. Statistics show that around 90% of the CV customers who have taken a loan from NBFCs and 70% of borrowers of private banks have opted for moratoriums.

The problems of the transport fraternity are increasing day by day and despite the moratorium, the Despite the Union

Home Ministry quashing the need for any separate passes for the interstate movement of trucks, including those carrying goods or returning after delivery, during the ongoing lockdown, drivers are being harassed. The government has clearly stated that the licence of the driver is enough for the movement of goods



finance companies keep pressurizing small operators to payback

#### Separate Passes

Despite the Union Home Ministry quashing the need for any separate passes for the inter-state movement of trucks, including those carrying goods or returning after delivery, during the ongoing lockdown, drivers are being harassed. The government has clearly stated that the licence of the driver is enough for the movement of goods.

But, the implementation of the directives of the Ministry of Home Affairs (MHA) at the ground is still not proper. The reports of harassment, stopping of vehicles are still coming in, as the authorities insist on local permission in spite of clear directives and further clarifications issued by the MHA.

Vineet Agarwal, managing director, TCI, one of India's largest logistics companies, told Mint, "Things have improved a little bit in the past few days and some movement of trucks has started, but we have to wait to see how things shape up. There could be local governments that may not open up."

After learning that at inter-state borders in different parts of the country, the movement of trucks is not allowed freely and local authorities insist upon separate passes, Union Home Secretary Ajay Bhalla directed states and union territories to ensure uninterrupted movement of trucks. The officer asked states to allow movement of all trucks and other goods carrier vehicles with two drivers and one helper subject to drivers carrying valid driving licences. Further, an empty truck or vehicle will

Push yourself, because no one else is going to do it for you. - Shak Shi



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be allowed to ply after the delivery of goods, or after pick up of goods, he added.

He said as per the guidelines issued by the home ministry no separate passes are required for movement of trucks

and goods carriers, including empty trucks. This is essential for maintaining the supply chain of goods and services across the country during the lock down enforced to combat the coronavirus outbreak.

"Accordingly, all states and UTs shall ensure that district authorities and field agencies are informed of the

instructions, so that there is no ambiguity at the ground level, and movement of through traffic of trucks and goods carriers, including empty trucks is allowed without any hindrance," the Ministry of Home Affairs (MHA) order said.

#### Unloading Woes

Amidst lockdown with limited movement of trucks, transporters have sought the government intervention for relief measures, including the extension of e-way bill validity, saying their problems are increasingly getting aggravated.

Transporters say that the situation remains fluid on the ground. The reports of vehicles stranded for want of unloading at factories, warehouses, and godowns keep coming in. Also, the issues of loaded vehicles not getting unloaded as limited permission is available to open factories and godowns have aggravated things.



#### Increase in Excise Duty on Petrol and Diesel

In the early May, the government's decision to raise excise duty levels on petrol and diesel by historic high levels has taken up tax component on the retail price of auto fuel closer to 70 per cent level.

What this means is that the bulk of the retail price a common man pays to get fuel is tax and if the government would not have targeted petrol and diesel to raise revenue every time there is a pressing need for it, the fuel prices in India today would have mirrored retail prices prevailing decades ago (in 2003) and closer to what consumers in oil rich countries in the Gulf pay.

With Delhi government's decision to

raise VAT on petrol and diesel to 30 per cent of the price, the state tax rate on the two products has risen to Rs 16.44 and Rs 16.26 per litre, respectively.

Similarly, the Centre's decision on Tuesday to raise excise duties on

> petrol and diesel by Rs 10 and Rs 13 per litre, respectively had taken up the component of this tax on retail prices by Rs 32.98 on petrol and Rs 31.83 per litre on diesel.

> An oil sector analyst told IANS, "Autofuel comprises 20-30 of revenue of state governments while it forms a significant portion of excise revenue

for states. As the fuel is still out of GST raising duties is easier for both the centre and states that target the product to raise revenue whenever there is an emergency. But, the high set price of fuel also adds inflationary pressure on the economy that would just not be right at this juncture when the country is fighting the coronavirus outbreak."

Global oil prices have been at unprecedented low levels since mid-March paving way for a steep cut in retail prices of petrol and diesel for Indian consumers as well. However, this has not happened as oil companies did not revise the price of two products since March 16, (50 days) as if anticipating duty increase by the government.

Great things never come from comfort zones. - Neil Strauss

Government has now indicated that even with higher central duty, there would not be any increase in the retail price of petrol and diesel. Oil companies have built enough buffer to keep retail prices unchanged by not revising pump prices and jacking up their marketing margins close to Rs 15-18 per litre. They will just sacrifice a portion of this unprecedented high levels of marketing margin by allowing no further increase in auto fuel prices.

In this hour of crisis, this move has certainly added to the woes of transporters who appeal to the government for the curtailment in diesel prices.

#### **COVID-19 Contraction**

Posing as a grave challenge for the supply chain across sectors, truck drivers in the country have started contracting COVID-19. The development adds to the issue of lack of truck drivers in the country, who are reluctant to come back to work, and the delay in announcement of Covid-19 insurance for truck drivers is making the situation worse.

Making a point, they said that drivers becoming a coronavirus carrier is a dangerous proposition and it will be difficult to track backwards because of the wide geography traversed by them.

#### Relief Package

The coronavirus turmoil and the nationwide lockdown have taken the road transport ecosystem to dreadful levels. Notably, about 30 per cent vehicles seen on the roads, those engaged in transporting essential supplies and delivering loaded stock, are being run majorly by owner-drivers and small operators.

The situation of transporters in India is deteriorating with every passing day and it is going to result in another

Urging the government for an economic relief package, transporters' welfare associations said that these vehicles are going to stop soon as they will not be able to pay hefty third party premiums, EMIs, statutory fees, penalties, etc. All of these have to be paid upfront without any bearing on, whether the vehicle will run. earn or not. The transport operators, big or small, cannot afford this as there is no earning



major crisis. Transport operators have no money to pay to the staff, give loan instalments, vehicle insurance (motor insurance) and other fees.

About 85 per cent of the transporters are small operators who are in abject penury and are unable to sustain their financial obligations to their stakeholders and families as well. And, the worst is yet to come when all statutory obligations are to be met and paid in advance in light of no income source.

Urging the government for an economic relief package, transporters' welfare associations said that these vehicles are going to stop soon as they will not be able to pay hefty third party premiums, EMIs, statutory fees, penalties, etc. All of these have to be paid upfront without any bearing on, whether the vehicle will run, earn or not. The transport operators, big or small, cannot afford this as there is no earning.

Further, they echoed that the government needs to provide any package soon otherwise the wheels of all vehicles carrying essential goods will stop automatically. If this happens, there will be a crisis when it comes to the availability of life-saving medicines and essentials in the country.

Also, driving a vehicle without insurance is risky and against law. Truckers request the government to extend the payment of EMIs, and various taxes for at least the next 6 months. In order to prevent truck operators from going bankrupt, transport welfare associations have sought relief from the government in terms of soft loans, and deferment of statutory compliances, among others. All India Transporters' Welfare Association (AITWA) also sought the refund of TDS, with no cap on refund

amount, to help meet the administrative expenses of transporters.

The government imposed lockdowns

and its apathy has pushed the road transport sector to dreadful levels. The temper and the frustration of the members from across the country are uniform and they are in unison in expressing their inability to run their vehicles and feel compelled to halt their vehicles running on roads. While the road transport fraternity is collapsing, the government's

indifference to its legitimate demands has rippled a strong wave of discontentment and despair. Here, the transport fraternity of India with more than 20 crore members is only asking for facilitation and not a subsidy.

Indisputably, the lockdown had resulted in a virtual shutdown of most operations of the diversified businesses. Many shipments lie pending as factories and warehouses are shut in a prompt response to the global health emergency. Besides, it remains unclear as to when the situation returns to normalcy. Also, Indian Chamber of Commerce (ICC) has estimated losses to the logistics sector at about Rs. 50,000 crore. Here, the challenge is not the start of factories, but how does demand get moving. There has to be money in the hands of consumers to spend.

The crisis situation calls for unprecedented coordination among industry, civic authorities and the public. In order to keep critical supply chains running smoothly, it is essential that regulatory authorities recognise the logistics industry as essential services. Other than this, it is the time when companies shall assess their



The logistics network must prepare in advance for the sudden upsurge in consumer demand once manufacturing units spurt back into action. Besides, it is a wake-up call for companies across various sectors to implement business continuity plans to better survive unplanned situations like the COVID-19 pandemic in the future

supply chain risks and proactively develop mitigation plans. They must explore alternate channels of transportation or a combination of it, involving small trucks, three-

> wheelers, twowheelers, etc. for lastmile essential goods delivery. Regional logistics companies should build capabilities to revamp with the change in demand at a short interval of time.

> Though times are tough for businesses, it is certainly a temporary phase. Once business operations resume after the pandemic,

mass hiring will become a need of the hour as pending orders along with the new ones will further stress the logistic network. The logistics network must prepare in advance for the sudden upsurge in consumer demand once manufacturing units spurt back into action. Besides, it is a wake-up call for companies across various sectors to implement business continuity plans to better survive unplanned situations like the COVID-19 pandemic in the future.

A lot has been spoken about the effects of the pandemic on Indian economy. Though the government is keen to reboot activities that have come to a halt due to the lockdown, it must not forget that logistics, including transportation, warehousing, order management, and other value-added activities, would be critical for the revival of economic activities. One may have to look at numerous aspects of each of the logistics and supply chain functions to get back on the track.



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#### **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 June 2020.



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#### Stay Positive, Stay Strong



Pradeep Singal Chairman, AITWA

All India Transporters' Welfare Association (AITWA) is also closely monitoring the evolving situation with

COVID-19. No doubt, its impact is incomparable to any of the pandemic the world has witnessed before. It has brought our personal and professional lives to standstill, forcing the world's largest lockdown till date. I, on behalf of AITWA, want to express concern for you, your families, other important people in your lives and our communities. And, wish all, including my fellow colleagues to safe passage through this difficult period.

Please take care, stay positive and find sometime for having fun and smiling. On the positive side, we must remember that it has offered us the best time to spend with our respective families and

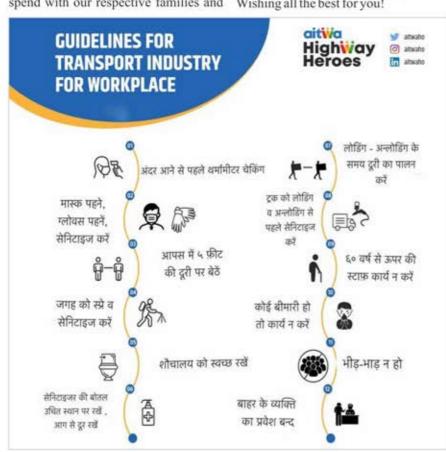
These are to observe the nature, as dip in the unsettling times pollution level has attracted many birds, and like all of you, animals to cities and towns. Having said that, I also know how difficult it is to spend time while restricting you within a house for months.

> The Prime Minister has already send messages to all the citizens to maintain social distancing and has also urged to use some of our traditional remedies to boost immunity as till date there is no medicine to cure COVID-19.

> Further, not all transporters have started operating their business at full. This is due to lockdown, shortage of manpower and shortage of loads. Trucks, which are delivering goods, are facing the labour scarcity issues and the efficiency level of transport industry is at 60%. Operating under the current circumstances is not easy, in fact it is a challenge; however, I am confident we will get through this, together.

> Before I sign out, I request all to, take care. Please follow the guidelines mentioned in the images. This will help you to stay safe and stay protected. Wishing all the best for you!







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# AITWA And CEAT Come Together To Combat COVID-19

In an inspiring move to fight coronavirus, All India Transporters'
Welfare Association (AITWA) and CEAT India have joined hands and
decided to sanitize truck cabins. More than 20,000 cabins have
already been sanitized free of cost in nearly 15 cities. And, the
initiative plans to cover more cities across the country soon.













#### Limited Registration Of BS-IV Vehicles To Be Allowed As Per Apex Court Order



Union Ministry of Road Transport and Highways has advised NIC to facilitate the States /UTs in limited registration of BS-IV vehicles all over India except Delhi/NCR in compliance with Supreme Court directions contained in its order dated 27.3.2020, reported a PIB release. The Supreme Court has allowed limited and conditional sale and registration of not more than 10 per cent pending BS-4 stock (as conveyed to the Apex Court) with vehicle dealers(except in Delhi, NCR), within 10 days of lifting of the lockdown in a city following outbreak of Covid-19 in the country. The Apex Court has however maintained the stay on sale and registration of such vehicles in Delhi NCR.

In its advisory, which is also marked to all States/UTs, the Ministry has stressed upon meticulous compliance of the orders of the Supreme Court. Notably, the Government of India enforced the motor vehicle emission standards in India from 1991 and has been since updating the emission and safety norms for new vehicles.

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.

Bharat Stage (BS) emission norms are standards instituted by the government to regulate output of air pollutants from motor vehicles. The BS-IV norms have been enforced across the country since April 2017. Over the past 3-4 years, automakers and their suppliers have made a combined investment of more than Rs 10,000 crore in the switchover.

India has decided to switch to the world's cleanest emissions standard from April 1 as it leapfrogs straight to Euro-VI emission standards from Euro-IV now - a feat achieved in just three years and not seen in any of the large economies around the globe.

Besides Bharat Stage (BS) VI, the government is ready to finalise the second phase of FAME (Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles) India, which highlights its push towards clean mobility.

#### Truck Driver Population To Drop As Migrants Head Back Home

ransporters fear that after facing an acute shortage of truck drivers during lockdown for over 40 days, the government's readiness to send migrant workers back to villages will further add to their trouble in kickstarting the supply chain activities at a desirable level.

From April 20, post-government announcement to resume supply chain, there are just 30% transport vehicles on the road. But now with special trains to carry migrants in different states/cities being made available, a few drivers riding the trucks now will also disappear and the percentage of trucks on the road may further come down to 20%," Mahendra Arya - President, All India Transporters' Welfare Association (AITWA) told TOI, adding, "This will leave the transporters again in

vulnerable position. And the supply of essential and non essential goods may be impacted if we fail to retain the drivers now."

He further said, "Sudden announcement of national lockdown compelled some drivers to desert the trucks they were riding on the transit and they got stranded on the highways for several days. It was frustrating for them.

Abhishek Gupta of Bombay Goods Transport Association said, "These truck drivers were on the roads, when the first lockdown was announced on March 25. Suddenly next morning they didn't find any place to have a cup of tea. Police beat them up if they moved their truck. No place for lunch or dinner that day and they were not allowed to use the water taps at few petrol pumps as pump employees feared infection of the virus. Many of

these drivers quickly left the truck and went back to their village. Some stayed on but now most of these migrants also want to go back to villages. We are witnessing the impact at Nhava Sheva as some of the trucks are lying idle."

Said Arya, "Drivers need to be motivated to resume to the work and this can be done with providing incentives in form of Health Insurance from the government, so that driver himself and his family is assured of certain compensation in an unfortunate event."

It is important to note that the road transport sector is very different from many industries, as it pays taxes upfront in many ways without any link to business or profitability as compared to organised sector, he added.

## Transporters Seek Special COVID-19 Cover For Truck Drivers

he All India Transporters'
Welfare Association
(AITWA) urged the
government to announce a
special insurance cover to incentivise
and attract truck drivers back to work,
reported The Hindu Business Line.

Truck drivers should also be considered as frontline warriors trying to put the economy just such as doctors and health workers fighting the Covid pandemic.

In March, the government had announced a health insurance cover of ₹50 lakh per person to frontline health workers — sanitation staff, paramedics and nurses, Asha workers and doctors working to tackle the Covid illness and face the highest risk

of contracting the illness.

Mahendra Arya, President, All India Transporters' Welfare Association, said drivers need to be motivated to resume to the work and this can be done by providing incentives in the form of health insurance from the government, so that their family is assured of certain compensation in an unfortunate event.

The road transport sector is different from many industries, as it pays taxes upfront in many ways without any link to business or profitability as compared to organised sector, he said.

AITWA had apprised ministries about the turmoil in the road transport sector due to the ongoing pandemic.

Transporters fear that exodus of

migrant workers back to their respective States will further add to their trouble as the shortage of drivers could be more acute.

"Post Government plan to resume supply chain from April 20, there are just 30 per cent transport vehicles on the road. With special trains now running to ferry migrants to their States, a few drivers who were riding the trucks will also disappear and the percentage of trucks on the road may further come down to 20 per cent. This will lead to distribution in supply of essential goods," he said.

The sudden national lockdown stranded drivers and compelled them to desert the trucks they were riding at the transit, added Arya.

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# Gadkari Assures Industry Representatives Of Government Support For Restarting Enterprises After COVID-19 Lockdown

The Minister said that

nion Minister for Road Transport & Highways and MSMEs Nitin Gadkari has assured the industry of full cooperation from the government in restarting their enterprises after the lockdown is lifted post

COVID-19. Interacting with FICCI representatives on a web based seminar, the Minister informed them about the various financial decisions taken by the government in this direction, reported a release in PIB.

Gadkari informed that RBI has allowed rescheduling of term loans and working capital facilities.

Speaking about the Micro, Small and Medium Enterprises, Gadkari said that Government is aware of their difficulties and realises their importance to the economy. He called upon industry sector to work in tandem with Government and the banking sector. He stressed that all sectors remaining strong is in the interest of each one of them. Talking about the importance of liquidity in the market, the Minister informed that he is striving to increase credit gaurantee to MSMEs to Rs Five lakh crore from the present level of about Rs one lakh crore wherein 75per cent of the advances granted by financial institutions are gauranteed by the under the Credit Gauranttee Scheme of the Govt. He assured that the issues raised by the industry especially by MSMEs will be taken up discussed with relevant Ministries and Departments.

Nitin Gadkari called upon the industry to look upon the present crisis as challenge and opportunity especially as some countries are looking to move away their investments from China, and India can be one of the best options for them.

Dwelliing upon Road Sector, he said, the Highways construction which saw reaching record level in 2019-20, should increase pace by 2-3 times in coming years to meet growing needs of the infrastructure sector. The Minister also informed that time taken in reaching decisions should

be kept at the minimum possible to avoid delays. In this direction, he has requested NHAI and its arbitration units to decide matters within 3 months. He said, for this purpose, he has requested all chairmen of such bodies to work till 7pm everyday instead of 5pm at present. The Minister said, they have already started to dodo, resulting in resolution of 280 matters within short time.

The Minister said that India should convert this crisis into an opportunity, accelerate infrastructure projects and win this war against corona to achieve economic growth. He said, Indian industry should look at the current situation as a blessing in disguise and aim towards improving its export potential. He added that bringing in Liquidity in the market is key at this time of crisis and to ensure that, NHAI has already started the process of settling all the pending claims and arbitration. The ministry had definitive plan to clear all legitimate claims more or less within 3 months.

Talking about the doubling the pace of road and highway construction for FY 20-21, ShriGadkari mentioned that his ministry is working on a war footing and is committed to fight this battle and emerge victorious. To kick start the path to recovery for Road

sector, the ministry is open to re-start projects at various locations with the condition that adequate measures will be taken taken for safeguard against the spread of coronavirus.

India should convert this crisis into an opportunity, accelerate infrastructure projects and win this war against corona to achieve economic growth. He said, Indian industry should look at the current situation as a blessing in disguise and aim towards improving its export potential. He added that bringing in Liquidity in the market is key at this time of

crisis and to ensure that.

NHAI has already

started the process of

settling all the pending

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## Transporters Say #NoTruckForMe To Become 'Self Reliant'



he All India Transporters
Welfare Association
(AITWA), a body
representing over 9
million road transport
service providers of
India, has put out an advisory for its
members not to buy any new trucks for
the entire financial year 2020-21.

In a letter addressed to the members of the road transport fraternity, the transporters body said, "As our sector is going through financial turmoil during the ongoing pandemic, we are constrained to adopt measures to safeguard our businesses and trade in general," reported IANS.

AITWA rued the lack of stimulus and decided to become self reliant. "Till now there is no stimulus from the Government of India to support our industry. We need to be self-reliant as suggested by our Prime Minister," AITWA wrote in the letter.

AITWA has given an advisory to its members of the road transport sector is to consciously decide not to purchase any new trucks atleast for full year of 20-21. This will help in utilizing the trucks which are already on the roads, mostly owned by single truck owners.

"We strongly feel for our trade to survive, the fresh supply of trucks

"We strongly feel for our trade to survive, the fresh supply of trucks needs to be stalled. Unless we help ourselves, we cant expect anyone to help us. Our mantra for self reliance will be #NoTruckForMe,"

AITWA said

needs to be stalled. Unless we help ourselves, we cant expect anyone to help us. Our mantra for self reliance will be #NoTruckForMe," AITWA said.

"We are sure each one of us will agree to this and take necessary steps to ensure we do not get lured by deals from financial institutions or commercial vehicle manufacturers as there is still lot of uncertainty on movement picking up too," the body said.

"There are over 90 lakh trucks which are operating across India. Most of them have not been used in the last approximately 2 months due to various reasons. This is a direct loss for all of them," the transport body said.

They have paid or will have to pay road tax, insurance, permit fees etc for the whole year but will have lesser months to operate.

AITWA said that it is feared that once some kind of normalcy prevails, the excess capacity of all vehicles will become too high due to demand contraction of exports, production and trade.

Such a call by the truck owners will have implications for NBFCs, government revenues and OEM manufacturers.

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# PM's Economic Package For MSME, Village And Cottage Industry Sector

nion Minister for MSMEs and Road Transport & Highways Nitin Gadkari welcomed the Prime Minister's relief package worth Rs 20 lakh crore. He said, through this historical package, the Prime Minister has fulfilled the expectations and aspirations of the MSME, village and cottage industry sector.

Gadkari said, with abundant resources, superior technology and raw materials, India can soon become self-reliant in all sectors. He said, the Prime Minister has also envisioned India as a super economic power in global economy. The Minister said, taking the economic slowdown due to COVID-19 pandemic as a blessing in disguise, we should strive to maintain positivity and self confidence to take the country ahead.

The Minister said, the nation will remember this gesture of the Prime Minister for a very long time. He said, PM's support to this sector which gives employment to over 11 crore people and contributes by nearly 29 per cent of GDP, can never be forgotten by all the stake holders of this sector. He expressed confidence that the MSME, village and cottage industry sector will grow to new heights with the support of this package.

# Validity Of Expired Driving Licences And Vehicle Registration Extended Till June 30



The Ministry of Road Transport and Highways has extended the validity of documents like driving licenses, permits and registration that expired since February 1, reported a PIB release. In an advisory to all states and Union Territories, the Ministry has asked them to treat such documents as valid till June 30.

The decision was taken to facilitate people facing difficulties in renewing the validity of various motor vehicle documents due to nationwide lockdown in the country and closure of government transport offices.

The documents include fitness, permits (all types), driving licence, registration or any other concerned document under the Motor Vehicle Rules.

The ministry has requested all states to implement the advisory in "letter and spirit" so that the people and transporters and organisations rendering essential services do not get harassed and face difficulties.

#### Mobile Numbers To Be Given For Availing Vehicle Registration Related Work

Ministry of Road Transport and Highways has amended the Central Motor Vehicles Rules, 1989 to capture Mobile Numbers of the owners when availing any service relating to the Registration of the Vehicles, reported a PIB release. GSR NO 178 E has been notified on 16th of this month amending the Forms Number 20, 23A, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 42, 44 under the Rules.

These Forms pertain to various aspects relating to motor vehicles, like, registration, transfer, Register of vehicles, renewal, duplicate copy, grant of NOC, change of address, entry or termination entry for Hire/Purchase/Hypothecation, etc.

As per amended rules, vehicle owners will be required to provide their mobile numbers whenever they apply for availing any of the relevant services.

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#### NHAI Achieves Highest Ever Construction Of National Highways In FY 2019-20

NHAI has accomplished construction of 3,979 km of national highways in the financial Year 2019-20, stated a PIB release. This is the highest ever highway construction achieved in a financial year by NHAI. The construction pace as noticed in last years has seen a steady growth with 3,380 Km construction in the FY 2018-19. Continuing the same trend with the development of 3,979 km of national highways during FY 2019-20, NHAI has achieved an all-time high construction since its inception in 1995.

The Ministry of Road Transport and Highways has envisaged an ambitious highway development programme Bharatmala Pariyojana which includes development of about 65,000 km national highways. Under Phase-I of Bharatmala Pariyojana, the Ministry has approved implementation of 34,800 km of national highways in 5 years with an outlay of Rs 5,35,000 crore. NHAI has been mandated development of about 27,500 km of national highways under Bharatmal Pariyojna Phase-I.

In order to accelerate the pace of construction, large no. of initiatives have been taken to revive the stalled projects and expedite completion of new projects:

- Streamlining of land acquisition and acquisition of major portion of land prior to invitation of bids.
- Award of projects after adequate project preparation in terms of land

acquisition, clearances etc.

- Disposal of cases in respect of Change of Scope (CoS) and Extension of Time (EoT) in a time bound manner
- Procedure for approval of General Arrangement Drawing for ROBs simplified and made online.
- Close coordination with other Ministries and State Governments
- One time fund infusion
- Regular review at various levels and identification/ removal of bottlenecks in project execution
- Proposed exit for Equity Investors
- · Securitization of road sector loans
- Disputes Resolution mechanism revamped to avoid delays in completion of projects.

#### Road Minister Lauds Completion Of Kailash-Mansarovar Yatra Route From Dharchula To Lipulekh

Union Minister for Road Transport & Highways and MSMEs Nitin Gadkari has complemented the efforts of the Border Roads Organisation (BRO) for achieving the completion of road connectivity from Dharchula to Lipulekh (China Border) famously known as Kailash-Mansarovar Yatra Route. The road was inaugurated today by Defence Minister Rajnath Singh, who flagged off the first convoy of vehicles from Pithoragarh via video conferencing.

Gadkari said, the border villages are finally connected by roads for the first time and Kailash Mansarovar Yatris can now avoid the difficult 90Km trek and move upto China border in vehicles.

The Darchula-Lipulekh road is an extension of Pithoragarh-Tawaghat-Ghatiabagarh road. It originates from Ghatiabagarh and terminates at Lipulekh Pass, the gateway to Kailash Mansarovar. In this 80 Km road, the altitude rises from 6000 feet to 17,060 feet. With the completion of this project, the arduous trek through treacherous high-altitude terrain can now be avoided by the Pilgrims of Kailash Mansarovar Yatra and the period of journey will be reduced by many days.

At present, the travel to Kailash Mansarovar takes around two to three weeks through Sikkim or Nepal routes. Lipulekh route had a trek of 90 Km through high altitude terrain and the elderly yartris faced lot of difficulties. Now, this yatra will get completed by vehicles.

The construction of this road was hampered due to multiple problems. Constant snow fall, steep rise in altitude and extremely low temperatures restricted the working season to five months. Kailash Mansarovar Yatra took place in the working season from June to October and it coincided with move of locals and their logistics as well as movement of traders (for trade with China) thus further reducing the daily hours for construction.

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# Extension Of Validity Of Fee Payment And Time Period For Paying Fees As Mandated Under Central Motor Vehicle Rules 1989

In pursuant to the guidelines issued by Ministry of Home Affairs vide No.40-3/2020-DM-I(A), Dated 24th March 2020 and subsequent amendments regarding imposition of complete lock down due to outbreak of COVID-19, the MoRTH had issued an advisory dated 30th March, 2020 to all regarding extension of validity of the documents related to Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989, reported PIB. It was advised that documents whose extension of validity could not or not likely be granted due to lock-down and which have expired since 1st of Feb, 2020 or would expire till 30th June

2020, Enforcement authorities were advised to treat such documents valid till 30th of June, 2020.

It has also come to the notice of the Government that citizens are facing difficulties in respect of various fees/late fees as mandated under rule 32 and 81 of Central Motor Vehicle Rules 1989 due to lock down in the country and closure of Government Transport Offices. There are cases where the fees have already been paid, for the service or renewal, however the process could not be completed due to lockdown. Further, there are issues where citizen is finding difficult to deposit fees due to closure of RTO

offices.

In order to facilitate citizens during COVID –19, MORTH has issued a statutory order prescribing that the fees paid on or after 1st February 2020 for the activity(s) including renewal and in case such activity(s) is not completed due to conditions for prevention of COVID-19 pandemic, the fees paid shall continue to remain valid. And If there is delay in paying the fees from 1st of Feb, 2020 till the period of lockdown there would not be any additional or late fee yo be charged for such delays till 31st July 2020.

#### Rs 15 Lakh Crore Road Construction Target For Next Two Years

Union Minister for Road Transport & Highways and MSMEs Nitin Gadkari held meeting via video conferencing with the members of SIAM Institute on the impact of COVID-19 on auto sector, stated a PIB release. It was attended by MoS Gen (Retd) V K Singh, Secretary RTH Giridhar Aramane, and senior officers of MoRTH.

During this interaction, members expressed concerns regarding various challenges being faced by industry amid COVID-19 pandemic along with few suggestions and requested support from the government to keep the sector afloat.

Gadkari suggested to focus on enhancing liquidity in business, as ups and downs are common. He added that one need to plan for bad times while working for growth. Gadkari also said that industry should focus more on innovation, technology and research skill to become competitive in global market. He informed that he has set a target of constructing roads worth Rs 15 lakh crore in the next two years. He



said, his ministry is working overtime to clear all arbitration cases with concessionaires.

Gadkari responded to the questions from representatives and assured all possible help from the government. He informed that he would take up the issues at the appropriate level in the govt and other departments.

The Minister informed that he has

directed the ministry officials to finalise the auto scrapping policy quickly, and said, it will go a long way in cost reduction. He also suggested exploring cheaper credits including foreign capital for enhancing liquidity in the automobile manufacturing sector.

On the question of BS4 vehicles, he said, the government is bound by SC verdict on the same. However, on industry suggestion, he will get the matter examined

afresh. Regarding relaxations sought on other regulations, Gadkari stated that he will endeavour to provide relief wherever possible where industry is seeking extension of time.

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#### NTPC Launches Hydrogen Fuel Bus And Car Project For Leh And New Delhi

India's largest power producer and a central PSU under Ministry of Power, NTPC Ltd, has invited global expression of interest (EoI) to provide 10 Hydrogen Fuel Cell (FC) based electric buses and an equal number of Hydrogen Fuel Cell-based electric cars in Leh and Delhi.

The EoI has been issued by NTPC's wholly-owned subsidiary, NTPC Vidyut Vyapar Nigam (NVVN) Limited.

The move to procure Hydrogen Fuel Cell-based vehicles is the first of its kind project in the country, wherein a complete solution from green energy to the fuel cell vehicle would be developed.

The initiative, which has been

undertaken with the support of the Ministry of New and Renewable Energy, will also harness renewable

energy for the generation of hydrogen and develop it's storage and dispensation facilities as part of pilot projects at Leh and Delhi.

The move to launch hydrogen-powered vehicles aims at decarbonizing the mobility segment.

The PSU has been taking various technology initiatives to provide a

complete e-Mobility solutions for public transport including the creation of public charging infrastructure and providing electric buses to State/City Transport Undertakings. In this regard, 90 public charging stations in various cities and battery charging and swapping stations at



Faridabad for e-3-wheelers have already been commissioned.

Similarly, the e-Bus solution for Andaman & Nicobar Administration is under implementation.

#### Daimler Partners With Volvo For \$1.3 Billion Hydrogen Fuel-cell JV

German automobile group Daimler announced that it is joining hands with Swedish auto giant Volvo to form a \$1.3 billion joint venture to make As Daimler Truck chairman Martin Daum has said, the joint venture is going to be a milestone in bringing fuel cell-powered trucks and buses.

Together the two automakers could bring the Hydrogen-powered commercial vehicle in the second half of the decade, as claimed by Daimler in the release.

Commenting on the partnership, Martin Lundstedt, Chief Executive Officer, Volvo Group, said, "By forming this joint venture, we are

clearly showing that we believe in hydrogen fuel cells for commercial vehicles."

As the German automaker claims, the

Hydrogen-powered electric cars offer a longer range than battery electric vehicles. Also, these vehicles are claimed to be faster to refuel. While several automakers across the world have been working on Hydrogen fuel, a range of technological challenges along with refuelling infrastructure has become a barrier in front of them.

While the number of battery electric vehicles is increasing globally, the number of Hydrogen vehicles is minimal. Both Daimler and Volvo aim to grab a large chunk in this segment.

As the automaker claims, the joint venture will allow both the automakers to share costs and speed up the development process for Hydrogen fuel cells for heavy-duty vehicles. The JV will also help both the companies during the coronavirus crisis, claimed the statement.



hydrogen fuel-cell for trucks, reported ET Auto. Both the automakers are mulling green mobility options aggressively and the joint venture comes as part of their future strategy.

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# Daimler Trucks Sells Over 1 Lakh BharatBenz Trucks In India

a i m l e r I n d i a C o m m e r c i a l Vehicles (DICV), D a i m l e r ' s commercial vehicle subsidiary in India announced that it sold more than 100,000 medium and heavyduty BharatBenz trucks in the country, reported ET Auto.

The company also said that it achieved the feat within eight years of starting production in India in 2012. The automaker also said that this milestone was achieved in the first quarter of 2020.

DICV also says that Daimler Buses has sold more than 4,500 BharatBenz buses in India since the start of operations in 2015. DICV has exported more than 30,000 vehicles under the brands BharatBenz, Mercedes-Benz, Freightliner and FUSO to more than 50 overseas markets around the world.

DICV also said that the company has exported 130 million parts to other plants within the production network of Daimler Trucks since 2014.

# Govt's Special Stimulus Package To Help Revive Commercial Vehicle Industry: Ashok Leyland MD

The government's Rs 20 lakh crore special economic package has the potential to be "sustainably beneficial" to all sectors of the economy and help revive commercial vehicle industry, in particular, Ashok Leyland MD and CEO Vipin Sondhi said.

Prime Minister Narendra Modi announced a stimulus package worth Rs 20 lakh crore, which combines the government's recent announcements on supporting key sectors as also measures rolled out by the Reserve Bank of India (RBI). "While we await the details, the announcement of the reforms-cum-stimulus to the tune of 10 per cent of GDP... has the potential to be sustainably beneficial to all sectors of the economy," said Sondhi, reported PTI.

In particular, the commercial vehicle (CV) industry will stand to gain, he stated.

The domestic automobile sector reported more than 18 percent drop in sales at 2,15,48,494 units and a 15 per cent decline in vehicle production to 2,63,62,284 units in FY20, according Society of Indian Automobile Manufacturers (SIAM) data.

CV sales during this period declined 28.75 percent to 7,17,688 units year-on-year.

The massive thrust on self-reliance, along with the focus on creating local demand, and resurrecting local supply chains should provide enough impetus to kick start the economy, Sondhi said.

As the COVID-19 pandemic rages on, all these measures are the need of the hour and "more than expected, given the limited fiscal room that was available," he added.

"With the pride of Make-in-India through quality, we look forward to a stronger, self-reliant India where everyone prospers," he said.

The commercial vehicle (CV) maker said the auto industry, especially CVs, was the worst hit by a prolonged slowdown and then the COVID-19 pandemic, and there was an expectation of government support.

"There was an expectation of a direct stimulus package in the form of reduction in GST (goods and services tax), an incentive-based vehicle scrappage policy and a thrust on the purchase of buses for public transportation," said Ashok Leyland Managing Director and CEO Vipin Sondhi, reported PTI.

This is the need of the hour, and the government should consider a structured policy intervention, he added.

Further, Sondhi said, "An accelerated infrastructure spend in rural India would create assets, jobs and income in rural India, which would bring the movement of goods, thereby also providing a fillip to the CV industry." He, however, acknowledged that "the combination of an Aatmanirbhar Bharat with integration with the global supply chain is inspiring".

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# ICC: Logistics Sector To Lose Rs. 50,000 Crore Due To Lockdown

stimating losses to the logistics sector at about Rs. 50,000 crore due to the coronavirus lockdown, industry body ICC demanded a relief package for the industry, including priority lending and lower taxes.

The growing logistics sector in India is looking at mounting losses, with the aviation sector taking the biggest hit, the Indian Chamber of Commerce (ICC) said in a statement.

"The cumulative loss estimate is as high as Rs. 50,000 crores with the highest loss coming from the Aviation Sector, followed by the Roadways, in terms of lost Toll Taxes and Goods wasted on the road due to a sudden lockdown, grinding to a halt fully loaded trucks," ICC said.

Though the government has allowed movement of both essential and non-essential goods, the situation is not so easy at the ground level, it said. Container freight stations, inland container depots, warehouses and port terminals, which are all notified as essential services, are getting choked due to slow evacuation of containers and cargo, it added, reported PTI.

"Moreover quarantining of ships for 2 weeks at high seas with delayed berthing is also adding to the chaos. Given the capital intensive nature of the industry, the standing cost of assets is very high, running into crores of rupees. A lifeline needs to be extended to the industry," the chamber said.

It sought relief measures like digital permits and packaged food service from NHAI for drivers after every 50 km and complete waiver of EMI obligations for at least 6 months till earnings normalise.

Demanding treatment of logistics industry as priority sector for lending -- sanctioned soft loans and existing loans be rolled over at a lower rate, it also stressed the need for auto renewal of national movement permits till September 2020.

Besides, it sought a reduction in GST for the sector to lower than 12 per cent and waiver of revenue share and lease rental payable by PPP operators to government partners till September 2020 as well as waiver of minimum performance obligations of private operators till September 2020.

ICC also stressed the need for a government-sponsored health insurance cover for all employees of the sector and extension of construction period of ongoing PPP projects by 6 months to 1 year, besides allowing of GST input credit for such projects.

# Lockdown To Hit Profits Of Logistics Operators

he rapid rise of Covid-19 pandemic and the Centre's decision to contain the disease outbreak in India through a lockdown is adversely affecting the domestic logistics sector, especially road transportation, ratings agency ICRA said in its report.

A sharp fall in freight availability due to restrictions on production of non-essential goods, and shortage of fleet for the movement of goods owing to dearth of drivers and consequent spike in truck rentals are the immediate impacts of the pandemic on the logistic sector.

"With the likelihood of lockdown being lifted gradually and muted recovery in industrial activity, the logistic sector, including warehousing, is likely to witness sharp demand contraction in the near-term. In our view, while the entire value chain in logistics right from transportation to warehousing would be adversely affected, entities with asset-heavy business model will see a greater impact owing to high fixed costs," the report quoted Shamsher Dewan, vice president, as saying.

It added that the immediate term growth prospects of the sector also remain subdued owing to the outbreak of the Covid-19 pandemic. Owing to this, the domestic logistics sector is expected to contract in the current fiscal. Within the industry, segments such as fleet owner-cum-operators, warehousing and container freight stations (CFS) would see a sharp decline in asset utilization and in return, weak financial performance. Not just this, the small fleet operators would be the most vulnerable owing to limited liquidity and financial flexibility.

In Q3 FY2020, revenue of 's sample of 12 large logistics players had declined by 2.6 percent year-on-year as compared to a growth of 18.6 percent in Q3 FY2019 and 1.9 percent in Q2 FY2020, in line with the continued moderation in GDP growth, which hit a 27-quarter low of 4.7 percent, resulting in subdued freight availability.

Muted consumer demand in sectors such as automotive, FMCG, capital goods and retail coupled with the slowdown in the production of bulk industrial commodities would adversely impact the growth of the sector.

The pandemic induced nationwide lockdown has further accelerated the ongoing slowdown in the Indian macroeconomic conditions resulting in subdued freight availability. Consequently, in FY2021 too, the ratings agency expects a contraction of 6-8 percent year-on-year in revenue of its sample of logistics companies.

Dewan added, "Over the near-term, believes the profitability of logistics operators to be impacted on account of the coronavirus outbreak and lockdown, which has significantly impacted freight availability and fleet utilisation. Further, adverse impact from Covid-19 pandemic poses a downside risk on the credit metrics of 's sample of logistics companies," reported Business Standard.

# Let's Find Out The Impact Of COVID-19 Lockdown On India's Logistics & Supply Chain Industry?

ogistics Now, the leading logistics intelligence platform in India, has studied the current fast-developing situation in the logistics and supply chain industry in the country. It has produced a report titled: 'The COVID-19 War: How India can win faster leveraging its supply chains and logistics?'which was published in Maritime Gateway.

Sharing its insights on the current scenario of the logistics sector in India in the wake of COVID-19, the report sheds light on the logistics situation in India at the grassroots level, and how logistics and information technology can work in tandem to minimize the economic impact. Furthermore, the report highlights concerns raised by prominent industry leaders in the logistics and transport space:

- 50 percent + of India's (organized long haul) trucking fleet is stranded without drivers
- Local (short haul) transport, though less impacted, is working with reduced capacities
- Trucks (including those carrying essentials) are still stuck for reasons including want of labour to load/unload, check-posts etc.

The report highlights the usage of advanced technology that can be used for managing pandemics and emergencies in the future:

 Build digital supply chains and logistics: India created the India stack for payments, resulting in the digital payments revolution unprecedented in our history. A similar digital logistics revolution based on the "logistics stack" is required in our supply chains and transportation to power our supply chains with intelligence, visibility and agility.

 Mandate and further drive digital payments: The India stack was a great start and as a majority of payments become online, the data generated, in sync with CIS and Digital Supply Chains, will be a critical part to identify trends including spread of pandemics before they become evident and keep citizens safe.

Additionally, the key

of drivers were left without basic amenities. There is a need for thousands of trained drivers/ trucks to move essential supplies. Options including the Army Supply Corps (ASC), Indian Railways, CONCOR, Freight Marketplaces, and Freight Intelligence networks along with large fleet owners/ truckers who can provide transport capacity from long haul to



recommendations to fight COVID-19 and also support the economy are:

- Unlock Inventories for Retail Consumers: Inventories of essentials goods, already in transit, in warehouses or with distributors, has to be unlocked immediately. While it will take time for manufacturing and transport to get back on track from the initial disruption, local inventories available with distributors can be moved quickly to the retail network.
- Build/Re-build Transport Capacity: Transport capacities have been disrupted by stranded trucks and a lot

the last mile, need to be aligned quickly.

• Vaccine Distribution Capacity: World over, scientists are working at a furious pace to discover a vaccine for COVID -19. A plan needs to be in place to ensure when it is ready to be distributed to the mass communities, transporting it to the farthest districts can only be accomplished by planning in advance and executing rapidly. An unprecedented level of planning is of utmost importance and public-private partnership can create a rapid COVID-19 vaccination program to save lives.



(I to r) Sunil Arora (ACAAI); N. Sivasailam (Spl. Secy. Logistics); S. Ramakrishna (DCCAA); Pradeep Singhal (AITWA) and Amit Bajaj (DACAAI)

# FFFAI - Logistics Policy and Way Forward

## (Logistics Leadership Meet on Budget 2020, at Holiday Inn):

Mr. N. Sivasailam, Special Secretary-Logistics, Ministry of Commerce & Industry, has now become a star speaker at such programs and this was no different.

He started by saying that our operational cost of transportation is too high. In his usual meticulous way, he said the northeast of the country trade has very high potential. We have to try to make the transhipment cost effective. Rivers can be crossed only by measuring highest point of the depth and not the lowest depth. The Special Secretary - Logistics did his homework very well about distances, locations, costs, etc. and said that we have one of the largest Air Cargo fleets in the world but there is no MRO. Hence he did not attend the MRO events of earlier this year as they only add to India's cost, instead of an investment here. Budget of 1.7 lakh crores is available for roads and infra --- available budget provisions for MSME sector is also attractive.

Mr. Shankar Shinde Chairman (elect) FFFAI, stated that logistics cost and cost to GDP are two different aspects. UDAN connectivity and movement has been improved and will now cover 100 airports. Agri movement is improving but Freight Forwarders are concentrating on international cargo despite domestic cargo being 100% larger.

One of the most interesting interactions was with Mr. Pradeep Singal, Chairman - AITWA, who was asked a question on how do we make logistics cost effective? His response was very thought provoking and caught everyone by surprise, as he said that the main cost incurred is that of drivers, whose salary is among the lowest in the world. Urbanization also creates blocks in the movement. Standardization and containerization are needed to bring down costs, as part of govt. policies. We should not allow predatory pricing for exploitation. Mr. N Sivasailam said that he was working with AITWA to build up a connectivity platform and failed to understand how urbanization can act as a dampener in movement? It is not necessary to only have multi-modal hubs. Hubs for only roadways can also

be developed every 200 kms. (for ex., Belgium to Chandigarh is far cheaper than Kulu to the rest of our country. Mr. Pradeep Singal added that our focus should be the customer and not revenue generation only. A brief detail of Highway Heroes program was given to exemplify CSR activity. In the Q & A, Mr. Vipin Vohra mentioned that there were some unfair trade practices pertaining to Bangladesh for opening of offices in each other's countries. While a citizen of Bangladesh can open and run an office in India without any difficulty, an Indian citizen has to show an investment of \$40,000 in Bangladesh for the same purpose. Mr Sivasailam said that business in north east is very high. Dr. Arpita Mukherjee, Prof.- Indian Council for Research on International Relations (ICREIER) said that Horticulture is never done as a product, but more as whole ecosystem. Mr. Keku Gazdar mentioned that our average wastage in this activity was around 30%.

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# Gurugram: Vehicle Registry Forgery Blows Lid Off Scam At RTO

he scam came to light during an investigation in Faridabad related to irregularities in the registration of commercial vehicles.

GURUGRAM: The CM flying squad has unearthed a scam in the registration of commercial vehicles in Gurugram. The owners of commercial vehicles, with the help of middlemen and employees of the Gurugram regional transport office (RTO) allegedly forged the bill of purchase of several vehicles for tax evasion, causing huge losses to state exchequer. The government charges 6% of the vehicle cost as registration fees. By forging the bill, the accused lowered the cost of vehicle to pay less tax.

The scam came to light during an investigation in Faridabad related to irregularities in registration of commercial vehicles. Investigators from the CM flying squad found irregularities in around a dozen documents of commercial vehicles,

which were registered at Gurugram RTO in 2017. They suspect hundreds of commercial vehicles have been registered with forged documents in the past few years in the city.

On the complaint of DSP Devender Yadav from the squad, an FIR was registered against unidentified persons under sections 420 (cheating), 407 (criminal breach of trust by carrier) and 408 (criminal breach of trust by clerk) at Shivaji Nagar police station on Tuesday.

Initial investigation has revealed that middlemen, with the help of computer operators and officers at the RTO office, executed the scam. "We have sought details of persons posted in Gurugram RTO since 2017. A team will soon visit Gurugram for the investigation," DSP Yadav said, adding that they are probing the registration of vehicles in the past few years as well.

Elaborating on the modus operandi of the fraudsters, the DSP said they began probing the matter after they found discrepancies in the registration papers of an earthmover. The vehicle was registered at Gurugram RTO in 2017. While the original price of the vehicle was Rs 22.8 lakh, the bill of purchase was forged to show that it was bought at 10.3 lakh, he said.

The vehicle owner would have had to pay registration fees of around Rs 1.5 lakh, but by presenting the forged bill, he paid just Rs 60,931 and got it registered with the help of middlemen and RTO officials, causing losses to the state exchequer.

DSP said they checked the bill submitted at the RTO and found it to be fake. "We took the bill to the dealer who sold the earthmover for verification. It was revealed that the bill had been forged," Yadav said, adding that till now they have found irregularities in the registration documents of around a dozen vehicles.

This story has been published from ET Auto.com without modifications/ changes to the text.



May 9, 2020

### Let us equip our Corona Warriors!

### Special Highway Heroes Covid Proposal\*

Government has not considered any Covid Death Insurance policy for the Corona Warriors of transport industry, our drivers. Should we not be considerate about them?

AITWA is negotiating a special Covid cover for our Highway Heroes, to provide them additional coverage of Rs 5 lac in case of death due to Corona Virus.

The Special Highway Heroes Covid Proposal will cost our transport members Rs 1,000 only. Existing Highway Heroes can be covered with an additional cost of Rs 500 only.

Highway Heroes original cost was Rs 600, which included an accident policy of Rs 3 lacs, mediclaim due to accident Rs 50,000 and many other accident benefits like adhoc education help to children, ambulance cost, OPD charges etc. AITWA's 24x7 call centre is accessible to Highway Heroes.

Time to equip your drivers with Highway Heroes plan!

### Logistics Corona Warrior Proposal\*

Transport companies are also looking to give a Covid Death Cover to their staff and labour. Following policies cover other Logistics Corona Warriors:

Labour/Driver - 5 Lacs cover for Rs 500 Godown/Office Staff/Driver - 10 Lacs cover for Rs 1000 Senior Managers - 25 Lacs for Rs 2500

> M-5, Ashoka Centre, 4E/15 Jhandewalan Extn, New Delhi-110055 Ph: +91-11-49842803



Corona Mediclaim policies also can be made available.

\*Above Covid death policies are subject to the below terms :

- 1. Premium rates are approximate and depends upon total number of policies
- Policies will be issued directly to transport companies; minimum 100 individuals per company. Total sum insured Rs 5 crores per transport company (e.g. 50 policies of Rs 10 lacs or 100 policies of Rs 5 lac or mix)
- 3. Validity of all policies will be for one year
- This is a short term offer and will not be available after a week. Hence respond as fast as you can.
- The data collection will be done with a simple Highway Hero app; for faster issue of the policies.
- Every transport company can file their requirement only once for the total number of required policies.
- 7. AITWA will negotiate the deal only if we get a minimum commitment of number of 10000 policies
- 8. Policies will be subject to approval of Insurance Company. The coverage allowed will be based on the income level of assured person

If this proposal interests you, send an email to president@aitwa.org, info@aitwa.org so that we can compile the total requirement and take up further with the Insurance Company.

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# Women in Logistics



Ms. Divya Jain Founder & CEO, Safeducate

A recipient of the ASEAN achievers award, Ms. Divya Jain is a social entrepreneur working for past ten years to provide a solution for the massive unemployable youth of the Indian subcontinent. She conceptualized the first mobile container skill school in the country and now heads one of the largest initiatives for skilling in logistics. Ms. Jain is Founder and CEO of Safeducate, which has been awarded government contracts worth over \$30 million (work in progress). She is also the author of 'Horn Please', which researched and provided a photo-essay on the lives of truck drivers in India. She was BW 40 under 40

entrepreneurs and among India Today's 50 most powerful change-makers under 50.

### Questionnaire

# 1. How many years have you been with the Logistics industry and how do you find the journey until now?

While working in my family-run business, Safexpress, one of India's leading logistics companies, I noticed a huge gap in the sector pertaining to lack of skilled workforce in logistics. I then started Safeducate in 2013 to address this gap. Safeducate works towards developing the right competencies to enable learners to achieve a sustainable livelihood by making them job-ready or kindling in them a spirit to pursue entrepreneurship.

The journey, so far, has been highly rewarding. Apart from bringing about a change in the logistics industry, we have also been working towards training and upskilling the young work force in India; this is where Safejob comes into the picture as it is a personalized job readiness and placement platform. We understand the needs and tailor a customized plan that makes anyone ready for the jobs of today and tomorrow.

Developed by some of the best minds from IIT, Cambridge and Stanford, Safejob is on a mission to solve the job readiness and placement challenges faced by Indian youth, with our A.I. based platform designed to understand individual requirements. We believe that India's youth has the will and capacity to drive our nation towards a great future.

# 2. How did you get inducted into Logistics, which is essentially a male-dominated industry?

Although I was already part of my family business and was imparting skill development training to the workforce, I wanted to touch many more lives in dire need of skilled manpower and create value by training and certifying the workforce in the logistics sector, to improve the self-esteem and job prospects of those already in it.

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

I have always believed in my abilities and appreciate that others have reciprocated their trust in me.

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

Training & Skilling

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

It is a fast-growing industry. Logistics play a crucial role in a nation's economy by providing employment and contributing to its GDP.

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

Highlighting the success stories of outstanding women leaders in the logistics industry, there would be higher opportunities for growth for women in the sector. Reputed media houses and publications can play a key role here by recognizing and celebrating the women achievers from the industry who have challenged all odds and continued to face hurdles in their business journey yet manage to soar high.

There are many inspirational stories out there that are yet to receive their due recognition and bringing them to the limelight will further motivate the subsequent generation of women to thrive in the logistics industry.

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

Regular workouts as a key part of my day, help me better deal with pressures of life and work. This involves running for about six or seven kilometers on a treadmill, followed by a Zoom session with my trainer. My go-to sport has actually been boxing, which really has been helpful in letting off steam and energy.

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

My best advice to young women on the verge of starting their career is to simply believe in yourselves. It is very important not to be intimidated by the majority of male members in the industry. It is also very important to keep growing. So do keep yourself involved in associations and conferences. Lastly, never be afraid to highlight your successes. If you're doing an outstanding job and it is not getting recognized, it is your responsibility to bring this to the forefront. This could easily be done sharing examples of your work in meetings, sending an email update about the positive changes in the specific organizations due to the initiatives taken by you or any other alternate way that you find suitable.

Vinod Kaul



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# सड़क परिवहन क्षेत्र लॉकडाउन अवधि के दौरान आम लोगों की मदद कर रहा है

सड़क परिवहन और राजमार्ग मंत्रालय द्वारा कोविड-19 के कारण राष्ट्रव्यापी लॉकडाउन के दौरान सड़कों पर लोगों की मदद करने की सामाजिक जिम्मेदारी उठा ली गई है। प्रधानमंत्री द्वारा लॉकडाउन की घोषणा के तुरंत बाद, पूरे देश में मंत्रालय की फील्ड इकाइयों से आग्रह किया गया कि वे अपने कामगारों/मजदूरों और आम लोगों को आवश्यक सहायता प्रदान करें।

मंत्रालय की सभी फील्ड इकाइयां और कार्यालय के साथ-साथ संबद्ध संगठन, एनएचएआई और एनएचआईडीसीएल, लोगों की कठिनाइयों को कम करने में मदद के लिए आगे आए हैं। देश के कई हिस्सों से लगातार रिपोर्टे आ रही है कि कैसे लोगों को बेहतरीन ढ़ंग से से मदद प्रदान की गई। महाराष्ट्र में, जब इस सप्ताहांत में बड़ी संख्या में लोग राजस्थान, उत्तर प्रदेश और अन्य राज्यों में अपने मूल स्थानों की ओर जाने के लिए चिलचिलाती धूप में बच्चों और परिवार के सदस्यों के साथ आगे बढ़ रहे थे, तो उन्हें ठाणे इकाई द्वारा भोजन और पानी उपलब्ध कराया गया। भोजन के पैकेट के वितरण में मदद करने के लिए एक स्थानीय गैर सरकारी संगठन 'समताविचारप्रसारकसंस्था' का भी सहयोग लिया गया।

इसी प्रकार, उत्तर प्रदेश के प्रयागराज जिले में लॉकडाउन के कारण कई मजदूर और ट्रक चालक हाईवे पर फंसे हुए थे। वे बिना भोजन और पानी के थे। ऐसी स्थिति में परियोजना निदेशालय ने खुद से उन्हें खिलाने की जिम्मेदारी संभाली। निदेशालय के सभी अधिकारियों और कर्मचारियों द्वारा जिम्मेदारी संभालने के कारण परोपकार का यह काम लगातार जारी है। ठीक ऐसी ही घटना की जानकारी यूपी के फतेहपुर जिले से सामने आयी, जहां पर बड़ी संख्या में लोग और ट्रक ड्राइवर फंसे हुए थे, और सड़क किनारे भोजनालयों के बंद होने के कारण खाना उपलब्ध नहीं था। स्थानीय फील्ड कार्यालय ने आगे बढ़कर लोगों की परेशानियों को कम करने के लिए भोजन और पानी उपलब्ध कराया।

तिमलनाडु के त्रिची जिले में, एनएचएआई की पेट्रोलिंग टीम को नेशनल हाईवे नंबर 45 पर पलूर में पांच लोग मिले। उनके लिए तुरंत खाना और पानी का इंतजाम किया गया और उनकी सुरक्षा के लिए फेस मास्क दिया गया। इसके बाद उन्हें नजदीक के शरण स्थल में ले जाया गया, जहां पर आज तक उनकी अच्छी तरह से देखभाल की जा रही है।

महाराष्ट्र के वर्धा में एनएचएआई कंसेसियनार, लॉकडाउन की शुरुआत से लेकर अब तक लगभग 50 लोगों को पनाह दे रहा है। सड़क के किनारे ढ़ाबा, रेस्टोरेंट के बंद होने के कारण आवश्यक कार्यों में लगे वाहन चालकों व यात्रियों को भोजन व पानी मिलने में दिक्कतों का सामना करना पड़ रहा था। सामाजिक दूरी और स्वच्छता का ध्यान रखते हुए नियमित रूप से इन लोगों को भोजन, पानी, हैंड वॉश की सुविधाएं प्रदान की जा रही है।

# गृह मंत्रालय का नियंत्रण कक्ष करेगा मालवाहकों और ट्रांसपोर्टरों की शिकायतों/मुद्दों का समाधान

लॉकडाउन के दौरान देश भर में अंतरराज्यीय आवाजाही के लिए खाली ट्रकों सिहत मालवाहकों के ड्राइवरों/ट्रांसपोर्टरों की शिकायतों/मुद्दों का समाधान तीव्र गित से सुनिश्चित करने के लिए केंद्र सरकार ने गृह मंत्रालय के नियंत्रण कक्ष का उपयोग करने का निर्णय लिया है, जहां पर इस उद्देश्य को पूरा करने के लिए सड़क परिवहन एवं राजमार्ग मंत्रालय (एमओआरटीएच) के अधिकारियों को भी तैनात किया जा रहा है।

लॉकडाउन के दौरान गृह मंत्रालय के नियंत्रण कक्ष का नंबर 1930 है जहां पर लॉकडाउन से संबंधित कोई भी शिकायत दर्ज कराने के लिए चालकों/ ट्रांसपोर्टरों के द्वारा लाभ उठाया जा सकता है। इसके अलावा, एनएचएआई हेल्पलाइन नंबर 1033 है जो कि राष्ट्रीय राजमार्ग से संबंधित शिकायतों के लिए भी उपलब्ध है। एमओआरटीएच, एनएचएआई, राज्यों/केंद्र शासित प्रदेशों के परिवहन विभाग और परिवहन संघ ड्राइवरों/ ट्रांसपोर्टरों को उचित जानकारी प्रदान करने के लिए आवश्यक कदम उठाएंगे। गृह मंत्रालय के नियंत्रण कक्ष में एचओआरटीएच से प्रतिनियुक्त होकर आए अधिकारी परिवहन क्षेत्र/चालकों से संबंधित शिकायतों को लिखने/ शिकायतों का समाधान करने में सहायता करेंगे। एमओआरटीएच के अधिकारी इस प्रकार की शिकायतों पर दैनिक रिपोर्ट भी संग्रहित करेंगे।

यह कहा जा सकता है कि लॉकडाउन के दौरान आवागमन को गृह मंत्रालय के आदेशों और दिशा-निर्देशों द्वारा नियंत्रित किया जाता है।



इसमें ड्राइवरों और ट्रांसपोर्टरों द्वारा खाली ट्रकों सहित मालवाहकों से संबंधित और ड्राइवर/ क्लीनर द्वारा उनके निवास से लेकर ट्रक पार्किंग क्षेत्र तक जाने के लिए अंतरराज्यीय आवागमन से संबंधित किए गए शिकायतों का निवारण करने का प्रावधान है।

इस तंत्र के माध्यम से भारत में कोविड-19 महामारी पर अंकुश लगाने के लिए लॉकडाउन की घोषणा के दौरान राज्यों/संघ शासित प्रदेशों में सामाग्रियों की आवाजाही में उत्पन्न हो रही समस्याओं का समाधान होने की उम्मीद है।





सी.जी.-डी.एल.-अ.-23052020-219536 CG-DL-E-23052020-219536

### असाधारण EXTRAORDINARY भाग II—खण्ड 3—उप-खण्ड (ii) PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित PUBLISHED BY AUTHORITY

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### सड़क परिवहन और राजमार्ग मंत्रालय

### अधिसूचना

नई दिल्ली, 21 मई, 2020

का.आ.1579(अ).—केंद्रीय सरकार की यह राय है कि व्यक्ति, देश में लॉकडाउन के कारण केंद्रीय मोटरयान नियम, 1989 के अधीन यथा आज्ञापित विभिन्न फीसों और विलंब फीसों के संबंध में कठिनाइयों का सामना कर रहे हैं :

अतः, अव, केंद्रीय सरकार, मोटरयान अधिनियम, 1988 (1988 का 59) की धारा 211 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए और नोबल कोरोना वाइरस (कोविड-19) महामारी की विद्यमान स्थिति को देखते हुए, लोक हित में ऐसा करना आवश्यक समझते हुए निम्नलिखित आदेश जारी करती है, अर्थात :-

### आदेश

- 1. संक्षिप्त नाम और प्रारंभ :- (1) इस आदेश का संक्षिप्त नाम मोटरयान (फीसों का शिथलीकरण) आदेश, 2020 है।
  - (2) यह राजपत्र में उसके प्रकाशन की तारीख से प्रवृत्त होगा।
- 2. केंद्रीय मोटरयान नियम, 1989 के नियम 32 (सारणी की सभी मदें) और नियम 81 (रिजिस्ट्रीकरण जारी करने और नए रिजिस्ट्रीकरण चिह्न को समनुदेशित करने के लिए क्रम सं. 4 के सिवाय, सारणी की सभी मदें) के अधीन सूचीबद्ध क्रियाकलापों के लिए 1 फरवरी, 2020 को या उसके पश्चात् संदत्त फीस और यदि ऐसे क्रियाकलाप कोविड-19 महामारी के निवारण के लिए परिस्थितियों के कारण पूरे नहीं किए जा सके थे, विधिमान्य रहेगे।
- 3. यदि कोविड-19 महामारी के निवारण की परिस्थिति के कारण 1 फरवरी, 2020 से केंद्रीय मोटरयान नियम, 1989 के नियम 32 (सारणी की सभी मदें) और नियम 81 (रिजिस्ट्रीकरण जारी करने और नए रिजिस्ट्रीकरण चिह्न को समनुदेशित करने के लिए क्रम सं. 4 के सिवाय, सारणी की सभी मदें) के अधीन सूचीबद्ध क्रियाकलापों के लिए गृह मंत्रालय के आदेश के अधीन लॉकडाउन की अविध तक, फीस का संदाय करने में साथ-ही-साथ इन क्रियाकलापों को पूरा करने में विलंब होता है तो ऐसे क्रियाकलाप 31 जुलाई, 2020 तक पूरे किए जाएंगे।
- उपरोक्त पैरा 2 और पैरा 3 में निर्दिष्ट ऐसे क्रियाकलापों के लिए कोई विलंब फीस या अतिरिक्त फीस उद्ग्रहीत नहीं की जाएगी।

[फा. सं. आरटी-11012/02/2019-एमबीएल (पीटी-8)] प्रियांक भारती, संयक्त सचिव

# [To be published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i)]

Government of India
Ministry of Finance
(Department of Revenue)
Central Board of Indirect Taxes and Customs
Notification No. 40/2020 – Central Tax

New Delhi, the 5th May, 2020

G.S.R....(E).— In exercise of the powers conferred by section 168A of the Central Goods and Services Tax Act, 2017 (12 of 2017) (hereafter in this notification referred to as the said Act), read with section 20 of the Integrated Goods and Services Tax Act, 2017 (13 of 2017), and section 21 of Union Territory Goods and Services Tax Act, 2017 (14 of 2017), the Central Government, on the recommendations of the Council, hereby makes the following amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue), No.35/2020-Central Tax, dated the 3<sup>rd</sup> April, 2020, published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), vide number G.S.R. 235(E), dated the 3<sup>rd</sup> April, 2020, namely:-

In the said notification, in the first paragraph, in clause (ii), the following proviso shall be inserted, namely: -

"Provided that where an e-way bill has been generated under rule 138 of the Central Goods and Services Tax Rules, 2017 on or before the 24th day of March, 2020 and its period of validity expires during the period 20th day of March, 2020 to the 15th day of April, 2020, the validity period of such e-way bill shall be deemed to have been extended till the 31st day of May, 2020.".

[F. No. CBEC-20/06/04/2020-GST]

(Pramod Kumar) Director, Government of India

Note: The principal notification was published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i) vide notification No. 35/2020-Central Tax, dated the 3<sup>rd</sup> April, 2020, published vide number G.S.R. 235(E), dated the 3<sup>rd</sup> April, 2020.

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

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

S.	Airport	For	The Mo	nth		Period Apr	il To Ian
no.	Auport	March	March	%		2018-19	% %
		2020	2019	Change	2015 20	2010 17	Change
(A)	20 International			- Indiana			
	Chennai	24564	36787	-33.2	355194	411613	-13.7
2	Kolkata	8876	12133	-26.8	153468	155232	-1.1
3	Ahmedabad	4066	8572	-52.6	103741	101731	2.0
	Goa	307	352	-12.8	5420	4536	19.5
5	Guwahati	1391	2103	-33.9	21270	23840	-10.8
	Lucknow	781	1		14882	6111	143.5
	Jaipur	1082	2453	-55.9	17499	18513	-5.5
8	Trivandrum	1590	2386	-33.4	25511	25167	1.4
9	Bhubaneswar	778	1026	-24.2	10011	9670	3.5
	Calicut	1900	2230	-14.8	28179	17283	63.0
	Coimbatore	745	1101	-32.3	12355	12865	-4.0
12	Varanasi	194	172	12.8	3580	2657	34.7
13	Srinagar	338	684	-50.6	6912	7990	-13.5
14	Amritsar Mangalore	125 378	260	45.4	2180 4605	1378 3287	58.2 40.1
	Portblair	0	569	43.4	5972	6158	-3.0
	Trichy	498	721	-30.9	8114	6950	16.7
	Imphal	376	613	-38.7	7860	6313	24.5
19	Vijayawada	114	013	-30.7	2129	382	457.3
20	Tirupati	0	0		0	0	431.3
Total		48103	72163	-33.3	788882	821676	-4.0
	7 JV Internation			-33.3	700002	021070	-4.0
(D)	/ J v Internation	ai Airpoi	ıs				
21	Delhi (DIAL)	59910	90427	-33.7	955858	1042948	-8.4
	Mumbai (MIAL)	55937	84054	-33.5	863782	963460	-10.3
	Bangalore	24198	33062	-26.8	374062	386849	-3.3
	(BIAL)						
	Hyderabad (GHIAL)	9587	12981	-26.1	143884	144126	-0.2
	Cochin(CIAL)	4210	6257	-32.7	72142	70199	2.8
26	Nagpur (MIPL)	460	713	-35.5	9586	9416	1.8
	Kannur (KIAL)	0	0		0	0	-
Total		154302	227494	-32.2	2419314	2616998	-7.6
(C)	10 Custom Airp	orts					
28	Pune	2288	3097	-26.1	37986	47392	-19.8
	Patna	729	1033	-29.4	12249	11435	7.1
	Bagdogra	427	575	-25.7	7508	6478	15.9
31	Visakhapatnam	458	690	-33.6	5536	5395	2.6
	Chandigarh	509	318	60.1	8939	5051	77.0
	Madurai	254	360	-29.4	3356	4934	-32.0
	Surat	566	153	269.9	3975	1041	281.8
35	Aurangabad	96	124	-22.6	981	2007	-51.1
	Gaya	0	0		0	0	
	Indore	631	883	-28.5	10770	11729	-8.2
Total		5958	7233	-17.6	91300	95462	-4.4
_	59 Domestic Air						
	Ranchi	326	483	33.2	5869	5274	11.3
	Raipur	420	465	-9.7	6306	5003	26.0
	Agartala	164	305	-46.2	4661	5195	-10.3
	Udaipur	125	162	-22.8	1385	1976	133.3 -29.9
	Jammu Dehradun	125	102	47.4	1385	231	-29.9
	Vadodara	218	225	-3.1	3597	2898	24.1
	Leh	144	170	-15.3	1925	1695	13.6
46	Bhopal	112	85	31.8	1526	1746	-12.6
	Jodhpur	0	1	-	1	7	-85.7
48	Hubli	6	15	-60.0	106	36	194.4
	Rajahmundry	0	0		0	51	
	Silchar	48	76	-36.8	794	895	-11.3
51	Dibrugarh	55	54	1.9	909	825	10.2
	Rajkot	3	7	-57.1	35	223	-84.3
26.6	Gorakhpur	0	0	-	0	0	

	1	11961	tens	Freight			
S.	Airport	2000000	The Mo		For The I	Period Apr	
no.		March	March	%	2019-20	2018-19	%
D	59 Domestic Air	2020	2019	Change			Change
-							
54	Jabalpur	0	0	***	0	1	80.3
55	Dimapur	38	32	18.8	372	467	-20.3
56	Bhuj	0	1	-	0	31	22.5
57	Tuticorin	0	5	-	47	38	23.7
58 59	Prayagraj	0	0	-	0	34	
60	Jorhat Juhu	22	27	-18.5	362	340	6.5
61	Kanpur(chakeri)	13	1	-18.3	153	340	0.2
62	Jaisalmer	0	0	-	133	0	
63	Guggal(kangra)	0	0		0	0	
64	Cuddapah	0	0	-	0	0	
65	Pondicherry	0	0		0	0	
66	Jamnagar	0	0		0	4	
67	Belgaum	0	0		0	0	
68	Bikaner	ő	ŏ		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	-
0.0	(Jalandhar)	- 5	- 5				
74	Mysore	.0	0	-	0	0	
75	Salem	0	0	-	0	0	
76	Agatti	7	3	133.3	76	29	162.1
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	20	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	2	0	0	
86	Patnagar	0	0		0	0	
87	Barapani (shillong)	0	0	5	0	0	1
on	Pathankot				- 0	- 0	
88	Lakhimpur	0	0	-	0	0	
89	(lilabari)	0	0		0	0	
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	12	0	-	75	0	
95	Hindon	0	0	-	0	0	
96	Kalaburgi	0	0		0	0	
				_	-		-
-	9 Domestic Airports	1724	2142	-19.5	28380	27003	5.
(E)	10 St.Govt. / Pv	t Airports					
97	Shirdi	0	0	-	0	0	
98	Lengpui(aizwal)	24	34	-29.4	413	525	-21.3
99	Nanded	0	0		0	0	
	Vijayanagar	0	0	- 5	0	0	
	Durgapur	0	0	-	0	0	2000
102	Nasik(Hal ozar)	0	32	-	7	237	-97.0
	Mundra	0	0	-	0	0	
04	Jagdalpur	0	0	-	0	0	
	Pithoragarh	0	0	-	0	0	-
	Hisar	0	0	(2)	120	0	444
-	0 St.Govt. / Pvt Airports	24	66	-63.6	420	762	-44.9
-	Other Airports	0	0		0	0	
	nd Total	00/010/01/05	2000000	1,822.0		0000000	5400
	B+C+D+E+F)	210111	309098	-32.0	3328296	13561901	-6.0

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

(\*) TENTATIVE

(IN '000 TONNES)

-		. 0					4						4
PORT	IKAFFIC	F.O.L.	Other	Iron Ore	Ferti	Fertilizers	Coal	=	Containers	ners	Other	IOIAL	% VAR.
	PERIOD	(Crude, Prod., LPG/ LNG)	Liquids	Incl. Pellets	FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUS	Misc. Cargo		AGAINST 2018-19
KOLKATA	200000000000000000000000000000000000000		2000		2650				9.07	3	1000	100000	
Vollette Dook Sections	TRF APRIL, 2020	9	18		15	*		194	909	36	82	920	2000
Olhata LOCA System	TRF APRIL, 2019	19	59	*	39	*		268	794	53	351	1572	-41.48
Holdia Dock Complex	TRF APRIL, 2020	556	273	26	1	8	244	836	164	00	625	2732	Constitution of the consti
aidia Dova Complex	TRF APRIL, 2019	637	372	108	93	7	175	1511	255	13	331	3396	-19.55
TOTAL: KOLKATA	TRF APRIL, 2020	562	291	26	15	8	244	1030	692	44	707	3652	1000
	TRF APRIL, 2019	869	431	108	39	7	175	1779	1049	99	682	4968	-26.49
PARADIP	TRF APRIL, 2020	2047	87	1740	90	362	2721	986	7	1	614	8564	3
	TRF APRIL, 2019	3393	134	1307	33	195	3046	913	6	1	522	9552	-10.34
VISAKHAPATNAM	TRF APRIL, 2020	1580	141	809	130	28	338	542	630	35	781	5009	
	TRF APRIL, 2019	1474	141	1201		7	1105	267	089	41	515	2690	-11.97
KAMARAJAR(ENNORE)	TRF APRIL, 2020	350	9		7K	01	1321		320	17	98	2083	
	TRF APRIL, 2019	414	6	32	79	35	2025	95	240	11	194	2977	-30.03
CHENNAI	TRF APRIL, 2020	069	101		25	12			1363	71	250	2441	
	TRF APRIL, 2019	1138	133	,	•	•	9	•	2365	123	312	3948	-38.17
V.O.CHIDAMBARANAR	TRF APRIL, 2020	22	73		20	30	588	517	750	38	297	2297	
	TRF APRIL, 2019	56	100		7/4	55	547	653	1363	99	310	3084	-25.52
COCHIN	TRF APRIL, 2020	1432	24		. 1	1	-		411	26	7	1874	
	TRF APRIL, 2019	1972	55		() h	5.0	9		200	50	95	2828	-33.73
NEW MANGALORE	TRF APRIL, 2020	2468	112	223	46	S	77	109	82	4	103	3225	
	TRF APRIL, 2019	1497	146	331	57	Ξ	865	110	152	=	86	3267	-1.29
MORMUGAO	TRF APRIL, 2020	21		294	(4)		132	819	26	1	267	1559	
	TRF APRIL, 2019	09	33	202	13	. 1	70	835	43	3	223	1479	5.41
MUMBAI	TRF APRIL, 2020	2806	98	284	10	37	252	231	91	7	366	4088	
	TRF APRIL, 2019	2904	137	561	,	1	909	104	28	m	662	5001	-18.26
J.N.P.T.	TRF APRIL, 2020	164	121	95	(3)	03	63		3659	284	12	3956	
	TRF APRIL, 2019	333	206	-	1	6			5364	448	88	5991	-33.97
DEENDAYAL	TRF APRIL, 2020	4179	499	50	126	1	2170	41	273	19	1386	8674	
	TRF APRIL, 2019	5063	867	86	329	0	2841	66	546	37	1458	11301	-23.25
ALL PORTS	TRF APRIL, 2020	16321	1541	3376	402	482	7843	4275	8306	542	4876	47422	
	TRF APRIL, 2019	19002	2392	3808	471	275	11279	5155	12545	860	5159	98009	-21.08
% Variation from previous year	ıı	-14.11	-35.58	-11.34	14.65	75.27	-30.46	-17.07	-33.79 -36.98	-36.98	-5.49	-21.08	

Source: LP.A.

### IT TORCHBEARER OF THE COUNTRY



Vineet is an accomplished strategist and technofunctional leader having extensive experience in various business functions across diverse Industries. In his long spanning career with Kale Logistics, Vineet is known as a Domain Independent expert, who gets a quick handle on any given subject. His strength lies in simplifying complex business

He has been quoted extensively on various facets of the Global Logistics Industry across several leading Industry publications over the last decade. His views on Electronic Collaboration and the transformational value of IT in Logistics have

been applauded in leading Industry Fora across nations. A natural orator and engaging speaker, he has been a highly recommended 'Speaker' on various subjects and a recipient of much coveted title of 'Best Presentation for Quality' at prominent Industry conferences. He is on the members board for IPCSA (International Port Community System Association), Europe and an official expert at UN/CEFACT for Trade Facilitation.

Vineet spearheads Kale's strategic forays and new industry initiatives across its areas of focus including-Airports, Forwarding, Transportation, Customs, Chambers of Commerce and other Trade Associations. He is also the member of Confederation of Indian Industry- CII WR Logistics Task Force 2016-17. He has effectively led his team to increase 'Technology Awareness' in the Global Logistics Industry and driven focused groups to build the IT adoption levels across supply chains worldwide. Many of Kale's next Generation Community Platform solutions have set new Industry benchmarks under his guidance, Industry Acumen and Research. India's first Cargo Community Platform-UPLIFT, India's first Container Digital Exchange- CODEX, India's first Airport Cargo Community Platform- GMAX and the first Cargo Mobile APP have made successful inroads in the Industry effectively represented by Vineet at Prominent fora and conferences worldwide.

With over 25 years of experience working across verticals like-Manufacturing, Energy and Textiles, his self-driven and simple communication approach allows him to quickly set the ball rolling for all small and large engagements involving diverse sets of people, organisations and business

communities. Prior to Kale Logistics, Vineet has worked in leading positions in global organizations like Siemens, Premier Evolvics and Amara Raja Batteries. Vineet is an Electronics and Communications engineer and holds an MBA degree specializing in Marketing and Strategy from FMS, Delhi University.

### Questionnaire

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

Kale Logistics Solutions was incorporated in 2010. Prior to that, we were a part of Kale Consultants, which is an industry leader in Aviation and Travel. Kale Consultants now known as Accelya, was founded in 1976.

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

We are an IT Company with global offices in Mumbai, Delhi, Dubai, Port Louis (Mauritius), Atlanta and Amsterdam with a workforce strength of more than 200. Our development centers are in Mumbai and Thane.

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

In the Indian context, technology is now solving inefficiencies directly linked to economic growth. The government is promoting digitization in logistics in a big way. With major investments in Port Community Systems (PCS), National Logistics Portal, Sagar Mala, Logistics e-marketplace, etc, are underway which will give the required impetus to our country to make it a 5 trillion USD economy. Adoption of disruptive technology like Blockchain, AI, Robotics, Big Data, etc, are set to make Indian Logistics industry future ready.

We are offering the most advanced systems and community platforms like PCS, Air Cargo Community System (ACS), Regulatory Single Windows, digital trade corridor and Logistics e-market place.

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

We are catering to large and mid-size organisations like Mumbai International Airport (MIAL), Bengaluru International Airport (BIAL), Celebi, Tuticorin VOC Port, Atlanta Airport, DPWorld, FedEx, Siemens, CWC to name a few.

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

As an industry Patron we stand by the industry during the difficult times of COVID-19. We have introduced a suite of eservices for Cargo Handlers, Airlines, Shipping Lines, Consolidators, transporters and Freight Forwarders when they face staff shortage and are exposed to the risk of infection through paper documentation. These e-services are aimed at reducing the costs of business and improve productivity. We are offering them as a free trial with no upfront investment.

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

Logistics will play a very important role in the coming year. Post COVID-19, the global logistics market size is projected to grow from USD 2,734 billion in 2020 to USD 3,215 billion by 2021, at an Y-O-Y of 17.6%. E-Commerce will play a significant role in getting the industry back on track. There will be major investments on IT adoption, automation and paperless trade. Data and community platforms will change the business parlance for our Logistics industry.

Vinod Kaul Mobile: 9711875283 | e-mail: kaulv22@gmail.com





### Dear CEO's & Logistic Heads

**CAN YOU MOVE YOUR LTL (LESS THAN TRUCK LOAD)** WITH ZERO TRANSSHIPMENT?

- WE CAN —

APML model offers solution with it's unique concept of

"TRUCKING CUBE"

Exclusive cube even for part shipment with your own Lock and Key





Hon'ble Minister of Road Transport & Highways Shri Nitin Gadkari Ji launched the mobile app "APML Suvidha" which has now attained a distinguished position

# **APML Suvidha**

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Logistics and Supply chain needs

Coastal shipping - container and bulk cargo movement

Multimodal **Logistics Solutions** 

Integrated Cold Chain Services





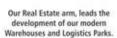














Affiliated to NSDC and LSC, TIOL offers training programs for different entry-level employees in the logistics sector.



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



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

### **KEY FACTS**

Group Turnover



Employee Strength



6000+

Vehicles/day Managed on Road



12000

Cargo Ships



6

Warehouse Covered Area



12 (million sq. Ft.)

Own Branch Network



1400+

### Transport Corporation of India Limited

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









